

# TWELFTH ANNUAL

OFFICIAL PROGRAM



• SAN DIEGO

• YUMA

• TUCSON

• EL PASO

• MIDLAND

• ABILENE

• TYLER

• JACKSON

• MONTGOMERY

• MACON

• CHARLESTON

July 4-8 1958

ALL WOMAN  
*Transcontinental*  
**AIR RACE**

## *Thank You!*

The Board of Directors of All-Woman Transcontinental Air Race, Inc., is deeply grateful to the City of San Diego, the County of San Diego, the San Diego Chapter of The Ninety-Nines, Inc., the City of Charleston, the Carolinas Chapter of The Ninety-Nines, Inc., and many other friends in San Diego and Charleston—our hosts at the Start and at the Terminus—and to members of the aircraft industry and The Ninety-Nines, Inc., who, because of their interest in the promotion of private aviation, have taken an interest in and given support to this race.

To the above mentioned and to the following aircraft and oil companies we wish to express our most sincere thanks for the financial assistance which has made the 12th Annual AWTAR possible:

Air-Oasis Company, Long Beach, Calif.  
Baker Aircraft Sales, Long Beach, Calif.  
Beech Aircraft Corporation, Wichita, Kansas  
Bendix Aviation Corporation, Detroit, Michigan  
Cessna Aircraft Company, Wichita, Kansas  
Chandler-Evans, Division of Pratt & Whitney Co.,  
West Hartford, Conn.  
Continental Motors Corporation, Muskegon, Michigan  
Convair, San Diego, California  
The Decker Corporation, Philadelphia, Pa.

Esso Standard Oil Company, New York, New York  
Fairchild Engine and Airplane Corporation,  
Hagerstown, Maryland  
Hartzell Industries, Inc., Piqua, Ohio  
Hughes Aircraft Company, Culver City, Calif.  
Lavelle Aircraft Corporation, Newtown, Pennsylvania  
North American Aviation, Inc., Los Angeles, Calif.  
Pacific Airmotive Corporation, Burbank, California  
Phillips Petroleum Company, Bartlesville, Oklahoma  
Piper Aircraft Corporation, Lock Haven, Pennsylvania

Other companies, groups and individuals who have contributed to the AWTAR fund at the Start and Terminus are listed elsewhere in this program. To these also we wish to express our thanks and appreciation.

## *We Also Wish to Thank . . .*

Chairman Carolyn Currens (W3GTC) and all the members of the amateur radio net for providing stop on the route and from coast to coast. This is the 7th year that the "Hams" have organized the AWTAR Amateur Radio Net for our use and it has become a very valuable part of our operations. We deeply appreciate the many hours that these "hams" spend at their rigs relaying arrivals and departures of aircraft and transmitting miscellaneous messages for the race officials and contestants. Our thanks go out to each and every one of them.

Jeppesen & Company for supplying complete aviation gifts covering the entire route to all AWTAR pilots and for adding many useful aviation items to our list of awards. This is the 5th year that Jeppesen & Co. has made up these special kits for our pilots and we feel that they have contributed very greatly to safe operation by making available to the pilots the very latest up-to-the-minute radio navigation information.

The Simplex Time Recorder Company and their dealers for supplying the official time clocks at each of the designated airports on the route. Since 1949 the Simplex Time Recorder Co., through the assistance of Mr. E. J. Sullivan, L.A. District Manager, has made the clocks available to us for recording the arrival and departure times of each aircraft. This contribution by the Simplex Time Recorder Company is the very heart of AWTAR operations and we are very grateful for the fine service they have given us.

The United States Air Force for their fine cooperation and assistance at the start and terminus and all along the route.

The Civil Aeronautics Administration, the U.S. Weather Bureau and the U.S. Coast and Geodetic Survey for their valuable assistance in planning and operating the race.

(Continued on inside back cover)

## THE AIR RACE



## THE NINETY-NINES, INC.

Competitive activities in every sport have always resulted in improved performances, greater interest in training, higher degrees of skill, broken records and increased public interest in their particular fields. Such is the story of the All-Woman Transcontinental Air Race.

Organized in 1947, this race has added much to the history of private flying during the past ten years. To fly it has become the ambition of many new young pilots, to win it is always the ambition of the old timers and the more experienced crews. No sooner is one year's race over than plans are being made by the contestants for the next one! A long race, usually around 2,500 miles or more, the AWTAR is the only race of its kind in the world, being for stock aircraft only, crewed entirely by women and flown with the main object of beating one's own handicap "par" speed by as many miles per hour as possible. It is flown during daylight hours only and under CAA Visual Flight Rules.

This is the Twelfth Annual AWTAR. Sponsored by The Ninety-Nines, Inc., sanctioned by The Aeronautique Internationale, this race will cover 2177.40 Statute Miles from San Diego, California to Charleston, South Carolina. As we go to press with this program, aircraft with feminine crews will be winging their way from their home bases all over the United States, Canada and Alaska to the starting line at San Diego.

The AWTAR is financially supported by contributions from companies in the aircraft industry which have an interest in the promotion of private flying, by contributions from the cities and/or organizations at the start and finish points and by contributions from the membership of its sponsoring organization, The Ninety-Nines, Inc. It is directed by the all-woman Board of Directors of All-Woman Transcontinental Air Race, Inc., all active members of the Ninety-Nines, whose responsibility it is to write the Rules and Regulations which govern the race, to appoint Judges and Timers and to make all preliminary arrangements from coast to coast. The membership of the Ninety-Nine Chapters at the start and finish and along the route make up the committees which operate the race.

This handicap race is open to all licensed women pilots and to all CAA certified stock aircraft manufactured since January 1, 1946, and not exceeding 350 horsepower.

The Ninety-Nines, Inc., international organization of licensed women pilots, had its inception November 2, 1929, in a hangar at Curtiss Field Valley Stream, Long Island, New York. The formation meeting was held after the first transcontinental race for women only, run from Santa Monica, California, to New York. Twenty-six licensed pilots were present at the meeting.

This nucleus group contacted every licensed flier in the United States, 117 of them, and asked if they were interested in banding together to provide a "close relationship among women pilots, to assist them in any movement which would be of help to them in aeronautical research, air racing events, acquisition of aerial experience, administering through the air in times of emergency arising from fire, famine, flood and war, or any other interest that would be for their benefit or that of aviation in general."

Ninety-nine of the 117 women contacted responded with enthusiasm and became incorporated at the suggestion of Amelia Earhart, as simply the Ninety-Nines. Miss Earhart was elected first president of the group.

Succeeding her as president have been Margaret Cooper Manser, 1933-35; Mable Britton, 1935-37; Daisy Kirkpatrick, 1937-39; Betty Huyler Gillies, 1939-41; Jacqueline Cochran, 1941-43; Ethel Sneehey, 1943-45; Jeanette Lempke Sovereign, 1945-47; Belle Hetzel, 1947-48; Blanche Noyes, 1948-50; Kay Menges Brick, 1950-51; Alice Hammnord, 1951-53; Geraldine Mickelson, 1953-55; Edna Gardner Whyte, 1955-57; Bronita Davis Evans, 1957-58.

Growing steadily through the years, the Ninety-Nines now have members in Canada, Alaska, Hawaii, South America, Sweden, France, Australia, Puerto Rico, Turkey, Africa, Israel, England, Japan and the French West Indies.

All United States feminine aviation records and many international feminine aviation records are held by members of the Ninety-Nines. The membership is composed of women who fly for "the fun of it" and women who earn their living in commercial aviation. Included in the latter group are flight instructors, airport managers, flying service owners and operators, women who fly for charter (hire), give instrument instruction, do crop dusting and, in fact, do every kind of commercial flying with the exception of scheduled airline flying. Projects of many Ninety-Nine chapters include air-marking, sponsorship and guidance of Wing Scout troops and air education in the schools.

# LIST OF AWARDS

## FIRST PLACE

1. AWTAR First Place Trophy
2. \$800 Cash
3. Perpetual Rotating Trophy (silver tray) donated in 1950 by the Carolinas Chapter of The Ninety-Nines, Inc.
4. Name inscribed on Perpetual Rotating Trophy donated in 1950 by the San Diego Chapter of The Ninety-Nines, Inc., and kept on display in the National Air Museum, Washington, D.C.
5. Portable Oxygen Unit donated by Zep Aero, El Segundo, Calif.

Co-Pilot receives a duplicate of the AWTAR First Place Trophy and a Jeppesen Flight Case donated by Jeppesen & Co., Denver, Colorado.

## FIFTH PLACE

1. AWTAR Fifth Place Trophy
2. \$200 Cash
3. Large Map of the United States presented by Jeppesen & Co.  
Co-Pilot receives a duplicate of the AWTAR Fifth Place Trophy

## SIXTH PLACE

Pilot and Co-Pilot each receive a "Pocket-4¼" R-2 Computer donated by Jeppesen & Co. and a small Map of the World.

## TO THE CREW FLYING THEIR FIRST AWTAR WHICH MAKES THE HIGHEST SCORE

1. Trophy—presented by the Chicago Area Chapter of The Ninety-Nines, Inc.
2. \$50.00 Cash—donated by a Friend of The Ninety-Nines, Inc., through the Michigan Chapter of The Ninety-Nines, Inc.  
Pilot and Co-Pilot each receive a 32"x18" Map of the World presented by Jeppesen & Co.

## TO THE HIGHEST SCORING TEAM OF PRIVATE LICENSED PILOT AND PRIVATE OR STUDENT LICENSED CO-PILOT

1. \$100.00 Cash presented by FLYING Magazine.  
Pilot and Co-Pilot each receive a 32"x18" Map of the World presented by Jeppesen & Co.  
(If one member of such team holds only a student license, the FLYING Magazine Award goes to the team. If a solo flight is involved, or if the co-pilot is not a licensed pilot, the award goes to the licensed pilot alone.)

## IN ADDITION

\$300.00 Cash for First Place, \$200.00 Cash for Second Place, \$100.00 Cash for Third Place, \$50.00 Cash for Fourth Place, and \$25.00 Cash for Fifth Place—donated by the AC Spark Plug Division of General Motors, providing these winning aircraft are using AC Spark Plugs.

\$25.00 Cash for the best score made by each make of aircraft of which there are at least three in competition.

## SECOND PLACE

1. AWTAR Second Place Trophy
2. \$600 Cash
3. Perpetual Rotating Trophy donated in 1951 by The Air Oasis Co., Long Beach, California.
4. Radio Air-Route Guide with one year revision service donated by Jeppesen & Co.

Co-Pilot receives a duplicate of the AWTAR Second Place Trophy and a Large Map of the World donated by Jeppesen & Co.

## THIRD PLACE

1. AWTAR Third Place Trophy
2. \$500 Cash
3. Jeppesen R-2 (6") Computer

Co-Pilot receives a duplicate of the AWTAR Third Place Trophy and a Large Map of the World donated by Jeppesen & Co.

## FOURTH PLACE

1. AWTAR Fourth Place Trophy
2. \$400 Cash
3. Jeppesen R-2 (6") Computer

Co-Pilot receives a duplicate of the AWTAR Fourth Place Trophy and a Large Map of the United States presented by Jeppesen & Co.

# LEG PRIZES - 1958 AWTAR

1. San Diego, Calif. — Yuma, Ariz.  
(Donated by: The Yuma County Chamber of Commerce)
 

|     |          |
|-----|----------|
| 1st | \$ 50.00 |
| 2nd | 25.00    |
| 3rd | 15.00    |
2. Yuma, Ariz. — Tucson, Ariz.  
(Donated by: The Tucson Chamber of Commerce)
 

|     |          |
|-----|----------|
| 1st | \$ 40.00 |
|-----|----------|
3. Tucson, Ariz. — El Paso, Texas  
(Donated by: The City of El Paso)
 

|     |          |
|-----|----------|
| 1st | \$ 50.00 |
|-----|----------|
4. El Paso, Texas — Midland, Texas  
(Donated by: Fixed Base Operators of Midland; Southwest Air Rangers, West Texas Flying Service, Post Aviation Service, Champs Aviation, and Midland Air Association.)
 

|     |          |
|-----|----------|
| 1st | \$150.00 |
|-----|----------|
5. Midland, Texas — Abilene, Texas  
(Donated by: Abilene Aviation, Abilene Texas Alamo Aviation, San Antonio, Texas Hertz Rent-A-Car & National Rental Car System, Inc.)
 

|     |                             |
|-----|-----------------------------|
| 1st | \$120.00                    |
| 2nd | 80.00                       |
| 3rd | Motorola Radio "Weatherama" |
6. Abilene, Texas — Tyler, Texas  
(Donated by: The City of Tyler)
 

|     |          |
|-----|----------|
| 1st | \$ 25.00 |
| 2nd | 15.00    |
| 3rd | 10.00    |
7. Tyler, Texas — Jackson, Mississippi  
(Donated by: Jacobs Aircraft Co., Hawkins Field, Jackson, Miss. and Quiet Birdmen, Jackson Hangar, Jackson, Mississippi)
 

|     |          |
|-----|----------|
| 1st | \$ 25.00 |
| 2nd | 15.00    |
| 3rd | 10.00    |
8. Jackson, Miss. — Montgomery, Alabama  
(Donated by: "The Men of Montgomery")
 

|     |          |
|-----|----------|
| 1st | \$ 50.00 |
|-----|----------|
9. Montgomery, Ala. — Macon, Georgia  
(Donated by: Frepak Products, Providence, R.I.)
 

|     |                         |
|-----|-------------------------|
| 1st | AERO-DOC Safety Package |
|-----|-------------------------|
10. Macon, Ga. — Charleston, South Carolina
 

|     |          |
|-----|----------|
| 1st | \$ 25.00 |
|-----|----------|
11. San Diego — El Paso  
(Donated by: The Carrier Corporation)
 

|     |                                  |
|-----|----------------------------------|
| 1st | Carrier Portable Air Conditioner |
|-----|----------------------------------|
12. San Diego — El Paso  
(Donated by: The City of El Paso)
 

|     |          |
|-----|----------|
| 1st | \$ 75.00 |
|-----|----------|
13. Tucson, Arizona — Midland, Texas  
(Donated by: The Midland Jr. Chamber of Commerce)
 

|     |          |
|-----|----------|
| 1st | \$ 50.00 |
|-----|----------|

## PREVIOUS WINNERS



MRS. CAROLYN WEST  
1947



MRS. FRANCES NOLDE  
1948



MRS. LORETTA FOY SAVORY  
1949



MRS. JEAN PARKER ROSE  
1950



MRS. CLAIRE WALTERS  
1951



MRS. SHIRLEY FROYD  
1952



MRS. FRANCES BERA  
1953, '55, '56



MRS. RUTH DEERMAN  
1954



MRS. ALICE ROBERTS  
1957

| YEAR | START AND FINISH                                               | AVG.<br>G.S.  | TOTAL<br>MILES | NO.<br>PLANES<br>ENTERED | NO.<br>WOMEN | AIRCRAFT<br>FLOWN                  | PILOT & CO-PILOT<br>WINNERS                    |
|------|----------------------------------------------------------------|---------------|----------------|--------------------------|--------------|------------------------------------|------------------------------------------------|
| 1947 | Palm Springs, Calif.<br>to<br>Tampa, Florida                   | 102           | 2242           | 1                        | 2            | Ercoupe                            | P—Mrs. Carolyn West<br>CP—Miss Bea Medes       |
| 1948 | Palm Springs, Calif.<br>to<br>Miami, Florida                   | 148           | 2540           | 6                        | 7            | Navion                             | P—Mrs. Frances Nolde                           |
| 1949 | San Diego, Calif.<br>to<br>Miami, Florida                      | Time<br>20:54 | 2544           | 16                       | 27           | Piper<br>Clipper                   | P—Mrs. Lauretta Foy<br>CP—Mrs. Sue Kindred     |
| 1950 | San Diego, Calif.<br>to<br>Greenville, S. C.                   | 123           | 2460           | 33                       | 50           | Taylor-<br>Craft                   | P—Miss Jean Parker<br>CP—Miss "Boots" Seymour  |
| 1951 | Santa Ana, Calif.<br>to<br>Detroit, Mich.                      | 121.165       | 2348           | 44                       | 77           | Cessna<br>140                      | P—Mrs. Claire Walters<br>CP—Mrs. Frances Bera  |
| 1952 | Santa Ana, Calif.<br>to<br>Teterboro, N. J.                    | 104.052       | 2355           | 41                       | 73           | Cessna<br>140                      | P—Mrs. Shirley Froyd<br>CP—Miss Martha Baechle |
| 1953 | Lawrence, Mass.<br>to<br>Long Beach, Calif.                    | 119.37        | 2678           | 49                       | 98           | Stinson<br>165                     | P—Mrs. Frances Bera<br>CP—Mrs. Marcella Duke   |
| 1954 | Long Beach, Calif.<br>to<br>Knoxville, Tenn.                   | 121.99        | 1986           | 51                       | 93           | Cessna<br>140-A                    | P—Mrs. Ruth Deerman<br>CP—Mrs. Ruby Hays       |
| 1955 | Long Beach, Calif.<br>to<br>Springfield, Mass.                 | 175           | 2787           | 47                       | 90           | Cessna<br>180                      | P—Mrs. Frances Bera<br>CP—Mrs. Edna Bower      |
| 1956 | San Mateo County<br>Airport, Calif.<br>to<br>Flint, Mich.      | 183           | 2366           | 50                       | 85           | Beech-<br>craft<br>Bonanza<br>E-35 | P—Mrs. Frances Bera<br>CP—Mrs. Edna Bower      |
| 1957 | San Mateo County<br>Airport, Calif.<br>to<br>Philadelphia, Pa. | 188.53        | 2567           | 49                       | 89           | Beech-<br>craft<br>Bonanza<br>C-35 | P—Mrs. Alice Roberts<br>CP—Mrs. Iris Critchell |

## AWTAR BOARD OF DIRECTORS



Mrs. Iris Critchell, director of operations, has been a member of the Board of Directors for the past five years. She has flown as a contestant in 7 TAR Races, having placed first in 1957, and second in 1955 and '56 as a co-pilot. She was a WASP Pilot during WWII and holds a Commercial License, Instructor and Instrument ratings

for both single and multi-engine aircraft. She is at present giving both flight and ground school instruction in instrument flying. She is an active member of the Long Beach chapter of the Ninety-Nines, Inc., and has logged over 4000 hours flying time.



Mrs. Kay Brick, vice-chairman and East Coast representative for the Board of Directors, has served as a member of the Board since 1950. She was an Official Timer for the race in 1951 and '52 and was an Official at the Start of the race in 1953, and at the Terminus in 1954 and '55. She was a contestant in the Race in 1955,

'56 and '57. She is a past-International President of the Ninety-Nines, Inc., and is an active member of the New York-New Jersey Chapter of the 99's Inc. She was a WASP pilot during WWII and now has logged more than 3500 hrs. flying time and holds a commercial license, single and multi-engine and Flight Instructor Ratings.



Mrs. Claire Hale, secretary, is serving her 4th year on the Board of Directors. She has raced in the TAR for six years and was an official timer for two years. She is in charge of Impound for the Board of Directors and is the Editor of the Official Program again this year. She holds a Commercial License and has logged over

1300 hrs. flying time. She is an active member of the San Diego Chapter of the Ninety-Nines, Inc., and is vice-governor of the Southwest Section of the 99's, Inc.



Mrs. Louise Smith, East Coast member, has been a member of the Board of Directors for five years. She is a member of the Carolinas Chapter of the Ninety-Nines, Inc., national executive board. She holds a Commercial License and has logged more than 1400 hrs. flying time. She has flown as a contestant in four previous TAR races.



Mrs. Betty H. Gillies, chairman, is serving her 6th consecutive term as Chairman of the Board of Directors. She was a contestant in the TAR in 1949, '50, '51, '52; and has been a member of the Board for 8 years. Mrs. Gillies is past-International President of the Ninety - Nines, Inc. and an active member of the San Diego

Chapter, 99's Inc. She was a WASP pilot during WWII and now has over 3500 hrs. flying time with a commercial license, flight instructor and instrument ratings, both single and multi-engine and sea-plane ratings.



Mrs. Lois Bartling, director of route operations, is serving her second year on the Board of Directors. She did the Route Survey for the TAR in 1954 and will be entering the TAR this year for the 8th consecutive year as a contestant. She holds a Commercial License and has logged more than 1200 hrs. flying time. She is an active

member of the San Diego Chapter of the Ninety-Nines, Inc.



Mrs. Barbara E. London, treasurer, has been a member of the Board of Directors since 1950 and served three years as Secretary of the Board. She is in charge of the Race Operations for the Board as well as acting as the executive secretary for the Headquarters. She was a contestant in three previous races. She was a WASP

pilot during WWII and now holds a Commercial License with Flight Instructor, Instrument, single and multi-engine land and sea ratings. She has logged more than 3000 hrs. flying time and is an active member of the Long Beach Chapter of the 99's Inc.



Miss Bernice Trimble, Central U.S. member, is serving her second year on the Board of Directors, having served as chairman of the Terminus Committee for the TAR in 1956 also. She is an active member of the Michigan Chapter of the Ninety-Nines, Inc. and holds a Commercial License with Instrument, Flight In-

structor, single and multi-engine land ratings and has logged more than 5000 hrs. flying time. She also holds all Ground School Instructor Ratings and now owns and operates her own Flying School in Flint, Michigan.

## THE ROUTE SURVEYORS

Approximately 10 days before the start of the race, the route is surveyed by an experienced crew to ascertain that all required preparations have been made at each of the designated refueling stops. These preparations include setting up the official clock with which elapsed flying times are recorded, providing for the handling and servicing of the aircraft, and arranging for accommodations for any crews that may remain overnight. The Route Surveyors discuss the operation with Civil Aeronautics Administration Tower and Communications personnel, with the Airport Managers and with personnel of the Weather Bureaus. This survey is a final check to make sure that all those along the route who are working with the race fully understand the operation and that the operation will be handled in accordance with the published AWTAR Rules & Regulations.

Route Surveyors for this year's race are Mrs. Geraldine Mickelsen of Sacramento, Calif., and Mrs. Gerhart of San Francisco, Calif. They are flying



the route in Mrs. Mickelsen's Bellanca Cruisair. Mrs. Mickelsen is a past International President of The Ninety-Nines, Inc., has been a contestant in seven previous Transcontinental Air Races and the Route Surveyor for two previous TAR races. Mrs. Gerhardt has participated in one previous TAR and has served twice on the Air Race Committee at the Start. Both women are active members of The Ninety-Nines, Inc.

## THE OFFICIAL TIMERS

The All-Women Transcontinental Air Race is sanctioned by the National Aeronautics Association and is conducted under the rules and regulations of the Federation Aeronautique Internationale. The timing and scoring is the duty and responsibility of the Timers Committee, six women designated as official NAA representatives and timers for the race.

The official timers at the start, of which there are two, are responsible to the NAA for the enforcement of applicable FAI regulations and the AWTAR published rules, for the accuracy of the time piece used and for the recording of all starting times in the prescribed manner. They must ascertain that each pilot holds a current FAI Pilots Annual Sports Registration and must submit a report to the NAA on all entries, including aircraft and their identifications and the official starting times of all contestants. It is their duty also to sit in and assist with making decisions on any protests that might be filed before the start of the race.

The official timers at the finish, of which there are four, are likewise responsible to the NAA for the enforcement of applicable FAI regulations and AWTAR published rules and for the accurate recording of the time each contestant crosses the finish line. In addition it is their duty and responsibility to compute the elapsed time of each contestant and to submit the final scores to the AWTAR representative at the finish and to the Contest Division of the NAA. Three members of the timers committee at the finish also serve as members of the protest board in the event a protest is filed.

Chairman of the Timers Committee for this year's race is Mrs. Betty Lambert of San Diego, California, who will be on the job at the Charleston terminus. Betty has been a contestant in 7 previous TAR Races. She has placed 2nd, 3rd, (twice) and 4th.

She holds a Commercial license, land and sea, Instrument Flight Instructor Ratings. Betty is also a licensed Ground School Instructor with all ratings and is a former instructor of air navigation at the University of Michigan. She is an active member of the San Diego Chapter of the Ninety-Nines, Inc. and is the mother of three sons.

Miss Irma (Babe) Story, Official Timer at the Start, will be serving her 5th year as an Official Timer. She was a WASP Pilot during WWII and is now an agricultural pest control operator. She has logged over 4000 hrs. flying time and holds a Commercial License with a Flight Instructor rating. She is an active member of the San Fernando Valley Chapter of the Ninety-Nines, Inc. and was a contestant in the TAR in 1950 and 1951. She placed third in the 1950 Race.

Miss Frances (Fran) Dias, Official Timer at the Start, is serving her sixth consecutive year as an Official Timer. She was an aerobatic pilot with the Tex Rankin Air Shows and was also a WASP Pilot during WWII. She holds a Commercial license with both single and multi-engine ratings. She is an active member of the San Joaquin Valley Chapter of the Ninety-Nines, Inc.

Miss Peggy Borek, Official Timer at the Finish, is serving her first year as an Official Timer. She holds a Private license and is working for her Commercial license. She flew in the 1956 TAR and has served as Chairman of Operations, Impound and Inspection at the Terminus of the 1957 TAR. She is Newsletter Reporter and active member in the Eastern Pennsylvania Chapter of the Ninety-Nines, Inc.

Mrs. Geraldine Mickelsen, Official Timer at the Finish. This biography appears above under the section devoted to the Route Survey Team.

Mrs. Margaret Gerhardt, Official Timer at the Finish. This biography appears above under the section devoted to the Route Survey Team.

# THE ROUTE OF THE RACE PILOTS

Nine airports between San Diego and Charleston have been selected and designated as official refueling stops for the contestants. These are located between 200 and 300 miles apart. Special arrangements have been made at these airports for the handling and servicing of the aircraft and for accommodations for crews that elect to remain over night. Official time clocks are set up at these nine airports so that arrival and departure times can be recorded. In this way, time spent on the ground is not counted against the contestant and she can take as much time as is necessary to have her aircraft checked and serviced. (Time spent on the ground at other than a designated airport can not be deducted from the total time.) Official observers are

stationed at the time clocks to ascertain that the timing procedure is conducted in accordance with the published AWTAR Rules and Regulations. Regulations require that all participating aircraft be at one of these named designated airports by one half hour after sunset and flight may not be resumed until sunrise of the following day.

Many individuals and organizations at each of these designated airports cooperate to assure a smooth running operation and to make each stop a pleasant experience for the contestants. It is unfortunate that as this program goes to press we do not have the names of all. Below is a list of the airports and the names of those who have worked directly with us in setting up the arrangements for the race:

## **MONTGOMERY FIELD, CALIFORNIA**

Chairman of the Start Committee,  
Mrs. Gertrude Lockwood  
Mrs. Aileen Saunders, Chairman of Publicity  
Mr. Wm. Gibbs, Jr., Operator of Gibbs Flying  
Service, Montgomery Field  
T/Sgt. John H. Zollinger, Air Force  
Radio "Ham" Chairman, Pat Muelheim, W6GGX

## **YUMA, ARIZONA**

Ninety-Nine Coordinator, Mrs. Melba Beard  
Airport Manager, Madeline Spain  
M/Sgt. Frank L. Terry, Air Force  
Radio "Ham" Chairman, Lyman Keyes

## **TUCSON, ARIZONA**

Ninety-Nine Coordinator,  
Mrs. Gertrude Geilderman  
Airport Manager, Mr. R. W. Schmidt  
M/Sgt. Edward T. Badder, Air Force  
Radio "Ham" Chairman, Thornton Benson,  
K7CBT

## **EL PASO, TEXAS**

Ninety-Nine Coordinator, Mrs. Ruth Deeman  
Airport Manager, Mr. James Gagnon.  
Capt. John R. McNoun, Air Force  
Radio "Ham" Chairman, Ervis Williams, W5KOK

## **MIDLAND, TEXAS**

Airport Manager, Mr. Erle A. Taylor  
T/Sgt. Omer L. Binion, Sr., Air Force  
Radio "Ham" Chairman, George Martin, K5ODH

## **ABILENE, TEXAS**

Ninety-Nine Coordinator, Mrs. Ruby Caldwell  
Airport Manager, Mr. Glenn Meeks  
Capt. John J. Machos, Air Force  
Radio "Ham" Chairman, Judith N.. Ward,  
K5CEN

## **TYLER, TEXAS**

Ninety-Nine Coordinator, Marjorie Barr.  
Airport Manager, Mr. J. J. McNamara  
M/Sgt. Ben R. Hackett, Air Force  
Radio "Ham" Chairman, Betty Vredenberg,  
K5IMD

## **JACKSON, MISSISSIPPI**

Ninety-Nine Coordinator, Cora McDonald  
Mr. Warren Farmer, Mgr. Industrial Dept.,  
Jackson Chamber of Commerce  
Capt. Thomas Turner, Director of Aviation,  
Hawkins, Field  
M/Sgt. Peter H. Capriotti, Air Force  
Radio "Ham" Chairman, Margaret Brown

## **MONTGOMERY, ALABAMA**

Ninety-Nine Coordinator, Jan Warrick  
Airport Director, Mr. Josh Couch, Jr.  
Mr. Bob Hudgens, Mgr., Montgomery Aviation  
M/Sgt. Judd R. Mason, Air Force  
Radio "Ham" Chairman, Jamie Duncan, W4BIZ

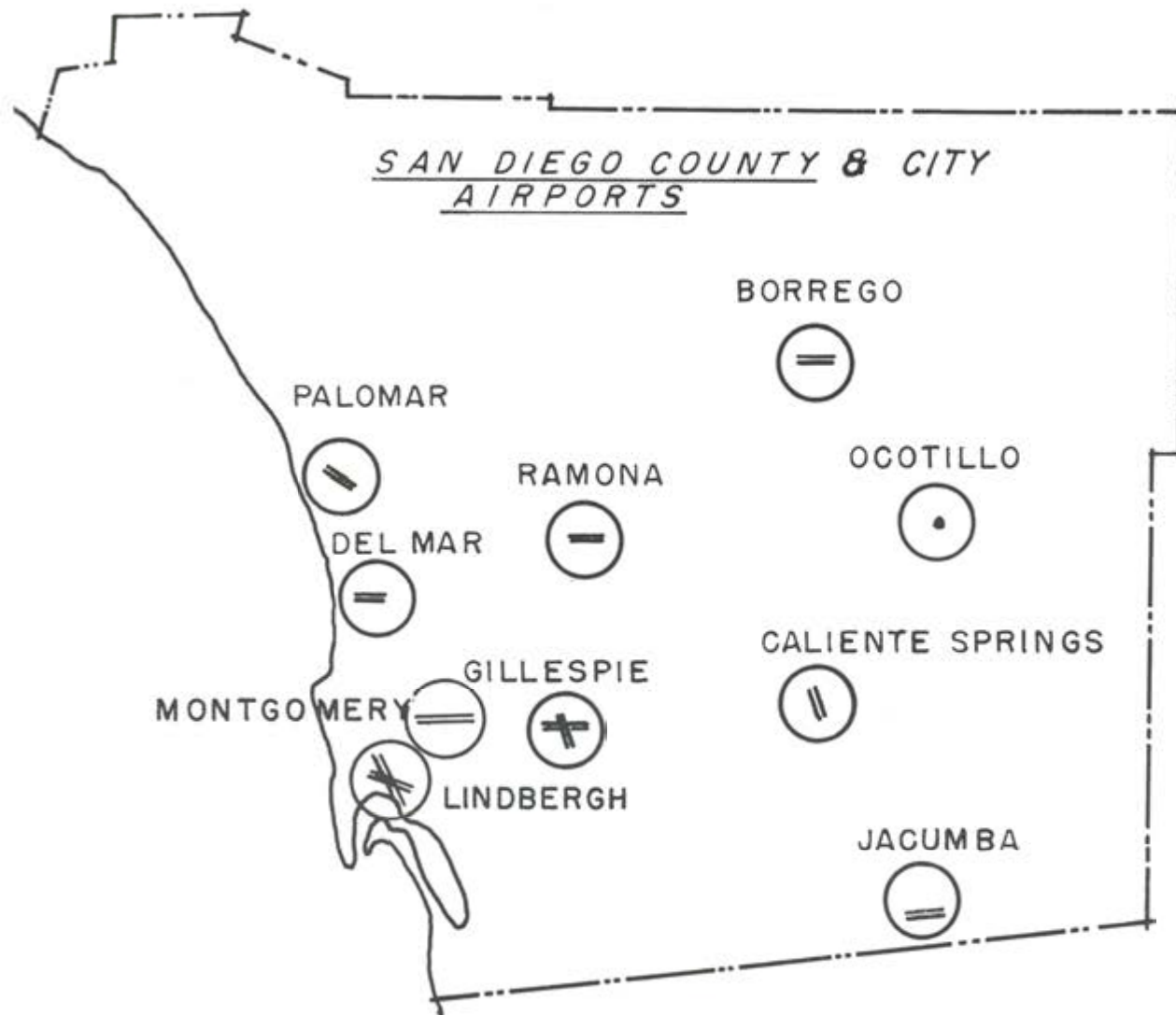
## **MACON, GEORGIA**

Ninety-Nine Coordinator, Evelyn Greenblatt  
Airport Manager, Mr. Lewis B. Wilson  
M/Sgt. Max Moody, Air Force  
Radio "Ham" Chairman, Carolyn Wellborn,  
K4AIQ

## **CHARLESTON, SOUTH CAROLINA**

Chairman of the Finish Committee,  
Mrs. Louise Smith  
Mrs. Burnette S. Spencer, Chairman of Publicity  
Airport Manager, Mr. Marion G. Reid  
M/Sgt. John Barnes, Air Force  
Radio "Ham" Chairman, O. D. Dawson, K4PCP

# Planning for the Future WITH TOMORROW



San Diego County Airports are located to serve all areas. Planned installations and developments will keep pace with the needs of expanding air traffic.

The All Woman Transcontinental Air Race starts from Montgomery Field on July 4. Both Montgomery and Lindbergh Fields are San Diego City airports.

## SAN DIEGO CITY--

# ROW'S AIR TRAVEL IN MIND

## SAN DIEGO CITY AND COUNTY AIRPORT FACILITIES

A bright new day is dawning for the air traveler. The Jet Air Age for commercial aviation is tomorrow's reality. This forward step in the history of flight now directs the thinking and planning of San Diego City and County in seeking and developing airport facilities acceptable to jet-age requirements.

These facilities will be in keeping with the San Diego tradition as Air Capitol of the West.



# COUNTY AIRPORTS

IN STEP WITH MODERN AIR-AGE  
THINKING AND PLANNING

## THE START

### PROGRAM OF EVENTS FOR THE START OF THE TWELFTH ANNUAL ALL-WOMAN TRANSCONTINENTAL AIR RACE

Transportation from Montgomery Field to Lafayette Hotel and return trips will be available on a 30-minute schedule. Check with Headquarters for other transportation.

#### SUNDAY, JUNE 29

SAILING on San Diego Bay in 99-er Betty Lambert and 49½-er Art's yacht. Private cars will leave hotel at 3:00 for yacht harbor.

THEATRE RESERVATIONS for evening performances.

#### MONDAY, JUNE 30

BEACH PARTY on the shores of the Pacific Ocean complete with picnic supper. First bus leaves hotel at 3:00; second bus leaves at 5:30 p.m. Bus courtesy of C.A.P. Private cars in between and later. Supper at 6:00 p.m. HOSTESS: San Diego Chapter 99's Inc.

#### TUESDAY, JUNE 30

GALA MEXICAN TRIP. Tijuana via Coronado and Silver Strand, shopping in Tijuana, Mexico. Then on to Rosarita Beach Hotel for swimming, cocktails, dinner, dancing and floor show. First bus leaves hotel at 1:00 p.m. Late bus leaves hotel at 4:30 p.m., joining group for dinner. Bus courtesy CAP.

HAPPY HOUR. 6:30 to 7:30 Rosarita Beach Hotel.

SPONSORED by JOHN ALESSIO — Agua Caliente Race Track, Tijuana, B.C.

SOUVENIRS — Tijuana Rotary Club and Merchants

(If you were not born in U.S.A. provide necessary citizenship papers or passport for crossing border.)

Dinner sponsored by San Diego Chapter 99

#### WEDNESDAY, JULY 2

TOUR of Navy Aircraft carrier U.S.S. Bennington and Miramar Naval Air Station. (Navy Jet Base). Bus courtesy U. S. Navy

Sponsor, 11th Naval District and Miramar Naval Air Station

HAPPY HOUR. 6 to 7 p.m., Lafayette Room, Lafayette Hotel

SPONSORED by Pacific Southwest Airlines, Scandinavian Airlines System Inc., Western Air Lines Inc., Trans World Airlines Inc.

TAKEOFF BANQUET — 7 p.m., Lafayette Room

Sponsor, San Diego Chapter 99

#### THURSDAY, JULY 3

PILOT BRIEFING, 3 to 6 p.m.  
Garden Room, Lafayette

#### FRIDAY, JULY 4

TAKE OFF BREAKFAST, 0600 DST

Garden Room, Lafayette

Sponsor — Convair Division, General Dynamics Corp.

Bus leaves for Montgomery Field from hotel 0700 DST

TAKE OFF 0900 DST

## WE WISH TO THANK

### SAN DIEGO—

San Diego Convention and Tourist Bureau  
Fiesta del Pacifico, Inc.  
Beechcraft, Inc.  
Cessna Aircraft Inc.  
AC Spark Plug Division of General Motors.  
Pacific Airmotive Corp., Burbank, Calif.  
Lafayette Hotel  
Pabst Brewing Company  
Michael's Famous Food  
Betty and Art Lambert  
Consair Flyers Club, Inc.  
Gibbs Flying Service  
General Fire and Equipment Co.  
Builder's Drawing Service  
Western Radio and Television Supply Co.  
Greyhound Rent-A-Car  
Western Air Lines Inc.  
Pacific Southwest Airlines  
Scandinavian Airlines System Inc.  
Trans-World Airlines Inc.  
Standard Oil Co. of California  
Wilshire Oil Co. of California  
Walker-Scott Co.  
Aviation News  
San Diego Herald  
Aero Club  
San Diego Wing Scouts, Troop 256  
Los Angeles Wing Scouts, Troop 725  
Ordnance Associates Inc., South Pasadena  
Air Explorer Scouts Sqd. 475  
Air Force Association  
North American Aviation Co.  
Bob Hoover  
John Croghan  
Civil Air Patrol Group 3  
H & H Mobil Home Sales  
Morgan Drive-Away  
U.S. Air Force Recruiting  
U.S. Air Force Office of Information Services  
(Los Angeles Branch)  
W.A.F. Band  
U.S. 11th Naval District  
U.S. Marine Corp Recruit Depot  
Mira Mar Naval Air Station  
Zonta Club  
The Angel Flight of San Diego State College  
Robert Hale, American Consul, Baja, California  
Hansen's Sandwiches and Catering Co.

### TIJUANA, BAJA CALIFORNIA

Rotary Club of Tijuana  
Chamber of Commerce  
Tourist Bureau  
John Alessio  
Agua Caliente Race Track  
Guillermo Buenrostro  
Aztec Jewelry  
Enrique Otandz  
Tellos Importers  
Maya de Mexico  
Tijuana Police Department  
Rosarita Beach Hotel  
Juan Castillas  
E. C. Lujan

## WE WISH TO THANK

CAA Inspectors  
 Weathermen:  
 Fred Bluitt  
 Joe Kleutsch  
 Walter Coats  
 V. M. Anderson  
 W6GGX—Pat Muelheim, chairman West Coast  
 amateur radio network.

PATRONS—  
 San Diego Chamber of Commerce  
 San Diego County  
 City of San Diego  
 Ryan Aircraft Co.  
 Rohr Aircraft Co.  
 First National Trust and Saving Bank  
 Percy H. Goodwin Co.  
 The Union-Tribune Publishing Co.  
 Convair Division General Dynamics Corp.  
 Convair Astronautics Division General  
 Dynamics Corp.  
 Stromberg-Carlson Division General Dynamics



MEMBERS OF A.W.T.A.R. COMMITTEE meet at home of Evelyn Briggs to discuss plans for start of race. Left to right: Elsie Watson—Impound; Ruby Keaveny; Aileen Saunders—Publicity; Evelyn Briggs—Operations; Gertrude Lockwood, Race Chairman.

### START RACE COMMITTEE

|                  |                    |
|------------------|--------------------|
| Chairman .....   | Gertrude Lockwood  |
| Impound .....    | Elsie Watson       |
| Inspection ..... | Carolyn Huntington |
| Publicity .....  | Aileen Saunders    |
| Operations ..... | Harriet Allen      |
| Finance .....    | Margaret Lang      |

## THE TERMINUS

Charleston, South Carolina, the terminus of this year's race, offers a distinct contrast between the old and the new. Participants in the "Powder Puff Derby" will arrive at a modern airport — seventh busiest in the nation. They may arrive amid the sounds of jet planes and Superconstellations landing and taking off. During their visit they may leave their modern, air-conditioned hotel, turn back the clock and calendar, and ride leisurely through the picturesque city in a horse-drawn carriage — a means of conveyance in use for centuries before the airplane was even a gleam in the Wright Brothers' eyes.

Long known as "America's Most Historic City", Charleston offers the summer vacationer a variety of attractions unsurpassed anywhere in America. Attesting to this fact are thousands of visitors who take advantage of the school vacation period to visit the many historic shrines, enjoy the scenic beauty, and bask in the glowing sunshine on broad, hardpacked beaches, the finest on the Atlantic seaboard.

Summer visitors come from the British Isles, Europe, Asia, South America, New Zealand and Australia, in addition to those from the North American Continent.

To some visitors, Charleston is a spot of Eighteenth Century Europe, preserved in America. European visitors are especially fascinated with the picturesque narrow streets, the old homes and the beautiful churches. For the benefit of posterity, a few of the streets, paved with brick or with cobblestones, remain as they were more than a century ago. Many other streets have changed very little through the years.

Crabbing is a popular sport during the summer months. All that is needed for the sport is a piece of string, any kind of weight (railroad spike, oyster shell or conventional lead sinker) some old meat (chicken necks or fish heads will do), and a net with a handle for dipping the crabs out of the water. All members of the family can participate and these tasty crustaceans offer a rewarding challenge to the cook in addition to the enjoyment of the sport. Crabmeat cocktails, crab Newburg, deviled crabs and the famous "SHE-CRAB SOUP", are among the most popular dishes. For the benefit of visitors who do not understand the intricate details of preparing the latter, many of Charleston's leading restaurants and hotel dining rooms serve she-crab soup, which has proven to be in great demand by local and visiting patrons alike.

For the more advanced sportsmen, Charleston offers many opportunities for fishing throughout the year. Surf-casting, pier-fishing, fishing from the banks of rivers, creeks and inlets, and even from the famous Battery at the lower end of the Charleston peninsula, all present a fascination for novice and veteran alike. This type of fishing can be done at minimum cost to the angler. Owners of outboard motor boats can find virtually an unlimited number of nearby fishing spots in the many sounds, inlets and tidal rivers. Visitors who prefer larger

craft can fish from boats ranging from low-cost party fishing trips to the somewhat higher-cost charter boats. Gulf stream fishing and hunting for the mighty Tarpon are among the types of fishing available to the confirmed sportsmen.

Hampton Park, in the northern part of the city, is a favorite spot throughout the year. It is particularly beautiful with summer flowers in the area of the sunken gardens. The sunken gardens also provide a haven for the webbed-foot feathered friends, and no matter how many children throw crackers and bread to the ducks, geese and swans, they always seem to have an appetite for more. The zoo and aviary in the eastern section of the park is a perennial favorite with the youngsters. Here are found monkeys, peacocks, deer, lions, a huge buffalo and many species of beautiful birds.

Quite aside from the usual watersports and fishing, many summer visitors to the picturesque "City by the Sea" spend most of their time in exciting visits to Eighteenth and Nineteenth Century churches, homes and public buildings. St. Michael's, St. Philip's and St. Andrew's are among the most important and interesting Episcopal Churches, but all major denominations and faiths are represented. Most of them have one or more outstanding churches in which they take justifiable pride. The First (Scots) Presbyterian Church, the First Baptists, St. John's Lutheran, the Circular Congregational, the Unitarian, the French Huguenot, the Cathedral of St. John the Baptist, Beth Elohim Synagogue and many others are found to be of unusual interest. Homes regularly open to visitors for nominal admission fees are the Nathaniel Russell House and the Sword Gate House. Public buildings of interest to visitors include City Hall, with its gallery of famous portraits in the Council Chamber; America's oldest Fireproof Building; the Charleston Museum, oldest municipal museum in America; and Gibbes Art Gallery. No admission is charged at these buildings.

One of the highlights of a summer visit to Charleston is a Harbor Tour and visit to Fort Sumter National Monument. Gray Line Tour boats make two round trips daily. Cost of the Harbor Tour is reasonable and there is no admission charged at Fort Sumter itself. During 1957 more than 35,000 persons visited the famous Fort which played such an important role in the opening battle of the War Between the States and was prominent throughout that conflict. The increased popularity of this shrine of the past is attributed in part, at least, to the extensive excavations which have been taking place in recent months. In addition to uncovering more of the Fort itself, many interesting relics have been unearthed and placed in the museum at the Fort.

Whether seeking floral beauty, architectural elegance, history and tradition; or modern conveniences and seaside fun, visitors agree that Charleston is an extraordinary city. It is a place where history lives and breathes, nestled snugly and firmly in a progressive community whose citizens respect the past, enjoy the present and face the future with unbounded enthusiasm.

## THE FINISH

### ITINERARY OF EVENTS

#### SUNDAY, JULY 6

RECEPTION in the evening for early arrivals.

#### MONDAY, JULY 7

RECEPTION in the evening at Francis Marion Hotel.

#### TUESDAY, JULY 8

GARDEN PARTY in late afternoon in private Charleston home, followed by tour of harbor and supper aboard yacht.

#### WEDNESDAY, JULY 9

COCKTAIL PARTY AND AWARDS BANQUET, Francis Marion Hotel. (No events will be scheduled during day.)

For those who desire to go on sightseeing trips of the city and visit historic Fort Sumter by boat, arrangements will be made.

## WE WISH TO THANK

AC Spark Plug  
Esso Standard of New Jersey  
The City of Charleston  
South Carolina Electric and Gas Co.  
West Virginia Paper and Pulp  
Avis U Drive  
C. and S. National Bank  
Southland Provision Co.  
J. F. Brenner  
Crane Advertising  
Carroll Seafood Co.  
Southern Ice Co.  
Advertising Service Agency  
Harry Shackelford  
WCSC-TV  
S.C. Aeronautics Commission  
CAP  
Gray Line Tours  
U.S. Air Force  
Weather Bureau  
CAA



1958 AWTAR TERMINUS COMMITTEE: Seated, left to right: Burnette Spencer, Publicity; Nita Hudman, Operations (registration at airport); Mary Jane Williams, Accommodations and Social. Standing: Louise Smith, Chairman; Louise Thaden, Inspection; Dorothy Shackelford, Registration at Hotel Headquarters. (Absent: Maxine Walker, Impounding.)

### NINETY-NINES, INC. COMMITTEE FOR THE FINISH

|                                      |                     |
|--------------------------------------|---------------------|
| Chairman .....                       | Louise Smith        |
| Publicity .....                      | Burnette Spencer    |
| Operations .....                     | Dorothy Shackelford |
| Operations—Registration Airport..... | Nita Hudman         |
| Inspection .....                     | Louise Thaden       |
| Impounding .....                     | Maxine Walker       |
| Accommodations & Social .....        | Mary Jane Williams  |

# THE AWTAR HANDICAPPING

## METHOD OF HANDICAPPING AND SCORING

A "Par Speed" in miles per hour is established by the All Woman Transcontinental Air Race Board for each make and model of aircraft. These PAR speeds are determined by engineering calculations for performance at the average race altitude of 5000 feet, and allowing for range of each aircraft. The speed data is based on performance figures supplied by the manufacturers, consultations with aeronautical engineers, and flight test data obtained over a measured course.

The winner will be that aircraft which averages the highest ground speed in relation to its "Par Speed." The winner cannot be determined until after all aircraft have crossed the finish line and their average speeds for the entire course have been computed by the Official Timers at the terminus.

To arrive at the score, the "par" or handicap speed of each aircraft is subtracted from the average ground speed of that aircraft. The aircraft with the highest score is the winner.

## HANDICAP PAR SPEEDS

| AIRCRAFT MODEL                                                                          | FUEL CAP.<br>(GALS) | HP  | PAR<br>(MPH) | AIRCRAFT MODEL                                                                | FUEL CAP.<br>(GALS) | HP  | PAR<br>(MPH) |
|-----------------------------------------------------------------------------------------|---------------------|-----|--------------|-------------------------------------------------------------------------------|---------------------|-----|--------------|
| BELLANCA CRUISAIR 14-13                                                                 | 40                  | 150 | 131          | CESSNA 180, 182                                                               |                     |     |              |
| BELLANCA CRUISAIR 14-13-2<br>(Aeromatic Prop)                                           | 40                  | 165 | 136          | (With 13 gal. auxiliary tank)                                                 | add 1 mph           |     |              |
| BELLANCA CRUISAIR 14-13-2<br>(Controllable Prop)                                        | 40                  | 165 | 138          | CESSNA 195                                                                    | 81                  | 275 | 156          |
| BELLANCA CRUIMASTER 14-19                                                               | 54                  | 190 | 155          | CESSNA 195                                                                    | 81                  | 300 | 161          |
| NORTHERN AIRCRAFT CRUIMASTER 14-19-2                                                    | 54                  | 230 | 165          | ERCOUPE 415-D                                                                 | 24                  | 75  | 100          |
| NORTHERN AIRCRAFT CRUIMASTER 14-19-2<br>With fuel capacity—72 gals. add 1 mph           |                     |     |              | ERCOUPE 415-E                                                                 | 24                  | 85  | 103          |
| NORTHERN AIRCRAFT CRUIMASTER 14-19-2<br>With fuel capacity—79 gals. add 2 mph           |                     |     |              | LUSCOMBE 8-A                                                                  | 23                  | 65  | 95           |
| BEECH BONANZA 35<br>(Metal Prop)                                                        | 60                  | 185 | 157          | LUSCOMBE 8-E                                                                  | 25                  | 85  | 104          |
| BEECH BONANZA 35<br>(Metal Prop)                                                        | 60                  | 205 | 159          | LUSCOMBE 8-F                                                                  | 25                  | 90  | 106          |
| BEECH BONANZA 35<br>(Metal Prop)                                                        | 60                  | 225 | 164          | MEYERS MAC-145                                                                | 32                  | 145 | 128          |
| BEECH BONANZA A-35, B-35<br>(Metal Prop)                                                | 60                  | 185 | 160          | MEYERS MAC-145                                                                | 49                  | 145 | 129          |
| BEECH BONANZA A-35, B-35<br>(Metal Prop)                                                | 60                  | 205 | 162          | MOONEY M-18-C                                                                 | 18                  | 65  | 118          |
| BEECH BONANZA A-35, B-35<br>(Metal Prop)                                                | 60                  | 225 | 168          | MOONEY MARK-20                                                                | 49                  | 150 | 152          |
| BEECH BONANZA A-35<br>With fuel capacity—50 gals. (Metal Prop) subtract 1 mph           |                     |     |              | NAVION, NAVION-A                                                              | 60                  | 185 | 137          |
| BEECH BONANZA 35, A-35, B-35<br>With fuel capacity—40 gals. (Metal Prop) Subtract 2 mph |                     |     |              | NAVION, NAVION-A                                                              | 60                  | 205 | 138          |
| BEECH BONANZA 35, A-35, B-35<br>(With wood prop) subtract 2 mph                         |                     |     |              | NAVION, NAVION-A                                                              | 60                  | 225 | 146          |
| BEECH BONANZA C-35, D-35<br>(Metal Prop)                                                | 60                  | 205 | 164          | NAVION B SUPER                                                                | 60                  | 260 | 151          |
| BEECH BONANZA E-35, F-35, G-35<br>(Metal Prop)                                          | 60                  | 225 | 168          | (Subtract: 1 mph if downdraft cooling and/or cowl<br>flaps are not installed) |                     |     |              |
| BEECH BONANZA H-35<br>(Metal Prop)                                                      | 60                  | 240 | 185          | (Subtract: 1 mph if landing gear fairings are not installed)                  |                     |     |              |
| BEECH BONANZA J-35<br>(Metal Prop)                                                      | 60                  | 250 | 188          | (Add: 3 mph if tail modification has been installed)                          |                     |     |              |
| CESSNA 120, 140                                                                         | 25                  | 85  | 108          | NAVION D                                                                      | 108                 | 240 | 179          |
| CESSNA 140-A                                                                            | 25                  | 90  | 110          | PIPER PA-14                                                                   | 36                  | 150 | 124          |
| CESSNA 140-A PATROLLER                                                                  | 42                  | 90  | 111          | PIPER CLIPPER PA-16                                                           | 30                  | 108 | 110          |
| CESSNA 170, 170-A, 170-B                                                                | 42                  | 145 | 121          | PIPER PA-18                                                                   | 36                  | 90  | 93           |
| CESSNA 170, 170-A, 170-B<br>(Met-Co-Aire Gear)                                          | 42                  | 145 | 117          | PIPER PA-18                                                                   | 36                  | 125 | 108          |
| CESSNA 172                                                                              | 42                  | 145 | 118          | PIPER SUPER CUB PA-18                                                         | 36                  | 135 | 110          |
| CESSNA 172                                                                              | 60                  | 145 | 119          | PIPER SUPER CUB PA-18                                                         | 36                  | 150 | 116          |
| CESSNA 175                                                                              | 52                  | 175 | 134          | PIPER PACER PA-20                                                             | 36                  | 125 | 120          |
| CESSNA 180                                                                              | 60                  | 225 | 154          | PIPER PACER PA-20                                                             | 36                  | 135 | 122          |
| CESSNA 180                                                                              | 65                  | 230 | 155          | PIPER PA-22                                                                   | 36                  | 125 | 117          |
| CESSNA 182                                                                              | 65                  | 230 | 151          | (1951-52 (prior to Ser. # 22-807)                                             |                     |     |              |
| (add: 2 mph for "Skylane" model)                                                        |                     |     |              | PIPER PA-22                                                                   | 36                  | 135 | 120          |
|                                                                                         |                     |     |              | (1951-52) (prior to Ser. # 22-807)                                            |                     |     |              |
|                                                                                         |                     |     |              | PIPER TRI-PACER PA-22                                                         | 36                  | 135 | 116          |
|                                                                                         |                     |     |              | (1953-54)                                                                     |                     |     |              |
|                                                                                         |                     |     |              | PIPER TRI-PACER PA-22                                                         | 36                  | 150 | 122          |
|                                                                                         |                     |     |              | PIPER TRI-PACER PA-22                                                         | 36                  | 160 | 125          |
|                                                                                         |                     |     |              | (Add: 1 mph for installation of 8 gal. Auxiliary<br>tank in Tri-Pacers)       |                     |     |              |
|                                                                                         |                     |     |              | PIPER APACHE PA-23                                                            | 72                  | 300 | 156          |
|                                                                                         |                     |     |              | PIPER APACHE PA-23                                                            | 108                 | 300 | 157          |
|                                                                                         |                     |     |              | PIPER APACHE PA-23                                                            | 108                 | 320 | 160          |
|                                                                                         |                     |     |              | STINSON 108-1                                                                 | 40                  | 150 | 113          |
|                                                                                         |                     |     |              | STINSON 108-2                                                                 | 40                  | 165 | 117          |
|                                                                                         |                     |     |              | (Small Tail)                                                                  |                     |     |              |
|                                                                                         |                     |     |              | STINSON 108-3                                                                 | 50                  | 165 | 116          |
|                                                                                         |                     |     |              | (Large Tail)                                                                  |                     |     |              |

NOTE: These handicaps apply to aircraft and engine and propeller combinations stated above. Where propeller is not stated, standard, CAA Specification propeller installations for the engine are assumed.

# THE AIR RACE

As viewed from "down under" by Australian Airwoman Nancy Bird Walton

As the 12th Annual All-Woman Transcontinental Air Race draws near, I have been able to get a little closer to it than on any previous occasion. To airwomen all over the world this Race has become a thing of tremendous interest and an inspiration to fledglings as well as to old timers like myself.

When over 100 women pilots set out to cross the United States of America in aircraft ranging from 85 horsepower to 350 horsepower to cover a distance of 2200 to 3000 miles, over the high mountain ranges and deserts as well as the broad sweeps of agricultural land from the Pacific Ocean to the Atlantic Ocean, and do it in such a capable manner, it makes airwomen everywhere feel "Good."

The fact that relatively inexperienced young women can fly these aircraft across the continent has done much to develop public confidence in them. This race has very forcefully demonstrated the reliability of both the airplane and the engine in this "air age."

The Ninety-Nines, Inc., sponsors of the AWTAR is the first and largest organization of women pilots in the world. Founded thirty years ago, it is the hub from which many other women pilots' organizations have sprung. Inspired by The Ninety-Nines, the Australian Women Pilots Association was formed and followed by the New Zealand Group and the British Women Pilots Association.

Too little attention outside America is paid to private flying. We in Australia look to America as the home of light aircraft. Geographical conditions and big distances have given America and Australia so much in common. We look with longing eyes at the magnificent selection of light aircraft suitable for family, business man, farmer, grazier and company executive which are available over here. At the risk of losing my head, I must say that America has produced the most suitable aircraft for the type of flying we must do in Australia.

It is with a great deal of interest and enthusiasm that I am looking forward to my participation as a contestant in this year's All-Woman Transcontinental Air Race. Some day I hope that we can invite the women pilots of America to come to Australia for an All-Woman Trans-Australia Air Race. It is my dream to help open up the "back country" of Australia so that it can be safely criss-crossed, as are these great United States of America, by light aircraft. In America I foresee that The All-Woman Transcontinental Air Race will become a truly international get-together for airwomen from friendly countries all over the world who will be brought together by a common interest in aviation and will share the great aviation experience of flying the U.S. from "coast to coast."

## AIR RACE CONTESTANTS



1

Pilot: Randa L. Sutherland, Albuquerque, New Mexico.  
Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Co-Sponsors: Aviation Specialties Co. of Gallup, New Mexico and General Aviation Supply Co. of Phoenix, Arizona.

Randa will be flying her 4th TAR in the family airplane. She holds a Commercial license and has logged more than 560 hours of flying time. Randa is State Chairman of the International Chiropractors Auxiliary and a member of the New Mexico Chiropractors Auxiliary. Her husband, Dr. John W. Sutherland, a Chiropractor in Albuquerque, is also a pilot and they have three children.

2

Pilot: (L) Jan M. Wood, Reseda, Calif.

Co-Pilot: (R) Trixie-Ann Schubert, Los Angeles, Calif.

Aircraft: Cessna 170B 145 h.p.

Co-Sponsors: Star Maker of Hollywood, (Cosmetics and the Continental method of Figure Streamlining) On Mark Engineering Co., Van Nuys Airport, Van Nuys, Calif.; Skytrails Restaurant, Van Nuys, Airport, Van Nuys, Calif., L.A. Branch of W.I.A.A., Race Wardrobe by Zella of Beverly Hills, Calif.

Jan will be flying her 1st TAR in the "Little Yellow Cloud" which she flew around the world in 1956-57. She has logged more than 1100 hours flying time and holds a Commercial license, Single and Multi-engine Land ratings. Jan is a former WASP Pilot during WWII and is currently teaching at Birmingham High School. She is an active member of the Ninety-Nines, Inc., CAP, NAA, AOPA, Lockheed Flying Club and Icarian Flying Club.

Trixie-Ann will be flying her 1st TAR. She holds a Private license and has logged more than 200 hours flying time. Trixie-Ann is currently writing a column in Cross Country News and freelances in aviation writing. She has won the Donald Douglas trophy and the TWA trophy for her aviation writing. Trixie-Ann is a member of the Ninety-Nines, Inc., the Los Angeles State College Faculty Wives, and the Aviation Writers of America. Her husband, Delwyn G. Schubert, is a Professor at Los Angeles State College and they have three children.



3

Pilot: (L) Polly P. Ross, San Diego, Calif.

Co-Pilot: (R) Helen B. Westling, LaJolla, Calif.

Aircraft: Cessna 140 85 h.p.

Polly will be flying her 1st TAR. She holds a Private license and has logged more than 9000 hours flying time. Polly is a former Air Transport Auxiliary Pilot of the R.A.F., England, during WWII, and was an operator of a flying and shuttle service in Australia. She is an active member of the Ninety-Nines, Inc., Air Force Assn., and OX-5 Club.

This will be Helen's 1st year as a TAR contestant. She has logged more than 85 hours flying time and holds a Private license. She is currently employed as a Bookkeeper and Medical Assistant for Drs. Movius and Bradburn and a member of the Aircraft Owners and Pilots Association.



4

Pilot: (R) Marian E. Craver, San Diego, Calif.

Co-Pilot: (L) Ruby Keaveny, San Diego, Calif.

Aircraft: Cessna 182 230 h.p.

Sponsor: The Wurlitzer Company, North Tonawanda, New York. Manufacturer of Wurlitzer Coin operated phonographs. Wurlitzer is the name that means music to millions.

Marian will be flying her 3rd TAR, having placed 3rd in 1956 and 4th in 1957. This crew will be flying Marian's own aircraft "Wurli-Bird." She started flying in San Diego in 1955 and now holds a Commercial license, Instrument rating and Ground School Instructor ratings in Navigation and Civil Air Regulations. She has logged more than 500 hours flying time. Marian is married to Noble P. Craver, owner of the Service Novelty in San Diego, Calif. He is also a pilot and they have two boys. Marian is Chairman of the San Diego Chapter of the Ninety-Nines, Inc.

Ruby will be flying her 4th TAR this year. This same crew placed 4th in the 1957 TAR with Ruby as pilot. She holds a Commercial license and has logged more than 500 hours flying time. Ruby learned to fly in 1954 at Montgomery Field, San Diego, Calif. She is Vice Chairman of the San Diego Chapter of the Ninety-Nines, Inc. Jack Keaveny, Ruby's husband, is an Engineer for Shell Oil Co. and he holds a Commercial license.



5

Pilot: (R) Sara E. Shonk, Charleston Heights, South Carolina.

Co-Pilot: (L) Frances Miller, Columbia, South Carolina.

Aircraft: Beechcraft Bonanza J35 250 h.p.

Sponsor: Hawthorne Flying Service, Municipal Airport, Charleston, South Carolina. Aircraft Sales & Service, Beechcraft and Piper Distributors.

Sara will be flying her 1st TAR this year. She holds a Commercial license, Single and Multi-engine Land ratings and Single engine Sea rating with more than 685 hours flying time. Sara flew in the Women's National Aeronautical Association's Skylady Derby in 1952, '53, '55, '56, and '57, placing 2nd in 1955 and '57, 4th in 1956. She is Chapter Chairman of the Carolinas Chapter, Ninety-Nines, Inc., member of the CAP and Woman's National Aeronautical Association.

Frances will be flying her 1st TAR this year. She holds a Commercial license and has logged more than 4000 hours flying time. Frances started flying in 1945 and holds Single and Multi-engine land, Flight Instructor and Instrument ratings. She is currently employed as Chief Pilot for Aircraft Sales & Service, Columbia, S.C. and has been a CAA Examiner since 1956.



6

Pilot: (L) Isabelle G. McCrane, Lemon Grove, Calif.

Co-Pilot: (R) Betty McNeil, La Mesa, Calif.

Aircraft: Beechcraft Bonanza 35 185 h.p.

Co-Sponsors: Northeast Exchange Club of San Diego, Calif. and McNeil Plumbing & Heating, San Diego, Calif.

Isabelle will be flying her 8th TAR this year. She holds a Commercial license with Single and Multi-engine land and Flight Instructor's ratings, and has logged more than 1500 hours flying time. Isabelle was a WASP Pilot during WWII and later served as an Air Force Flight Nurse. She is at present employed by Mount Miguel High School, Lemon Grove, Calif., as School Nurse. Isabelle is an active member of the San Diego Chapter of the Ninety-Nines, Inc. and Supply Officer, Civil Air Patrol, Squadron 99.

Betty will be entering her 6th TAR this year and although she is not a pilot, she has logged more than 450 hours as a passenger and observer. She is active in the Civil Air Patrol and the Eastern Star. Betty has two children and eight grand-children and is married to Bud McNeil, an active pilot and co-sponsor of this entry.



7

Pilot: (L) Alice Roberts, Phoenix, Ariz.

Co-Pilot: (R) Darline Sanders, Lemon Grove, Calif.

Aircraft: Beechcraft Bonanza C35 205 h.p.

Co-Sponsors: Carrier Corporation, Syracuse, N. Y., and Black & Ryan Air Conditioning Company, Phoenix, Ariz.

Alice, the winner of the 1957 TAR, will be flying her 6th TAR this year. She placed second in both the 1955 and 1956 races. Alice holds a Private license and has logged more than 600 hours flying time. Her husband, Charles Roberts, is the owner of Roberts Air Conditioning Company in Phoenix, Ariz., and is also a pilot. Alice is an active member of the Ninety-Nines, Inc. The Beechcraft Bonanza this crew will be flying, is named "Carrier Pigeon," selected to honor their co-sponsors.

"Dottie" will be entering her 7th TAR this year. She has been flying since 1949 and holds a Private license with more than 750 hours flying time. Her husband, Bob Sanders, is also a pilot. "Dottie" is an active member of the San Diego Chapter of the Ninety-Nines, Inc., having served two previous years as Chairman of the Chapter.



8

Pilot: (L) Margaret Callaway, Glenside, Pa.

Co-Pilot: (R) Elsie McBride, Philadelphia, Pa.

Aircraft: Cessna 140 85 h.p.

Sponsor: The Decker Corp., 1367 Frankford Ave., Philadelphia, Pa., designer and developers of instruments for science and industry.

Margaret is flying her 7th TAR in her own plane and has more than 3500 hours flying time. She was Flight Instructor at Fairfield, California for 5 years and did aerobatic flying in Air Shows in Florida and California, and holds a Commercial license and Flight Instructor's rating. Margaret is Vice Chairman of the Eastern Pennsylvania Chapter of the Ninety-Nines, Inc., CAP Captain and a member of the Aero Club of Pennsylvania. Her husband, Lt. Col. R. D. Callaway, is Commander of the Philadelphia Air Reserve Center and they have two daughters who are avid flying fans.

Elsie is entering her 2nd TAR this year and has a Private license with more than 200 hours flying time. She entered the IAR in 1957, placing 1st. Elsie helped to organize the Philadelphia Int'l. Airport Flying Club, is Secretary of the Eastern Pennsylvania Chapter of the Ninety-Nines, Inc., Treasurer of the Philadelphia Int'l. Airport Flying Club, a member of the Philadelphia Flying Association and Aero Club of Pennsylvania.





9

Pilot: (R) Frances Bera, Long Beach, Calif.

Co-Pilot: (L) Evelyn Kelly, Long Beach, Calif.

Aircraft: Beechcraft Bonanza 35 205 h.p.

Jack Adams Aircraft Sales, Inc., Memphis, Tenn. Beechcraft distributor.

Frances, better known as "Fran," is entering her 8th TAR this year. She was co-pilot in the winning aircraft in 1951 and pilot of the winning aircraft in 1953, '55 and '56, she was also 2nd place winner in 1954. "Fran" has more than 8000 hours flying time and holds a Commercial license with Single and Multi-engine Land and Sea, Flight Instructor ratings and has recently acquired her Airline Transport Pilot license. She is one of the few women CAA Commercial Flight Examiners in the country and is presently employed by Aircraft Associates, Long Beach, Calif., instructing ATR students. "Fran" is an active member of the Ninety-Nines, Inc., and is married to Gordon Bera, who is employed at Douglas Aircraft, Long Beach, Calif., as an Industrial Engineer.

Evelyn is entering her 1st TAR this year. She is learning to fly at Aircraft Associates, Long Beach, Calif., and holds a Student license with more than 40 hours flying time. Her husband, Edward H. Kelly, is a licensed pilot and the owner of Kelly Printing Co.



10

Pilot: (L) Mickey Clark, Florissant, Mo.

Co-Pilot: (R) Maxine Smith, San Diego, Calif.

Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Co-Sponsors: Air Flite Service, Inc., St. Charles, Mo., Piper Sales & Service, Training and Charter, and St. Louis Flying Service, Inc., Lambert Field, St. Louis, Mo., Piper Distributor, Sales & Service.

Mickey will be flying her 5th TAR this year. She holds a Commercial license, Instructor rating and has logged more than 1000 hours flying time. Mickey is employed by the Air Flite Flying Service, St. Charles, Mo., as an Instructor. She is married to Paul D. Clark, who is also a pilot. Mickey is Chairman of the Greater St. Louis Chapter of the Ninety-Nines, Inc., a member of the Aero Club of St. Louis, and Missouri Pilots Association.

Maxine will be flying her 4th TAR this year. She holds a Commercial license with Single and Multi-engine Land, and Flight Instructor ratings and has logged more than 2000 hours flying time. Maxine is employed by the San Diego City Schools as Secretary, Pacific Beach Junior High School. Her husband, Gordon Smith, is a Construction Inspector, San Clemente Island, and also a pilot. Maxine was a former WASP during WWII, and is an active member of the San Diego Chapter of Ninety-Nines, Inc.



11

Pilot: (R) Betty Miller, Los Angeles, Calif.

Co-Pilot: (L) Pauline Allen, LaVerne, Calif.

Aircraft: Cessna 172 145 h.p.

Sponsor: Santa Monica Flyers, 2500 Airport Ave., Santa Monica, Calif., Approved Flight School.

Betty will be entering her 3rd TAR this year. She holds a Commercial license, Single and Multi-engine Land, and Flight Instructor ratings. Betty is currently a Flight Instructor for Santa Monica Flyers and has logged more than 4000 hours. Her husband, Charles, is Owner, Manager, and Chief Pilot of the Santa Monica Flyers. Betty is a member of the Ninety-Nines, Inc.

Pauline will be entering her 1st TAR this year. Although she is not a pilot she enjoys participating in all flying activities. She is married and has two sons.



12

Pilot: (L) Doris Eacret, Elko, Nevada

Co-Pilot: (R) Jean Parker Rose, Altadena, Calif.

Aircraft: Cessna 140-A Patroller 90 h.p.

Sponsor: Stockmen's Motor Hotel, Elko, Nevada.

Doris is entering her 6th TAR flying her own aircraft. She holds a Commercial license and has logged more than 1300 hours flying time, and has time in both jet aircraft and helicopters. She is a member of the Ninety-Nines, Inc., CAP, and Ground Observer Post supervisor.

Jean will be flying her 7th TAR this year, having been the winner of the TAR in 1950. She was a WASP Pilot during WWII and also has done Uranium Survey work. Jean holds a Commercial license, Single and Multi-engine land ratings, and has logged more than 4000 hours flying time. She is a member of the Ninety-Nines, Inc.

13

Pilot: Ruth Gay (R) Long Beach, Calif.  
Co-Pilot: (L) Rita Gibson, Long Beach, Calif.  
Aircraft: Cessna 140 85 h.p.

Ruth will be flying her 1st TAR this year. She holds a Private license with more than 380 hours flying time. She is currently employed as Payroll Clerk for the Mt. View Dairy, Long Beach, Calif. Ruth is Chairman of the Long Beach Chapter of the Ninety-Nines, Inc.

Rita is entering her 1st TAR this year. She holds a Private license with more than 250 hours flying time. Her husband, Paul Gibson, is employed as an Engineer Field Specialist for the CAA Regional Office, Los Angeles, Calif., and he is also a pilot. They have 6 children, 4 sons and 2 daughters. Rita is Secretary of the Long Beach Chapter of the Ninety-Nines, Inc.



14

Pilot: (R) Ruth Reinhold, Phoenix, Ariz.  
Co-Pilot: (L) Patricia F. Runyan, Phoenix, Ariz.  
Aircraft: Beechcraft Bonanza 35 185 h.p.  
Sponsor: William B. Runyan, Jr., 3626 East Coolidge, Phoenix, Ariz., Real estate operator.

Ruth will be flying her 1st TAR this year. She has logged more than 8500 hours flying time and holds a Commercial license with Multi-engine Land, Instructor and Instrument ratings. Ruth has worked for fixed base flying operators since 1934, has held part ownership in three operations and is presently employed by Mercury Flying Service, Inc., Phoenix, Arizona, in the Sales Department and as a Pilot. She is Vice Chairman of the Saguaro Chapter of the Ninety-Nines, Inc., member of the Board of Directors of O X 5 Club and a CAP Courier during WWII. Ruth is married to Robert W. Reinhold, who formerly held a Private license and is a licensed A&E.

"Pat" will be entering her 1st TAR this year. She started flying in Dec. 1957 at Mercury Flying Service, Inc., Phoenix, Ariz., and holds a Student license with more than 40 hours flying time. Her husband, William B. Runyan, Jr., is a licensed pilot and the sponsor of this crew. They have two children, Sue and Gay.



15

Pilot: (L) June R. Douglas, Fall River, Mass.  
Co-Pilot: (R) Barbara Kiernan, Andover, Mass.  
Aircraft: Piper Tri-Pacer PA-22 150 h.p.  
Sponsor: Narragansett Airways, Fall River Airport, Fall River, Mass. (Aviation Flight School and Air Taxi.)

This will be June's 1st TAR. She holds a Commercial license with Single-engine land and sea, and all Ground School Instructor ratings. June is currently instructing for Narragansett Airways and has logged more than 350 hours flying time. She is a member of the Ninety-Nines, Inc.

Barbara will be entering her 4th TAR this year. She holds a Commercial license, Helicopter, Single-engine land and sea, Multi-engine land, and Instrument ratings, and has logged more than 1000 hours flying time. Barbara is Governor of the North East Section of the Ninety-Nines, Inc. She is married and has four children.



16

Pilot: (L) Clara M. Aldrich, San Diego, Calif.  
Co-Pilot: (R) Martha Mullen, San Diego, Calif.  
Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Clara will be flying her 1st TAR this year. She learned to fly at Montgomery Field, San Diego, Calif. in 1957 and holds a Private license with more than 170 hours flying time. She is currently employed by Ryan Aeronautical Co., San Diego, Calif., as a Chemist. Clara is married to Leon N. Aldrich, a pilot and employed as a Mech. Engineer at Convair, San Diego, Calif. They have two boys, Leon and Alan. She is a member of the San Diego Chapter of the Ninety-Nines, Inc. and the Ryan Flying Club.

This will be Martha's 1st TAR. She holds a Private license with more than 40 hours flying time. She is employed by Singer Sewing Machine Co., San Diego, Calif., and is married to John A. Mullen, owner of Audio Recorders, 3941 5th Ave., San Diego, Calif. Her husband is also a pilot.





17

Pilot: (R) Marion Schorr Betzler, Columbus, Ohio  
Co-Pilot: (L) Kathleen Wood, Columbus, Ohio  
Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Marion is entering her 2nd TAR this year. She holds a Commercial license with more than 1200 hours flying time. Marion and her husband, Charles, a Multi-engine Jet Pilot, own and operated United Rent-Alls, renting everything from concrete mixers to baby beds. She was a WAS during WWII, is a member of the Ninety-Nines, Inc., Child Conservation League and PTA, of which her husband is Treasurer.

Kathleen will be entering her 1st TAR this year. She is a Student pilot with more than 82 hours flying time and hopes to have her license by the start of the race. Kathleen is a member of the Eastern Stars, Vice President of Lamp-lighter's Bowling League and PTA. Her husband, Donald H. Wood, is a pilot and they have one boy.

18

Cancelled



19

Pilot: (R) Anne Waddell, Garden City, Kansas.  
Co-Pilot: (L) Lois Dobbin, Wichita, Kansas  
Aircraft: Beechcraft Bonanza H35 240 h.p.

Anne will be flying her 1st TAR and she holds a Private license with more than 640 hours flying time. She placed 1st in 1955-'56 in the Skylady Derby. Anne does ferrying of new aircraft and is self-employed, Mid Continent Pump Co., Manufacturing, Garden City, Kansas. She is a member of the Ninety-Nines, Inc., Red Cross Instructor in FA & WS, Ground Observer Corps and the Wing Scouts.

This will be Lois's 1st TAR. She is a Commercial pilot with Instrument and Multi-engine Land ratings and has logged more than 1600 hours flying time. Lois is employed as Secretary for Associated Air Services, Wichita, Kansas. She is International Membership Chairman of the Ninety-Nines, Inc. and a member of the Alpha Chi Omega. Lois was a WASP Pilot during WWII.



20

Pilot: (L) Patricia Udall, Tucson, Arizona.  
Co-Pilot: (R) Judith Beach, Tucson, Arizona.  
Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Pat is flying her 1st TAR this year. She holds a Private license and has more than 350 hours flying time logged. Prior to Pat's marriage she was employed by Braniff & Capital Airlines. Her husband, Morris K. Udall is an Attorney with Udall & Udall, Tucson, Ariz., and is also a pilot. They have 5 children, 3 boys and 2 girls. Pat is a member of the Board of Trustees, Tucson, Medical Center.

Judy is entering her 1st TAR this year. She is employed by the Tucson Public Schools as a teacher. Her husband, Berkeley Gene Beach, is in the National Guard, Fort Ord, Calif.

21

Pilot: (R) Gladys Muter, Chicago, Illinois  
Co-Pilot: (L) Doris Langher, Chicago, Illinois  
Aircraft: Piper Apache PA 23 300 h.p. (twin)

Sponsor: Leslie F. Muter, President The Muter Co., 1255 S. Michigan Ave., Chicago, Ill. The Muter Company makes electronic components. They own The Muter Co. and Jensen Speakers in Chicago, Rolla Speakers in Cleveland, and The Enders Co. in Iowa.

Gladys will be entering her 6th TAR. She holds a Private license with a Multi-engine Land rating and has logged more than 850 hours flying time. Gladys has been flying with her husband, Leslie, since 1918 and in 1952 she became a pilot herself. They have a daughter and a son and five grandchildren. Gladys is a member of the Ninety-Nines, Inc., Infant Welfare, South Shore Country Club, Beverly Country Club and Kenwood Social Service.

Doris will be flying her 7th TAR. She learned to fly at Curtiss Airport, Chicago, Ill., in 1933 and now holds a Commercial license with ATR, Instructor, Single and Multi-engine Land and Sea ratings, and has logged more than 6400 hours flying time. Gladys is employed by United Air Lines, Chicago, Ill., as a Flight Simulator Instructor on Convair and DC-6. She is a member of the Ninety-Nines, Inc.



22

Pilot: (R) Nina M. Price, Villa Park, Illinois

Co-Pilot: (L) Gean L. Burson, Dyer, Indiana

Aircraft: Bellanca Cruisemaster 230 h.p.

Sponsor: Talma E. Kotler of Beautte Products, Inc., makers of Beautte Facial Creme, "The Most Heavenly Cream on Earth," 700 N. Iowa St., Villa Park, Illinois

Nina will be flying her 5th TAR this year. She has logged more than 650 hours flying time, holds a Private license and has checked out in 25 different airplanes. Her husband, Leonard A. Price, also a pilot, owns the Northern Illinois Heating Company and they have one daughter. Nina is an active member of the Ninety-Nines, Inc., AOPA and the Illinois Air Pilots' Association.

Gean is entering her 3rd TAR. She has a Private license and has logged more than 250 hours flying time. Gean's husband, Marvin J. Burson, is also a pilot and the owner of Rexall Drug Store in Dyer, Indiana. She is an active member of the Ninety-Nines, Inc.



23

Pilot: (R) Sylvia Roth, Glencoe, Illinois

Co-Pilot: (L) Evelyn Chilcoat, Chicago, Illinois

Aircraft: Cessna 182 230 h.p.

Sponsor: A. C. Allyn & Co., 122 S. LaSalle St., Chicago, Illinois., Stocks and Investments. Members of the New York, Chicago, and Midwest Stock Exchange.

Sylvia will be entering her 5th TAR this year. She holds an Airline Transport license with Multi-engine Land, Single-engine Land and Sea, Instrument and Flight Instructor, and all Ground Instructor ratings. Sylvia has logged more than 4500 hours flying time and is currently a Flight Instructor and Charter Pilot for Mid States Aviation, Northbrook, Illinois. She is an active member of the Ninety-Nines, Inc.

"Eve" will be entering her 1st TAR this year. She holds a Private license with more than 200 hours flying time. She is a member of the Ninety-Nines, Inc., and is married to Alton B. Chilcoat, who is also a pilot.



24

Pilot: (R) Beatrice Siemon, Wayne, Illinois

Co-Pilot: (L) Eva White, Naperville, Illinois

Aircraft: Cessna 195 300 h. p.

Sponsor: Siemon Manufacturing Co., manufacturer of fractional horse power electric motors. Box 275, Wayne, Illinois.

Beatrice will be flying her 2nd TAR this year. She holds a Commercial license, Instrument rating and has logged more than 1100 hours flying time. She and her husband, L. E. Siemon, who is also a pilot, own the Siemon Manufacturing Company and they have three children. Beatrice is a member of the Ninety-Nines, Inc., Chicago Air Club, AOPA, Illinois Pilots & Plane Owners, Sun Valley, Idaho Figure Skating Club and Wayne Women's Club, Wayne, Illinois.

Eva is entering her 1st TAR. She holds a Private license and has logged more than 250 hours flying time. Eva's husband, Harold E. White, is Editor, Publisher of the Naperville Sun Newspaper, of which she is Associate Editor. She is a member of the Chicago Air Club, DuPage Press, Illinois Press, National Editorial Associations.



25

Pilot: (R) Theresa Distabile Vasques, LaJolla, Calif.

Co-Pilot: (L) Anna May Christensen, Lemon Grove, Calif.

Aircraft: Piper Tri-Pacer PA22 150 h.p.

Sponsor: Hallemann's Cotton Patch Restaurant, "Known the World Over," San Diego, Calif.

Theresa will be flying her 1st TAR this year. She has a Private license with more than 200 hours flying time. In 1957 she flew to Mexico City, Guadalajara, Acapulco, Zihuatanejo, Teneecatita, Puerto Vallarta, Mazatlan in a Tri-Pacer. Theresa and her husband, Al, are both employed as Engineers at Convair, San Diego, Calif. She is a member of the Ninety-Nines, Inc., Institute of The Aeronautical Sciences and American Mathematical Society.

Anna May will be flying her 1st TAR this year. She holds a Private license and has logged more than 80 hours flying time. Her husband, Clinton M. Christensen, is a Certified Public Accountant, and also a pilot. Anna May is a member of the San Diego Chapter of the Ninety-Nines, Inc.





26

Pilot: (R) Dorothy Rungeling, Fenwick, Ontario, Canada  
Co-Pilot: (L) Susan Koch, St. Catharines, Ontario, Canada  
Aircraft: Beechcraft Bonanza G35 225 h.p.

Dorothy will be flying in her 3rd TAR this year. She is a veteran at racing, having flown in the Governor General Cup Race in Canada for the last five years, placing 1st in 1953 and '55. She holds a Senior Commercial license in Canada and a Flight Instructor, Instrument and Ground School ratings. Dorothy has more than 1600 hours flying time since starting to fly in Welland, Canada in 1948. She is married to Charles Rungeling and they have one boy, Barry, 14 years. She is a member of the Ninety-Nines, Inc., Welland Flying Club, Welland, Ontario, Civil Defense, Intelligence International Aviation Writer, and Canadian Owners & Pilots Association.

Susan will be entering her 1st TAR. She learned to fly in 1956 at St. Catharines, Ontario, Canada and holds a Private license with more than 75 hours flying time. Susan was born in Hungary and is presently employed by Canadian Comstock, St. Catharines, Ontario, Canada, as a buyer. She is a member of the St. Catharines Flying Club.



27

Pilot: (L) Barbara E. Jenison, Paris, Illinois.  
Co-Pilot: (R) Jean F. Hixson, Akron, Ohio.  
Aircraft: Cessna 180 255 h.p.

Barbara will be entering her 2nd TAR this year. She holds a Private license and has logged more than 500 hours flying time. Barbara learned to fly in Maryland in 1946 and is a member of the Ninety-Nines, Inc.

Jean will be entering her 2nd TAR this year. She holds a Commercial license with more than 3000 hours flying time. Jean is a member of the Ninety-Nines, Inc., was a WASP Pilot during WWII, and is now in the Air Force Reserve.



28

Pilot: (R) Geraldine Vickers, San Diego, Calif.  
Co-Pilot: (L) Doris M. Lawrence, LaMesa, Calif.  
Aircraft: Cessna 180 225 h.p.

Sponsor: Bob Griffin Roofing Co., LaMesa, Calif., roofing, home and industrial insulation, sheetmetal and siding contractors.

Geraldine will be flying her 1st TAR this year. She holds a Private license with more than 1100 hours flying time and Flight Instructor's rating. Her husband, Robert M. Vickers, works for Pabco-Fibreboard Corp., South Gate, Calif., and they have one boy. Geraldine is Secretary of the San Diego Chapter of the Ninety-Nines, Inc. and a member of the WASP during WWII.

Doris will be entering her 1st TAR this year. She is a Student Pilot with more than 20 hours flying time. Her husband, Charles R. Lawrence, is also a Student Pilot and they have one boy. Doris is a member of the San Diego Chapter of the Ninety-Nines, Inc.



29

Pilot: (R) Beatrice Edgerly Macpherson, Tucson, Ariz.  
Co-Pilot: (L) Helen Geinke, Bloomington, Ill.  
Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Sponsor: Hangar Flying's new "Cross Country Flight Assistance."

Beatrice is flying her 6th TAR this year. She has logged more than 500 hours flying time and holds a Private license. A member of the Ninety-Nines, Inc., she is also active in the Civil Air Patrol and Art Editor for Arizona Daily Star. Beatrice is a nationally known artist and illustrator. Her husband is J. Harvard Macpherson and they have one boy.

Helen will be entering her 8th TAR this year. She started flying in 1939 and has logged more than 1900 hours flying time, holds a Commercial license and Flight Instructor rating. Helen is an active member of the Ninety-Nines, Inc. and was a Ground School Instructor in the CPT and WTS programs. She has written several books on Ground School subjects and CAA procedures.

30

Pilot: (L) Nellie G. Algar, Indianapolis, Indiana  
Co-Pilot: (R) Christina Webb, Indianapolis, Indiana  
Aircraft: Cessna 172 145 h.p.

Sponsor: Alger Pattern Works, Inc., 25 South Ewing St., Indianapolis, Ind., producer of patterns, temporary dies, and duplicating masters for industry.

This will be Nellie's 1st TAR. She holds a Private license and has logged more than 150 hours flying time. Her husband, Evan E. Alger, is a Pilot and President of Alger Pattern Works, Inc. They have 3 children and 4 grandchildren. Nellie is a member of the Ninety-Nines, Inc., Indianapolis Camera Club, Indianapolis Toastmistress Club, and the Indianapolis Aero Club.

Christina will be entering her 1st TAR this year. Although she is not a pilot she has logged many hours of passenger time with her husband, Ray W. Webb, who is a Pilot.



31

Pilot: (L) Lorraine Chandler, Tucson, Arizona  
Co-Pilot: (R) Marlyn McGowen, San Bernardino, California.  
Aircraft: Navion B 260 h.p.

Co-Sponsors: Holsam Bakery and Tucson Airport Authority, Tucson, Arizona.

Lorraine will be flying her 2nd TAR this year. She holds a Private license and has logged more than 300 hours flying time. Her husband, William J. Chandler, is also a Pilot, and Wholesale Supervisor for Shamrock Dairy, Tucson, Arizona and they have one boy. Lorraine is a member of the Ninety-Nines, Inc. and the CAP Air Rescue Squadron.

Marlyn will be flying in her 1st TAR this year. She is a Student Pilot and has logged 7 hours flying time. She is employed by Graybar Electric Co., San Bernardino, Calif. Her husband, Mallard McGowen, is a Pilot and they have one girl.



32

Pilot: (L) Bernice P. Trimble, Flint, Michigan.  
Co-Pilot: (R) Mary E. Clark, Jackson, Michigan.  
Aircraft: Beechcraft Bonanza F-35 225 h.p.

Bernice will be flying her 3rd TAR this year. She holds a Airline Transport license with Flight and Instrument Flight Instructor, Single-engine Sea, Multi-engine Land, and all Ground School Instructor ratings. She has logged more than 5500 hours of flying time and is now self-employed as Flight Instructor and Charter Pilot of Trimble Aviation, Bishop Airport, Flint, Michigan. Bernice is a member of the AWTAR, Inc., Board of Directors, and an active member of the Ninety-Nines, Inc.

Mary will be flying her 1st TAR this year. She holds a Private license and has logged more than 350 hours flying time. Mary is a member of the Ninety-Nines, Inc.



33

Pilot: (R) Patricia Gladney, Los Altos, Calif.  
Co-Pilot: (L) Patricia Sherwood, Palo Alto, Calif.  
Aircraft: Cessna 180 230 h.p.

Sponsor: Wright Bros., Inc., Municipal Airport, San Jose, Calif., Cessna Dealer - Sales & Service.

"Pat" is entering her 7th TAR this year. She holds a Commercial license and Single and Multi-engine Land and Sea, Flight Instructor and Instrument ratings with more than 7800 hours of flying time. "Pat" has been flying since 1934 and was a WASP Pilot during WWII. She was the winner of the first Amelia Earhart Scholarship given each year by the Ninety-Nines, Inc. and is Secretary of the Santa Clara Valley Chapter of the Ninety-Nines, Inc. Her husband, Jack Gladney, is a Captain for Pacific Airlines, San Francisco, and they have one daughter.

Patricia will be entering her 1st TAR. She holds a Private license and has logged more than 650 hours flying time. Patricia is currently employed as an X-Ray Technician by Palo Alto Medical Clinic. She was a member of the WASP during WWII, is a member of the Ninety-Nines, Inc. and the Gamma Phi Beta.





34

Pilot: (L) Gini S. Richardson, Yakima, Washington

Co-Pilot: Iola Nelson, Seattle, Washington

Aircraft: Northern Aircraft Cruismaster 14-19-2 230 h.p.

Gini will be flying her 7th TAR this year. She has an Airline Transport license, Instrument, Flight and Link Instructor, Multi-engine Land and Sea, and all Ground Instructor ratings. Gini has logged more than 10,000 hours flying time and now owns and operates a fixed based operation and aerial agriculture business with her husband, Ralph. She is an active member of the Ninety-Nines, Inc., Eastern Star, Amaranth, Beta Sigma Phi and CAP.

Iola is entering her 2nd TAR this year.

35

Pilot: (L) Margaret Ringenberg, Grabill, Indiana

Co-Pilot: (R) Lois Laymon, Grabill, Indiana

Aircraft: Beechcraft Bonanza J-35 250 h.p.

Co-Sponsors: George H. Bailey Company, Beechcraft Sales and Service, 3508 Quimby Arcade, Fort Wayne 6, Indiana and several of Fort Wayne's leading citizens.

Margaret will be flying her 2nd TAR this year. She holds a Commercial license with Instructor and Multi-engine Land ratings. Margaret was a WASP during WWII and has logged more than 2100 hours flying time. She is a member of the Ninety-Nines, Inc., Red Cross, Cedar Creek Civic Association and a Girl Scout Troop Leader.

This will be Lois's 2nd TAR and although she is not a pilot she is an avid aviation fan. She is married to Harold Leymon, an Engineer for International Harvester, Fort Wayne, Ind.



36

Pilot: (L) Irene H. Leverton, Redding, Calif.

Co-Pilot: (R) Ces Rose, San Francisco, Calif.

Aircraft: Beechcraft Bonanza A-35 205 h.p.

Sponsor: "Figurette of Marin," featuring "Luzier" Cosmetics, 701 San Anselmo Ave., San Anselmo, Calif. Owned and operated by: Miss Nancy Jo Nance.

Irene will be flying her 5th TAR, having placed 5th in the 1956 TAR. She is a Charter Pilot and Instrument Instructor, and has logged more than 6000 hours flying time. The aircraft this crew is flying is better known as "The Spirit of San Francisco."

Ces will be flying her 2nd TAR. She is a Private Pilot and was a WASP during WWII. Ces was Co-Pilot in 1957 of the team that took 9th place and won 1st in the Piper class that year.



37

Pilot: (L) Betty D. Haynes, Arbuckle, Calif.

Co-Pilot: (R) Nelsyne Jones, Arbuckle, Calif.

Aircraft: Cessna 172 145 h.p.

Sponsor: Tri-Co Almonds, Inc., Chico, Calif., buyers and sellers of almonds.

Betty will be entering her 1st TAR this year. She holds a Private license with more than 138 hours flying time. Her husband, Joe, is also a pilot and they have 4 children. Betty is a member of the Ninety-Nines, Inc., Eastern Star, and the Flying Farmers.

Nelsyne is entering her 1st TAR this year. She holds a Private license with more than 540 hours flying time. Her husband, William, is the Colusa County Deputy Sheriff, he is also a pilot, and they have 3 children. Nelsyne is a member of the Ninety-Nines, Inc. and the Flying Farmers.



38

Pilot: (L) Marie L. (Sammy) McKay, Grand Blanc, Michigan

Co-Pilot: (R) Elsie E. Ferich, Flint, Michigan

Aircraft: Cessna 172 145 h.p.

Co-Sponsors: Superior Pontiac Cadillac, 1717 So. Dort Hwy., Flint, Mich., and Flint Aeronautical Corp., Bishop Airport, Flint, Mich., and wardrobes by "Glen" of Michigan., Manistee, Mich.

"Sammy" will be entering her 1st TAR this year. She holds a Private license with more than 150 hours flying time. She served on the Air Race Committee in the 1956 TAR, is a member of the Ninety-Nines, Inc., Eastern Star, and Flint Kiwanis Club.

Elsie will be flying her 1st TAR this year. She holds a Private license with more than 200 hours flying time. Elsie is Vice-Chairman of the Michigan Chapter of the Ninety-Nines, Inc., Vice-President of the Flint Writers Club, Associate Member of the Michigan Flying Farmers, and Flint Community Players, and member of the Flint Figure Ice Skating Club.



39

Pilot: (L) Helen Purvis, Gardena, Calif.

Co-Pilot: (R) Donna Brown, Inglewood, Calif.

Aircraft: Luscombe 8-A 65 h.p.

Sponsor: White Front Stores.

Helen will be entering her 2nd TAR this year. She holds a Private license with more than 160 hours flying time. Helen is in the U.S. Naval Reserve and has had 5 previous years in the Planning Dept. at Northrop Aircraft Co., as Jobs Control Clerk. She is married to Joseph Purvis, a Senior Planner for Northrop Aircraft Co., Hawthorne, Calif., and they have 4 children.

Donna will be entering her 2nd TAR this year. She holds a Private license with more than 175 hours flying time. She is presently employed as Hostess for Wray's Inc., Gardena, Calif. Her husband, H. G. Brown, is also a pilot.



40

Pilot: (L) Louise Sacchi, Jenkintown, Pennsylvania

Co-Pilot: (R) Louise Kaiser, Gwynedd Valley, Pennsylvania

Aircraft: Cessna 172 145 h.p.

Sponsor: Tasty Bakery Co., 2801 Hunting Park Ave., Philadelphia 29, Pa. The makers of small cakes and pies.

Louise will be entering her 1st TAR this year. She holds an Airline Transport license, Single-engine Land and Sea, Multi-engine Land, and Flight Instructor ratings. Louise has been instructing, Charter, and Executive flying for the past 19 years and has logged over 8000 hours flying time. She is a member of the Ninety-Nines, Inc.

This will be Louise's 1st TAR this year. She is a Student Pilot and has logged more than 15 hours flying time. Her husband, Paul Kaiser, owner of Tasty Baking Co., is also a pilot and they have 3 children. Louise is a member of the Ninety-Nines, Inc.



41

Cancelled

42

Pilot: (L) Shirley Marshall, Tucson, Ariz.

Co-Pilot: (R) Dorothy Jenkins, Tucson, Ariz.

Aircraft: Piper Tri-Pacer PA-22 150 h.p.

Co-Sponsors: Freeway Airport, "The BeeHive on Green 5," 3749 North Romero Rd., Tucson, Ariz. and Tucson Airport Authority, Tucson Municipal Airport.

Shirley will be entering her 1st TAR this year. She holds a Commercial license and has logged more than 260 hours flying time. She and her husband, Arthur, are co-owners of Arizona Mimeographing Service and they have 2 children. Shirley is a member of the Ninety-Nines, Inc.

Dorothy will be entering her 1st TAR this year. She holds a Commercial license, Instructor rating, and has logged more than 1600 hours flying time. Her husband, Charles, is a Pilot for the Apache Airlines, Tucson Municipal Airport, Tucson, Arizona, and they have 3 children. Dorothy is a member of the Ninety-Nines, Inc.





43

Pilot: (L) Cleo Morrison, Long Beach, Calif.  
Co-Pilot: (R) Florence Anderberg, Downey, Calif.  
Aircraft: Cessna 172 145 h.p.

Sponsor: Anderberg Construction Co., 12131 Anderberg Ave., Downey, Calif. "Builders of Modest Mansions."

Cleo will be flying her 3rd TAR this year. She holds a Private license, Multi-engine Land rating, and has logged more than 500 hours flying time. Cleo has ferried planes from the Piper Factory in Pennsylvania the past two years to dealers on the West Coast. She is a member of the Long Beach Chapter of the Ninety-Nines, Inc., Past President of the American Legion Auxiliary, Past President of the Lady Lions, and a member of the AOPA. Her husband, Robert Morrison, is also a Pilot and they have three sons.

Florence will be entering her 1st TAR this year. She is a Student Pilot, taking instruction from Air Oasis, Long Beach, Calif. Her husband, the sponsor of this crew and owner of Anderberg Construction Co., is also a pilot and they have one son.



44

Pilot: (R) Geraldine Sloan, Dallas, Texas  
Co-Pilot: (L) Martha Ann Reading, Dallas, Texas  
Aircraft: Beechcraft Bonanza H-35 240 h.p.

Sponsor: Trans-Tex Tankers, Inc., Thomas Graves Co., 2204 Garden City Highway, Midland, Texas; oil transports with terminals at Midland, Abilene, and Ft. Worth, Texas.

Geraldine will be flying her 1st TAR this year. She holds a Private license with more than 170 hours flying time. She is married to Louis H. Sloan, also a pilot and they have one son. Geraldine is a member of the Ninety-Nines, Inc.

Martha Ann will be flying her 1st TAR this year. She holds a Private license and has logged more than 400 hours flying time. Martha Ann is Treasurer of the Dallas Chapter and Vice-Governor of the South Central Section of the Ninety-Nines, Inc.



45

Pilot: (L) Virginia Mae Caspersen, Minneapolis, Minn.  
Co-Pilot: (R) Dorothy S. Ryan, Minneapolis, Minn.  
Aircraft: Cessna 172 145 h.p.

Virginia will be entering her 1st TAR this year. She holds a Private license with more than 150 hours flying time. "Ginny" is a Beautician, married to Norman Caspersen, a contractor for Caspersen and Son. She is a member of the Ninety-Nines, Inc., and the Eastern Star.

Dorothy will be flying her 1st TAR this year. She holds a Private license and has logged more than 60 hours flying time. Dorothy is Secretary for the Minneapolis Institute of Arts, is married to Gerald Ryan, also a pilot. She is a member of the Ninety-Nines, Inc., Augsburg College Women's Club, Augsburg Associates, The Minneapolis Society of Fine Arts, and Symphony Associates.



46

Pilot: Sandra Killion, Santa Barbara, Calif.  
Aircraft: Cessna 140 85 h.p.

Co-Sponsors: Wilson-McMahan Furniture Stores, State Street, Santa Barbara, Calif. This organization operates 11 retail furniture stores in California and Arizona, and Killion's Inc., Union Oil Dealer, Santa Barbara, Calif.

Sandra will be entering her 3rd TAR this year. She holds a Private license and has logged more than 365 hours flying time. She is married to Kenneth Killion, a Union Oil Dealer and they have two children. Sandra is a member of the Ninety-Nines, Inc., CAP, and Beta Sigma Phi - Xi Alpha Chi Chapter.

47

Pilot: (R) Katherine Menges Brick, Norwood, New Jersey

Co-Pilot: (L) Marion Lopez, Jackson Hts., New York

Aircraft: Bellanca Cruisemaster 14-19-2 230 h.p.

Sponsor: Stancil Flying Service, Washington, North Carolina.

"Kay" will be entering her 4th TAR this year. She holds a Commercial license, Single and Multi-engine Land and Instructor ratings with more than 3500 hours flying time. She was a WASP Pilot during WWII, flying low-target missions, photographic and radio control work. She has flown 35 different types of planes in 38 states, Canada and Cuba and is at present a free lance aviation writer. "Kay" is a Past President of the Ninety-Nines, Inc.

Marion will be entering her 1st TAR this year. She holds a Private license and has logged more than 100 hours flying time. Marion is a Free Lance Artist and a member of the Ninety-Nines, Inc.



48

Pilot: (L) Iona Faith Douthitt, El Centro, California

Co-Pilot: (R) Betty Loomis, Eugene, Oregon

Aircraft: Navion D 240 h.p.

Co-Sponsors: Navion Aircraft Co., Galveston, Texas, Manufacturing of Navion Aircraft and Parts. W. H. Douthitt Steel Co., Steel & Supplies, El Centro, Calif.

"Fay" will be entering her 1st TAR this year. She holds a Commercial license and has logged more than 800 hours flying time. "Fay" has participated in the Philadelphia Air Cruise since 1954 and placed 1st in 1956. She is married to Robert Douthitt, also a pilot, and they have two children. "Fay" is a member of the Ninety-Nines, Inc., and the CAP.

Betty will be entering her 1st TAR this year. She holds a Private license, which she obtained in Anchorage, Alaska, Nov. 1952, and has logged more than 235 hours flying time. Her husband, Buck Loomis, is also a pilot and they have two children.



49

Pilot: (R) Ruth W. Wagner, Sacramento, Calif.

Co-Pilot: (L) Hialeah Reilich, Sacramento, Calif.

Aircraft: North American Navion 225 h.p.

Co-Sponsors: C. A. Wagner, Inc., Chemicals, Minerals and Colors, Philadelphia, Pa., Jacobson Construction Co., Rancho Cordova, Calif., and the following from Sacramento, Calif.: Stetson Shuey, General Contractor; Dwight Benbow, Park Sheet Metal Works; Taylor's Dairy; Dr. Keith Waters, D.D.S.; Richard Miller Bros., Furniture Mfg.; Steiner Lumber Co.; Walco Lumber Distr's. and State Box Co.; Dewitt Bishop, Photography; and their many interested friends.

Ruth is entering her 2nd TAR in her own Navion. She holds a Private license, and has logged over 290 hours flying time. Her husband holds a Commercial license and they have one boy. Ruth is a member of the Symphony League, Medical Auxiliary, Kingsley Art Club, Sierra Camera Club, and Sacramento Valley Chapter Membership Chairman of the Ninety-Nines, Inc.

Hialeah will be entering her 2nd TAR this year. She holds a Private license and has logged more than 300 hours flying time. Her husband, Harry, is also a pilot and they have one daughter. She is a member of the Ninety-Nines, Inc.



50

Pilot: (R) Marion T. Petty, Abilene, Texas

Co-Pilot: (L) Jo Ann Elliott, Abilene, Texas

Aircraft: Beechcraft Bonanza J-35 250 h.p.

Sponsor: Abilene Aviation, Municipal Airport, Abilene, Texas

Marion will be entering her 1st TAR this year. She holds a Private license and has logged more than 330 hours flying time. Her husband, Preston D. Petty, M.D., is also a pilot and they have three children. Marion is a member of the Ninety-Nines, Inc., the Taylor Jones County Medical Auxiliary, and West Texas Pilots Association.

Jo Ann is entering her 1st TAR this year. She holds a Private license and has logged more than 150 hours flying time. Jo Ann is a licensed Funeral Director and Embalmer, and is Co-owner of Elliott's Funeral Home, Abilene, Texas. She is a member of the Ninety-Nines, Inc., and West Texas Pilots Association.





51

Pilot: (L) Marty Wyall, Ft. Wayne, Indiana  
Co-Pilot: (R) Fay Bridges, Grabill, Indiana  
Aircraft: Cessna 182 230 h.p.

Co-Sponsors: Northern Skyways, Ft. Wayne, Indiana, WANE TV Broadcasting Station, 2915 W. State St., Ft. Wayne, Indiana, and Aviation-minded Ft. Wayne Businessmen.

Marty will be entering her 2nd TAR this year. She holds a Commercial license and has logged more than 1150 hours flying time. Marty was a WASP during WWII and a Ferry Pilot for R.F.C. in 1945. Her husband, Eugene Wyall, is also a pilot and they have five children. She is a member of the Ninety-Nines, Inc.

This will be Fay's 1st TAR. Although she is not a pilot, she is interested in aviation. Fay is a member of the Cedar Creek Woman's Club and Fort Wayne British Club.



52

Pilot: (R) Nancy Bird Walton, Sydney, Australia.  
Co-Pilot: (L) Iris Critchell, Palos Verdes Estates, Calif.  
Aircraft: Cessna 172 145 h.p.

This will be Nancy's 1st TAR. She learned to fly in Sydney, Australia in 1933 and holds a Private license with more than 860 hours flying time. In 1936 she entered the Brisbane-Adelaide Air Race and won the Ladies' Trophy for the fastest time. Nancy is the Owner-Pilot to Far West Children's Health Scheme. Operating Baby Clinic, Ambulance and Charter in Inland, Australia. She is Australian Commandant, Women's Air Training Corps, and is married and has one son.

Iris will be flying her 8th consecutive TAR this year, having placed 2nd in 1955-56 and 1st in 1957. She holds a Commercial license, Single and Multi-engine Land, Flight Instructor, Instrument, and seven Ground School Instructor ratings. Iris has logged more than 4200 hours flying time and at present is doing "free lance" instructing. She was a WASP Pilot during WWII and was head of the Ground School and Instrument Flight Training at USC College of Aeronautics at Santa Maria from 1946 to 1948. Iris is also a former Olympic Swimming champion and held several national records. She is a member of the Board of Directors of the AWTAR, Inc. and a member of the Long Beach Chapter of the Ninety-Nines, Inc. Her husband, Howard Critchell, is a pilot for Western Airlines and they have two children.



53

Pilot: (L) Marie Hansen, Blackfoot, Idaho.  
Co-Pilot: (R) Sharon Hultz, Blackfoot, Idaho  
Aircraft: Cessna 140 85 h.p.

Marie will be entering her 2nd TAR this year. She holds a Commercial license and has logged more than 500 hours flying time. Marie is a Stenographer for the General Electric Co., Idaho Falls, Idaho. She is Treasurer of the East Idaho Chapter of the Ninety-Nines, Inc.

Sharon will be entering her 1st TAR this year. She is a Student Pilot and has logged more than 15 hours flying time. Sharon is a Senior student of Blackfoot High School.



54

Pilot: (L) Fay Kirk, Detroit, Michigan.  
Co-Pilot: (R) Margaret Crane, Fenton, Michigan.  
Aircraft: Cessna Skylane 230 h.p.

Faye will be entering her 1st TAR this year. She holds a Commercial license, Instructor rating, and has logged more than 1000 hours flying time. Faye is a member of the Ninety-Nines, Inc.

Margaret will be entering her 1st TAR this year. She holds a Commercial license, Instructor rating, and has logged more than 2000 hours flying time. Margaret is a member of the Ninety-Nines, Inc.

55

Pilot: Carmen Bailey, Winston-Salem, North Carolina.

Co-Pilot: Mildred Warner, Winston-Salem, North Carolina.

Aircraft: Piper Clipper PA-16 108 h.p.

Sponsor: Hennis Freight Lines, Inc. (Motor Freight) P.O. Box 612, Winston-Salem, North Carolina.

Carmen will be entering her 1st TAR this year. She holds a Private license and has logged more than 220 hours flying time. She is married to Jack Bailey, a Building Contractor, also a pilot, and they have two children.

Mildred will be entering her 1st TAR this year. Although she is not a pilot, she is interested in aviation. Her husband, Bobby Warner, is a student of Abilene Christian College, Texas, and they have two children.

56

Cancelled

57

Pilot: (L) Pearl B. Laska, Fairbanks, Alaska.

Co-Pilot: (R) Vivienne D. Schrank, Jordan, Montana

Aircraft: Cessna 140 85 h.p.

Pearl will be entering her 3rd TAR this year. She holds a Commercial license, Instructor rating and has logged more than 2800 hours flying time. She and her husband, Edward, are teachers in Fairbanks, Alaska, and they have one son. Pearl is a member of the Ninety-Nines, Inc.

Vivienne will be entering her 3rd TAR this year. She holds a Commercial license, Single-engine Sea, Instructor ratings, and has logged more than 1125 hours flying time. Vivienne has flown commercially for Soil Conservation, Taylor Grazing, flying parts for road construction, mercy flying on snow lift, and search and rescue. Her husband, Milton, is Manager and Owner of the Rio Theatre, Jordon, Montana, also a pilot, and they have one daughter. Vivienne is a member of the Ninety-Nines, Inc.



58

Pilot: (R) Audrey Schutte, Canoga Park, California.

Co-Pilot: (L) Minnie Morgan, Sherman Oaks, California

Aircraft: Cessna 140 85 h.p.

Sponsor: Pan American Navigation Service, 12021 Ventura Blvd., No. Hollywood, Calif. Publishers of Navigation Service and Aviation Manuals.

Audrey will be flying her 1st TAR this year. She holds a Commercial license and has logged more than 325 hours flying time. Her husband, Ray, is also a pilot and they have two children. Audrey is an active charter member of the Parachute Club of America.

This will be Minnie's 1st TAR and she holds a Student license with more than 40 hours flying time. Her husband, Richard, is also a pilot and they have two daughters. Minnie is a charter member of the Parachute Club of America, Motion Picture Chapter.





59

Pilot: (L) Mary Ann Fields, San Francisco, California.

Co-Pilot: (R) Valerie Kuhn Gill, San Francisco, California.

Aircraft: Piper Super Cub PA-18 125 h.p.

Sponsor: G. H. Powell Humphrey Realtors, Inc., real estate investment and brokerage, 209 Post St., San Francisco, Calif.

Mary Ann will be entering her 1st TAR this year. She holds a Commercial license, Single-engine Land and Sea ratings, and has logged more than 198 hours flying time. She is married to Rafael Fields, also a pilot. Mary Ann was in the Women's Army Corps, April 1953 to April 1955.

Valerie will be entering her 1st TAR this year. She is a Student Pilot and has logged more than 35 hours flying time. Her husband, Dr. Gerald Gill, Orthopaedic Surgeon, is also a student pilot. Valerie is a member of the Aircraft Owners and Pilots Association, and the National Aeronautic Association.



60

Pilot: (R) Gertrude Howard, College Station, Texas.

Co-Pilot: (L) Barbara Anspaugh, Lincoln, Nebraska.

Aircraft: Luscombe 8F 90 h.p.

Co-Sponsors: W. C. Baty and C. E. Robinson, owners of aircraft.

Gertrude will be entering her 1st TAR this year. She holds a Commercial license, Flight Instructor, Ground Instructor, and Instrument ratings, and has logged more than 1139 hours flying time. Gertrude instructed on the ROTC training for Texas A&M Cadets from 1957 to 1958 and is presently instructing for White Rock Aviation, College Station, Texas. Her husband, John R. Howard, is a Professor of Geography, Texas A&M. Gertrude is a member of the Ninety-Nines, Inc.

Barbara will be entering her 1st TAR this year. She holds a Private license and has logged more than 90 hours flying time. Barbara is a Secretary for Nebraska State Health Dept. and her husband, Bruce, a Student of University of Nebraska, is also a pilot. Barbara is Secretary of the Missouri Valley Chapter of the Ninety-Nines, Inc.



61

Pilot: (R) Geraldine Hill, Berkeley, Calif.

Co-Pilot: (L) Lyn Todorovic, Berkeley, Calif.

Aircraft: Mooney Mark 20 150 h.p.

Co-Sponsors: Hotel Claremont, Berkeley-Oakland, Calif. Now one of the San Francisco Bay Area's finest resort hotels, but when the \$2,000,000 expansion program is completed in 1959, will have 80 new lanæ apts, a beautiful Olympic sized swimming pool and all luxury features. Harbert Bros., 2338 Shattuck Avenue, Berkeley, leading supplier of camping, skiing, fishing and all types of sporting goods. Golden Gate Fields Golf Course, Driving Range and Grill, Buchanan and East Shore Highway, Albany, regulation, championship size greens, perfect for tournaments or just to enjoy a good game of golf.

Geri will be flying her 6th TAR this year. She has a Commercial pilot's license, 1400 hours flying time, was a WASP Pilot in WWII, and a 1st Lt. in the WAF during the Korean Policing Action. She is a member of the Ninety-Nines, Inc., and the Executive Flying Club. Geri also represents Cutter Laboratories in the newly-formed Women's Division of the Berkeley Chamber of Commerce.

Lyn is not a pilot and will be flying her first race. She and her husband were among the founders of the Junior Bach Festival in Berkeley; Lyn is a Gray Lady and for two years was Hospital Chairman for Livermore VA Hospital; and at present she is Director and Secretary for Berkeley Senior Housing, Inc.



62

Pilot: Aileen Saunders, El Cajon, California.

Aircraft: Piper Tri-Pacer PA22 150 h.p.

Sponsor: Tijuana Rotary Club, Tijuana, Baja, California, Mexico.

Aileen will be flying her 2nd TAR this year. She holds a Private license with more than 800 hours flying time. Aileen has flown to Alaska above the Arctic Circle, and also does a great deal of flying in Mexico. Her husband, Walter Saunders, also a pilot, is President of Southern Cal Airmotive, Gillespie Field, El Cajon, Calif. Aileen is an active member of the San Diego Chapter of the Ninety-Nines, Inc.

63

Pilot: (R) Mildred Zimmerman, Lititz, Pennsylvania.

Co-Pilot: (L) Naomi Noll, Winter Park, Florida.

Aircraft: Piper Apache PA-23 (twin) 150 h.p. ea.

Sponsor: High Point Inn, Mt. Pocono, Pennsylvania, resort hotel.

This will be Mildred's 1st TAR. She holds a Commercial license, Multi-engine Land, and Instructor ratings, and has logged more than 2600 hours flight time. In 1949 she held the World Altitude Record for light planes, instructed CPT and WTS during WWII, and flew as co-pilot on executive Twin Beech in 1952-1957. Her husband, Reed Zimmerman, is Executive Pilot for New Holland Machine Co., New Holland, Pa.

Naomi will be entering her 1st TAR this year. She holds a Private license, Multi-engine Land rating, and has logged more than 250 hours flying time. She is married and has two children.



64

Cancelled

65

Pilot: (R) Fyrn Dudley, Corning, California.

Co-Pilot: (L) Ruth Osier, Hoopa, California.

Aircraft: Beechcraft Bonanza H 35 240 h.p.

Sponsor: Dudley and Petty, Truck Service, Corning, Calif.

This will be Fyrn's 1st TAR. She holds a Private license and has logged more than 160 hours flying time. She is married to Jack Dudley, co-owner of Dudley and Petty, Inc., and they have two children. Her husband is also a pilot.

Ruth will be entering her 1st TAR this year. She holds a Private license and has logged more than 200 hours flying time. Ruth is married to Richard Osier, also a pilot, and they have two children.



66

Pilot: Lois Bartling, San Diego, California.

Aircraft: Beechcraft Bonanza A-35 205 h.p.

Sponsor: Arrow Smith Tool Die Corporation, designers, builders, and Manufacturers of jigs, dies, fixtures, special machinery, and metal stampings, 9700 Bellanca Ave., Los Angeles, Calif.

Lois will be flying her 8th TAR this year. She holds a Commercial license and has logged more than 1200 hours flying time. Lois did the Route Survey work for the TAR in 1954, and has been a member of the Board of Directors of the AWTAR, Inc. for the past two years. Lois is married to Harry Bartling, an Industrial Engineer for the Solar Aircraft Co. in San Diego. She is an active member of the San Diego Chapter of the Ninety-Nines, Inc.





67

Pilot: Jerrie Cobb, Tulsa, Oklahoma.  
Aircraft: Piper Apache PA-23 (twin) 160 h.p. ea.  
Sponsor: Oklahoma Aircraft Sales Co., Inc., Ponca City, Oklahoma.  
Piper Aircraft Distributors for the State of Oklahoma. Piper Aircraft Sales, Service, and Parts.

Jerrie will be entering her 2nd TAR this year. She holds a Commercial license, Multi-engine Land, Flight and Ground Instructor ratings, and has logged more than 5250 hours flying time. Jerrie is the holder of two World Class Aviation Records; non-stop distance and altitude for class l.c.d. (twin-engine aircraft), and flew three years as an International Ferry Pilot, flying to Europe and South America. She is a member of the Ninety-Nines, Inc.



68

Pilot: Marian Burke, San Antonio, Texas.  
Aircraft: Piper Super Cub PA-18 135 h.p.  
Sponsor: Burke Aviation, International Airport, San Antonio, Tex.  
Airline and Executive Pilot Training School.

Marian is flying her 6th TAR this year, having placed 5th in 1955 and 4th in 1956. She has logged more than 4500 hours flying time and holds an Airline Transport license with Single and Multi-engine Land, Flight and Instrument Instructor, and all Ground School Instructor ratings. Marian is a licensed Tower Operator, and a CAA Instrument Examiner. She is Chairman of the San Antonio Chapter of the Ninety-Nines, Inc., and owns and operates her own flying school in San Antonio, Texas.



69

Pilot: (L) Pauline Glasson, Corpus Christi, Texas.  
Co-Pilot: (R) Mary Ann Smothers, Corpus Christi, Texas.  
Aircraft: Cessna 175 175 HP.  
Sponsor: Luby Aviation, Cuddihy Field, Corpus Christi, Texas.  
This company is a Cessna Dealer.

Pauline has raced in 5 previous TAR's. She holds a Commercial license with more than 9000 hours and Instrument and Flight Instructor ratings. She holds all Ground School Instructor ratings and is the owner of the Glasson Aerial Photography Co. of Corpus Christi.

Mary Ann is entering her first TAR this year. She holds a Private license with more than 70 hours flying time. She is a former Wing Scout.

## *We Also Wish to Thank . . .*

(Continued from inside front cover)

Mr. Bertrand Rhine of Los Angeles for his valuable legal counsel.

AC Spark Plug Division of General Motors for the special cash awards they have donated, for their continued interest in the race and for their assistance at the terminus.

The members of all the Ninety-Nine chapters on the route, and many members from neighboring chapters, for their fine cooperation and assistance at the designated airports. Without their interest and help it would be impossible to conduct the race.

FLYING MAGAZINE, ZEP AERO (manufacturers of oxygen equipment), Frepak Products, Yuma Chamber of Commerce, Tucson Chamber of Commerce, City of El Paso, Abilene Aviation, Alamo Aviation, Hertz-Rent-A-Car & National Rental Car System, Inc., "The Men of Montgomery," the Carrier Corporation, the Michigan Chapter 99's and the Chicago Area Chapter 99's—for Special Awards and Leg Prizes which have been added interest to the race and which will make many contestants happy.

AT SAN DIEGO, CALIFORNIA and at Charleston, South Carolina, and at Yuma, Tucson, El Paso, Midland, Abilene, Tyler, Jackson, Montgomery and at Macon—local chapters of The Ninety-Nines, Inc., Airport Officials, Zontas International, City and County Officials, Senior and Junior Chambers of Commerce, the Civil Air Patrol, The Wing Scouts, Amateur Radio Operators, Civil Aeronautics Administration personnel, U.S. Weather Bureau Forecasters and Observers and a great number of private individuals are working together to make this race a success. We appreciate their interest and cooperation to the fullest and wish to take this opportunity to thank them for helping us to run the 12th Annual All-Woman Transcontinental Air Race.

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