

Eleventh Annual All Woman TRANSCONTINENTAL AIR RACE



JULY 6-10 1957

San Mateo County
Airport
San Carlos, Cal.

North Philadelphia
Airport
Philadelphia, Pa.



OFFICIAL PROGRAM

50c

Thank You!

The Board of Directors of All-Woman Transcontinental Air Race, Inc., is deeply grateful to the San Mateo County Development Association, the San Carlos Chamber of Commerce, the Bay Cities Chapter of The Ninety-Nines, Inc., the AERO Club of Pennsylvania and the Eastern Pennsylvania Chapter of The Ninety-Nines, Inc., — 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 companies, members of the Aircraft Industry, we wish to express our most sincere thanks for the financial and physical assistance which has made the 11th Annual AWTAR possible.

Air-Oasis Company, Long Beach, California
AeroDuct, Inc., Chanute, Kansas
Beech Aircraft Corp., Wichita, Kansas
Bendix Aviation Corp., Detroit, Michigan
Cessna Aircraft Co., Wichita, Kansas
Continental Motors Corp., Muskegon, Michigan
Convair, San Diego, California

Hawthorne School of Aeronautics, Moultrie, Georgia
Lavelle Aircraft Corp., Newtown, Bucks County, Pa.
Lockheed Aircraft Corp., Burbank, California
Met-Co-Aire Co., Fullerton, California
North American Aviation, Inc.,
Los Angeles, California
Pacific Airmotive Corp., Burbank, California
Piper Aircraft Corp., Lock Haven, Pennsylvania

We Also Wish to Thank . . .

Chairman George H. Graue (W9BKJ) and Co-Chairman Thelma Zimmerman (W9JYO) and all the members of the amateur radio net for providing amateur radio communications for the AWTAR at each designated stop on the route and from coast to coast. This is the 6th 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.

The Flying Tiger Line, Inc., for transporting all the contestants' excess baggage from San Francisco to Philadelphia. This wonderful service permits the aircraft to be flown as lightly loaded as possible, thus contributing greatly to safe operation. This is the 3rd year that The Flying Tigers have helped the AWTAR in this manner.

The Simplex Time Recorder Company and their dealers for supplying the official time clocks at the Start, Finish and at each designated airport on the route. Since 1949 The Simplex Time Recorder Company, through the efforts of Mr. E. J. Sullivan, District Manager, has made the clocks available to us for recording the landing and take-off time of each aircraft. These recorded times are used in computing the scores and determining the winners. This contribution by the Simplex Time Recorder Company is the very "heart" of the operation of the AWTAR and a service for which we are all deeply grateful.

Jeppesen & Company for supplying complete aviation kits, covering the entire route, to all AWTAR pilots and for adding many very useful aviation items to our list of awards. This is the 4th year that Jeppesen & Co. has made up these kits for our pilots and we feel that they have contributed very greatly to safety by making available to the pilots the very latest up-to-the-minute radio navigation information.

(Continued on back inside cover)

THE NINETY-NINES, INC.

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 Sheehy, 1943-45; Jeanette Lempke Sovereign, 1945-47; Belle Hetzel, 1947-48; Blanche Noyes, 1948-59; Kay Menges Brick, 1950-51; Alice H. Hammond, 1951-53; Geraldine Mickelson, 1953-55; Edna Gardner Whyte, 1955-57.

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.

There are about 1300 Ninety-Nines.

All members of the AWTAR, Inc., Board of Directors are members of the Ninety-Nines. Mrs. Betty Huyler Gillies, Chairman of the Board, was a charter member of the 99's and a Past-President. Vice Chairman Kay Brick is a Past President of the 99's. The AWTAR gains most of its manual help and part of its financial assistance from the 99's' membership. Since the Ninety-Nines is undoubtedly the most active flying organization for women, most of the race contestants each year are 99's.

The present, or former, members hold all of the United States feminine aviation records. Many members are flying instructors, some manage airports, some help Wing Scout troops, others do a great deal of airmarking. Past-President Blanche Noyes heads the Airmarking office of the Civil Aeronautics Authority. Others, like Lindy Boyes, Kay Brick, Jean Pearson, and Canadian-member Dorothy Rungeling, are members of the Aviation Writers Association, using the press to help further aviation. Many of the 99's were WASPS — Woman's Air Force Service Pilots — during World War II and now hold Air Force Reserve Commissions, ready to return to duty if necessary.

We are proud to be members of The Ninety-Nines.

THE AIR RACE

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 ones 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 Eleventh Annual AWTAR. Sponsored by The Ninety-Nines, Inc., sanctioned by The Aero-nautique Internationale, this race will cover 2,567 miles from San Carlos, California, to Philadelphia, Pennsylvania. 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 Carlos.

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.



LIST OF AWARDS

FIRST PLACE

1. AWTAR First Place Trophy
2. \$800.00 Cash
3. John R. Wanamaker Trophy.
4. Perpetual Rotating Trophy (silver tray) donated in 1950 by the Carolinas Chapter of The Ninety-Nines, Inc.
5. 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.
6. Radio Air-Route Guide with one year revision service, donated by Jeppesen & Co., Denver, Colorado.

Co-Pilot receives a duplicate of the AWTAR First Place Trophy and a large Map of the World presented by Jeppesen & Co.

SECOND PLACE

1. AWTAR Second Place Trophy
2. \$600.00 Cash
3. Perpetual Rotating Trophy donated in 1951 by The Air Oasis Co., Long Beach.
4. Flight Case presented by Jeppesen & Co.

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

THIRD PLACE

1. AWTAR Third Place Trophy
2. \$500.00 Cash
3. Jeppesen R-2 (6") Computer

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

FOURTH PLACE

1. AWTAR Fourth Place Trophy
2. \$400.00 Cash
3. Jeppesen R-2 (6") Computer

Co-Pilot receives a duplicate of the Fourth Place AWTAR Trophy and a Jeppesen R-2 (4½") Computer.

FIFTH PLACE

1. AWTAR Fifth Place Trophy
2. \$200.00 Cash
3. Large Map of the United States presented by Jeppesen & Co.

Co-Pilot receives a duplicate of the AWTAR Fifth Place Trophy and a Jeppesen R-2 (4½") Computer

SIXTH PLACE

Pilot and Co-Pilot each receive a 32"x18" Map of the World presented by Jeppesen & Co.

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.
2. Bowl — presented by San Mateo County Development Association.

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.)

TO THE HIGHEST SCORING SINGLE ENGINE PIPER AIRCRAFT

GM series Metal Propeller (1A170), donated by the McCauley Industrial Corp., Dayton, Ohio.

TO THE HIGHEST SCORING SOLO PILOT

\$50.00 Cash — donated by the Utah Chapter of The Ninety-Nines, Inc.

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.

LEG PRIZES

1. San Carlos, California to Reno, Nevada \$ 50.00
(PRESENTED BY RENO CHAMBER OF COMMERCE)

2. Reno, Nevada to Elko, Nevada \$ 25.00
(PRESENTED BY ELKO LAMOILLE POWER CO.)

3. Elko, Nevada to Salt Lake City, Utah \$ 25.00

4. Salt Lake City, Utah to Rock Springs, Wyoming \$ 25.00

5. Rock Springs, Wyoming to Cheyenne, Woming \$ 25.00

6. Cheyenne Wyoming to North Platte, Nebraska \$ 25.00

7. North Platte, Nebraska to Omaha, Nebraska \$250.00
(PRESENTED BY DEPT. OF AERONAUTICS, STATE OF NEBRASKA)
 \$120.00 — First Place
 \$ 80.00 — Second Place
 \$ 50.00 — Third Place

8. Omaha, Nebraska to Moline, Illinois \$ 25.00

9. Moline, Illinois to Fort Wayne, Indiana \$ 25.00

10. Fort Wayne, Indiana to Akron, Ohio \$100.00
(AKRON CHAMBER OF COMMERCE AND
THE SUMMIT COUNTY CHIROPRACTORS SOCIETY)
 \$60.00 — First Place
 \$40.00 —Second Place

11. Akron, Ohio to Harrisburg, Pennsylvania \$125.00
(PRESENTED BY HARRISBURG CHAMBER OF COMMERCE)
 \$60.00 — First Place
 \$40.00 —Second Place
 \$25.00 — Third Place

12. Harrisburg, Pennsylvania to North Phiadelphia Airport, Pennsylvania. Bowl
(PRESENTED BY THE CITY OF PHILADELPHIA)

THE CHAMPIONS



MRS. CAROLYN WEST
1947



MRS. FRANCES NOLDE
1948



MRS. LORETTA FOY
1949



MISS JEAN PARKER
1950



MRS. CLAIRE WALTERS
1951



MRS. SHIRLEY FROYD
1952



MRS. FRANCES BERA
1953, '55, '56



MRS. RUTH DEERMAN
1954

Year	Start-Finish	Average G.S.	Total Miles	Plane Entries	Number Women	Win Plane	Winners and State
1947	Palm Springs, Calif. to Tampa, Fla.			1	2	Ercoupe	P—Mrs. Carolyn West CP—Miss Bea Medes
1948	Palm Springs, Calif. to Miami, Fla.			6	7	Navion	P—Mrs. Frances Nolde
1949	San Diego, Calif. to Miami, Fla.	120.54	2,544	16	27	Piper Clipper	P—Mrs. Lauretta Foy CP—Mrs. Sue Kindred
1950	San Diego, Calif. to Greenville, S. C.	123.00	2,460	33	50	Taylorcraft	P—Miss Jean Parker Pass.—Miss "Boots" Seymour
1951	Santa Ana, Calif. to Detroit, Mich.	121.165	2,348	44	77	Cessna 140	P—Mrs. Claire McMillen Walters CP—Mrs. Frances Bera
1952	Santa Ana, Calif. to Teterboro, N. J.	104.052	2,355	41	73	Cessna 140	P—Mrs. Shirley Blocki Froyd CP—Miss Martha Baechle
1953	Lawrence, Mass. to Long Beach, Calif.	119.37	2,678	49	98	Stinson 165	P—Mrs. Frances Bera CP—Mrs. Marcella Duke
1954	Long Beach, Calif. to Knoxville, Tenn.	121.99	1,986	51	93	Cessna 140A	P—Mrs. Ruth Deerman CP—Mrs. Ruby Hays
1955	Long Beach, Calif. to Springfield, Mass.	175.00	2,787	47	90	Cessna 180	P—Mrs. Frances Bera CP—Mrs. Edna Bower
1956	San Carlos, Calif. to Flint, Mich.	183.652	2,366	50	87	Bonanza E-35	P—Mrs. Frances Bera CP—Mrs. Edna Bower

AWTAR BOARD OF DIRECTORS



MRS. BETTY H. GILLIES, Chairman, is serving her fifth consecutive term in this office. A contestant in 1949, '50, '51, and '52 races and a member of the Board since 1950. She is a past president of the 99's, and is a member of the San Diego Chapter. Betty was a WASP Squadron Commander during WWII. She has logged more

than 3,000 flying hours, and holds commercial, flight instructor, instrument, single and multi-engine land and seaplane ratings.



MRS. KAY BRICK, Vice-Chairman and East Coast Representative, has served as a member of the Board since 1950. She was an Official Timer 1951, '52; was an Official at the Start of the 1953 TAR and at the Terminus in 1954. She was a contestant in 1955, '56 races. Past President of the 99's and a member of the NY-NJ Section.

Kay was a WASP Pilot during WWII. She holds a commercial license, single and multi-engine land, flight instructor ratings, and has logged over 3000 hours.



MRS. BARBARA LONDON, Director of Operations, has been a member of the Board since 1950 and served three years as Secretary. She flew in the 1949, '52 and '54 races. Barbara was a WASP Squadron Commander during WWII and is a member of the Long Beach Chapter 99's. She has logged over 3000 flying hours

and holds a commercial, flight instructor, instrument, single and multi-engine ratings for land and sea.



MRS. IRIS CRITCHELL, Director of Inspection, has been a Board member for four years. She has flown in six TAR's, placing second in 1955 and '56. Iris is a member of the Long Beach Chapter of 99's and holds a commercial, instructor, instrument, single and multi-engine land ratings. She was a WASP during WWII, and was an in-

structor of instrument flying and ground school at USC College of Aeronautics at Santa Maria, Calif. She has logged over 4000 hours flying time.



MISS BEATRICE MEDES, Treasurer, has served on the Board since 1950. She is a member of Long Beach Chapter 99's. She flew in the first TAR in 1947. Bea was Operation Officer of a WASP Squadron and later was Assistant to Nancy Love, Director of ATC WASP's, during WWII. She holds a commercial license with single and multi-engine land ratings.



MRS. CLAIRE HALE, Secretary, is serving her third year on the Board. She raced in the 1949, '50, '51, '52, '53 and '55 TARS, and was an Official Timer in 1954 and '56. Claire is in charge of Impound and serving as Editor of AWTAR Official Program this year. She holds a commercial license and

has logged over 1200 flying hours. She is a member of the San Diego Chapter.



MRS. LOUIS BARTLING, Director of Route Operations, is serving her first year on the Board. She did the Route Survey for the TAR in 1954 and will be entering her 7th year as a contestant. Lois has a commercial license with over 1100 hours flying time. She is Governor of the Southwest Section and a member of the San Diego Chapter of 99's.



MRS. LOUISE SMITH has been a Board member for four years. She belongs to the Carolinas Chapter of 99's and is on the Executive Board of the 99's. Louise has logged over 1300 hours of flight time and holds a commercial SEL rating. She has flown in four TARs—1952, '53, '54 and '56.



MISS BERNICE TRIMBLE is serving her first year on the Board. She was the Terminus Chairman for the TAR in 1956. She is a member of the Michigan Chapter of 99's. Bea has logged over 5000 hours and holds a commercial, instrument, instructor, single and multi-engine land ratings. She holds all ground school ratings. She flew in the 1954 TAR.



ALICE HAMMOND

JEAN PEARSON

The Route Surveyors this year are Mrs. Alice Hammond and Mrs. Jean Pearson of Michigan. Flying a Mooney Mark 20 they started following the

THE ROUTE SURVEYORS

race route on June 22nd, making stops at all of the designated airports.

The Route Surveyor's job is an important one. They make the final check on all arrangements, placement of official time clocks, making sure the timers will be on the job, checking the airport facilities, talking to the airport manager, Weather Bureau personnel, CAA personnel, the Chambers-of-Commerce and all News outlets. All this is necessary for the race pilots must be sure that the correct times will be recorded on their official race log books; that they can get their planes gassed or repaired quickly; that special weather forecasts will be ready.

Mrs. Hammond and Mrs. Pearson did the Route Survey work in 1955. Mrs. Hammond has been a contestant in the TAR four years and will be entering again this year. Mrs. Pearson will be entering her third TAR this year as co-pilot for Alice.

THE OFFICIAL TIMERS

The National Aeronautic Association, the United States Representative of the Federation Aeronautique Internationale (F.A.I.), is the governing body of Sporting Aviation in the United States. As such they have issued Sporting Licenses to all contestants, sanctioned the race itself, and designated Official Timers for the race.

The Official Timers at the Start will check the Simplex Time-clock and oversee the initial timing of each plane.

The Official Timers at the Finish will time the race pilots as they cross the Finish Line, impound the Logbooks and compute the time for each airplane. It is their responsibility to list the contestants in order of placing and to publish and distribute the final results.

Chief Official Timer for the Start and Finish is

Miss Helen R. Dick, having served in this capacity for the past three races. She was a contestant in the TAR in 1950. Helen is a former WASP Pilot during WWII and now holds a Private License. She is a member of the Associated Glider Club of Southern California and a member of the San Diego Chapter of the Ninety-Nines, Inc.

Miss Irma "Babe" Story, Official Timer at the Start, will be serving her 4th year as an Official Timer. She was a WASP Pilot during WWII and is now an agricultural pest control operator. Babe has logged over 4000 hours flying time and holds a Commercial License with a Flight Instructor rating. She is a 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 1950.

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

Miss Irene B. Keith, Official Timer at the Finish, is serving her first year on the Timers' Committee. She was with the Air Transport Command 1st O.T.U. St. Joe, Mo., on the Transit Crew as Assistant Line Chief and Flying Crew Chief for two years in WWII. Irene has a Private License and is employed by Pan American World Airways, Inc. as passenger service officer, international clearance officer and on weight and balance. She is one of only two women to hold a Dispatcher's License and is at present a dispatcher with the Atlantic Division. She is a member of the New York-New Jersey Section of the Ninety-Nines, Inc., and an original member of the Air Force Association.

Miss Constance Hahn, Official Timer at the Finish, is serving her first year as an official timer. She served on the TAR Official Race committee in 1952, '53 and '55. She holds a Commercial License and is a member of the New York-New Jersey Section of the Ninety-Nines, Inc.



HELEN DICK



IRMA STORY



FRANCIS DIAS



IRENE KIETH



CONSTANCE HAHN

WELCOME BACK TO SAN MATEO COUNTY

Having the start of the race for the second year is like making a second go-round at a strange airport, you have the obstacles and wind sock well in mind.

This year we had a mild winter, instead of the stormy weather of 1955 that damaged the airport, and delayed the finish of the Villa Motor Hotel. So we started out with facilities completed and in good order.

Our bid was co-sponsored by the San Mateo County Development Association and the San Carlos Chamber of Commerce. Both organizations have given time, energy, and that important ingredient, money, to promote TAR.

We selected the Villa Motor Hotel for headquarters because it is the most luxurious and most beautiful one on the Peninsula. The swimming pool is available for your leisure hours plus lovely shops and attractive dining room. Our Take Off Banquet, the Pilot Briefing and the Take Off Breakfast will all be held in the exotic Pacifica Room.

The owners of the San Mateo County Airport, Inc., and their Manager, Mr. Speckman, have watched the application list grow as eagerly as we have. We are all hoping for the biggest TAR yet. "SPECK" has the impound area ready, the trailers on their

way, and anticipates no problems even if we have 60 planes. Incidentally, repair services will be available here, at Palo Alto Airport, and for expert Piper service — Pacific Aero Industries, San Jose Municipal Airport. At San Mateo County Airport, high quality Standard Oil products are used exclusively. And to make it easier for you to find the runway, we remarked it using as an experiment white, Kelley Moore long lasting stucco house paint instead of street paint!

The air race sort of grows on a community. Everyone anticipated our needs and had plans drawn up ready to present when we asked for help. The Bay Cities Chapter with only 20 members in the area could never manage the start without the Wing Scouts, the Civil Air Patrol, the Radio Network, and all the many individuals and companies who contribute. For example, just when things were looking gloomy, Dee Thurmond of the Santa Clara Valley Chapter came up with not just one, but two sponsors — Pacific Aero Industries, where she is head of the flight school, and the Baker Aircraft Sales.

So we have found planning for the 11th Annual AWTAR lots of fun, and we hope you will enjoy sampling our casual, relaxed way of living, working and playing in San Mateo County.



MAKING PREPARATIONS FOR PRE-RACE ACTIVITIES. From left to right: Fran Grant, Wing Scouts; Miriam Brugh, Transportation; Anne Gardyne, Publicity; Geri Hill; Ruth Rueckert, Deputy Race Chairman; Marge Fauth, Treasurer. Front row: Maxine Carlson, Operations; Helen Kelton, Inspection.



AIR MARKING SAN MATEO COUNTY AIRPORT for the safety of the arrival of the 1957 AWTAR. Back row, left to right: Anne Gardyne, Publicity; Helen Kelton, Inspection; Ruth Rueckert, Deputy Race Chairman; Miriam Brugh, Transportation; Rose Tucker, Impound. Front row: Geri Hill; Hazel Miles, Social Events; Fran Scott, Wing Scouts.

SAN MATEO COUNTY, CALIFORNIA

San Mateo County, California, once again extends a hearty welcome to the participants of the 11th Annual All Woman Transcontinental Air Race. It is indeed an honor having the opportunity to act as host to the flying women of America for the second consecutive year.

San Mateo County is located directly south of the City and County of San Francisco, and covers 445 square land miles situated in the hub of Northern California's fastest growing market area. The County is divided by a Coast Range extending north and south and averages from 1600 to 2000 feet in elevation. The 65 miles of Pacific Coast line offers many beautiful beaches and recreation areas, while the 34 miles of San Francisco Bay line encompasses 14 incorporated areas, four major industrial parks and the base of Northern California's aviation industry, the S. F. International Airport.

Communities within San Mateo County have become centers of family living. Conveniently located shopping centers with modern stores, combined with metropolitan San Francisco, offer shoppers a wide variety of select merchandise. Recreational facilities of every nature — outstanding schools, both public and private — adjacent to both the University of California and Stanford University — homes with gardens and patios afford the 386,000 residents the ultimate in outdoor living — hotels — motels — and superb restaurants — all plus factors in establishing San Mateo County as a major California community.

Under the guidance of the San Mateo County Development Association, your sponsor, the industrial growth of the County is constantly advancing with its population. An orderly industrial development program, along with excellently planned industrial parks and areas offer ideal locations for light manufacturing plants, administrative warehousing operations and general assembly distribution centers. San Mateo County offers liveability to industry and those employed in industry.

On behalf of the Board of Supervisors of San Mateo County may we again wish you good luck and happy landings. We hope that you will return again to San Mateo County. We want you to know us better.

**SAN MATEO COUNTY
DEVELOPMENT ASSN., Inc.**
San Mateo, California

SAN CARLOS CHAMBER OF COMMERCE

San Carlos, California, where the 11th Annual All Woman's Transcontinental Air Race starts, is happy to have the Powder Puff entries back with us for the second year in a row.

The San Carlos Chamber of Commerce, co-sponsors of the race, with the San Mateo County Development Association, Inc., sincerely welcomes you to our community. We hope your brief stay here has



AIR MARKING San Mateo County Airport for the 1957 AWTAIR.

been pleasant. We have enjoyed having you. We hope to see you again next year.

It will be of interest to the participants in this air race to know that they are taking-off from San Carlos, historically one of the youngest cities of the United States, to finish the race at Philadelphia, historically one of the oldest cities.

San Carlos is a city of beautifully landscaped homes, and had a population of 3,520 in 1940, compared to today's 20,000.

Twenty thousand people who live here primarily do so because of the weather and the beautiful homes; or because their employers, who engage in light manufacturing such as electronics, appreciated the climate.

San Carlos is located on the bay side of "The Peninsula," midway between San Francisco at the tip and San Jose at the base. Each city is 25 miles away.

The reason for good weather is simple. The waters of the bay keep the summer heat within mild bounds, and the mountains along the coast will off the white summer fog, permitting only a spectacular spillover at the very top, like the foam on a full stein of beer.

There are, of course, other important facts, like main-line railway service, reasonable taxes, good utilities and other business data that the Chamber can provide for prospective employers. There are also renowned restaurants, well-kept homes, and excellent schools for the large juvenile population. Plus a healthy and booming economic growth.

But the big advantage is the climate. In the cautious language of the Weather Bureau, the U.S. Government said about San Carlos, "One of the finest, most equable climates in the world."

THE START

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

Transportation from the Villa Motor Hotel to the San Mateo County Airport, Inc., and other points available at all times. Just check with Headquarters. Tuesday, July 2, 6:30 p.m.

HIKI MAU MANU LUAU (Early Bird Party)

Sponsored by the San Mateo County Development Association. Transportation from Villa Motor Hotel starting at 6:00 p.m.

Wednesday, July 3

Swim and picnic supper at PAUL MASSON'S WINERY, Saratoga.

Hostess—Santa Clara Valley Chapter.

Sponsor—Pacific Aero Industries, Piper Sales and Service. San Jose Municipal Airport.

First bus leaves hotel at 2:00. Second bus leaves hotel at 6:00. Bus courtesy CAP. Private cars in between.

Thursday, July 4

HAPPY HOUR, 6 to 7, Pacifica Room, Villa.

Sponsored by American Airlines, Pan American Airways, Southwest Airways, Trans World Airlines, United Air Lines, Western Air Lines, and the San Mateo Chamber of Commerce.

TAKE OFF BANQUET—7:30 p.m. Pacific Room, Villa.

Sponsored by Baker Aircraft Sales, Piper Distributor Calif. & Nev., San Jose and Long Beach.

Friday, July 5

PILOT BRIEFING, 3 to 6 p.m.

Pacifica Room, Villa.

Saturday, July 6

TAKE OFF BREAKFAST, 0600 DST.

Pacifica Room, Villa.

Sponsor—San Carlos Chamber of Commerce.

Bus leaves for airport at 0700 DST.

Take Off 0900 DST.

WE WISH TO THANK

SAN MATEO—

San Mateo County Development Association

Al Werolin, President

Henry Bostwick, Jr., Vice Pres. & Gen Mgr.

George Pottorff, Chairman of Race Committee

V. Ronald Gile, Assistant Manager

General Petroleum Corp.

Hillsdale Apartments

Villa Motor Hotel

The Belmont Theater

The Manor Theater

The Palm Theater

Kelly-Moore Paint Co.

Doc Stackpole, The Gift Horse

SAN CARLOS—

Mr. West Reynolds

M&M TV

REDWOOD CITY—

Stevenson Pacific General Contractor

Business and Professional Women's Club

Zonta International

SAN JOSE—

Pacific Aero Industry

Piper Sales and Service

San Jose Municipal Airport

Pioneer Investors Savings & Loan Association

BAY AREA—

CAA Inspectors

Weathermen

Pacific Aeromotive Corp.

AC Spark Plug Division of General Motors

Hertz Corp.

American Airlines

Pan American Airways

Southwest Airways

Trans World Airlines

United Airlines

Western Airlines

David Bohannon Organization

Standard Oil Co.

Aviation Division, Shell Oil Co.

Interstate Co.

Bob's Nevada Lounge

Crocker-Anglo National Bank

Golden Gate Products, Berkeley

State Electric Supply, Oakland

Mr. John Myers, Palo Alto

BURLINGAME—

Doane Minto Motors

Dick Bullis Chevrolet Co.

San Mateo County Chapter of the

American Red Cross

CHAMBERS OF COMMERCE—

San Mateo Chamber of Commerce

San Carlos Chamber of Commerce

St. George La Fitte, President

F. G. E. Lange, Manager

Howard Sanborn, Chairman of Race Committee

Brisbane Chamber of Commerce

WING SCOUTS, GIRL SCOUTS OF AMERICA—

Burlingame

San Mateo

Alameda

Castro Valley

San Leandro

CIVIL AIR PATROL—

Cecil R. Smith Sq., San Mateo

Director of Transportation, Calif. Wing

OTHERS—

Miss Ena Ayers, New York

Los Angeles Chapter of the Ninety-Nines, Inc.

Santa Clara Valley Chapter

of the Ninety-Nines, Inc.

START RACE COMMITTEE

Chairman	Ruth Rueckert
Impound	Rosezetha Tucker
Inspection	Helen Kelton
Publicity	Anne B. Gardyne
Operations	Maxine Carlson
Transportation	Miriam Brugh
Hotel	Hazel Miles
Wing Scouts	Frances Grant
Finance	Marjorie Fauth

THE FINISH

ITINERARY OF EVENTS

Saturday, July 6

Race starts at San Mateo County Airport, California, eastbound for North Philadelphia Airport, Philadelphia, Pennsylvania, AWTAR TERMINUS.

Sunday, July 7

The Warwick Hotel, Philadelphia, will be ready to receive early arrivals. The Governor's Suite (Room 1708) will be downtown Race Headquarters. Telephone for the Powder Puff Derby there will be PENnypacker 5-7051.

Race Headquarters at North Philadelphia Airport will be in the Administration Bldg. Press Room is #30 there and the telephone number will be ORchard 3-2323.

Transportation is being provided through the courtesy of the Buick Division of General Motors.

Monday, July 8

Swimming party and barbecue at the home of Mr. and Mrs. Alfred L. Wolf, Blue Bell, Pennsylvania.

Tuesday, July 9

12:30 p.m.—Lunchcon at the John Wanamaker Store honoring Powder Puff Derby contestants. An award, the John Wanamaker Trophy, which will go to the winner of the Race, will be presented at this time by John R. Wanamaker.

2:30 p.m.—Tour of historic Philadelphia. Transportation by Buick.

8:00 p.m.—Tickets to Robin Hood Dell. Musical program under the direction of Alexander Hilsberg. Courtesy of Office of City Representative, City of Philadelphia. Transportation by Buick.

Wednesday, July 10

Morning free.

Afternoon—Huntingdon Valley Country Club. Swimming party and outdoor buffet. Fashion show courtesy Jantzen Swim Suits and John Wanamaker Store.

Diving exhibition courtesy Vespers Swim Club.

Thursday, July 11

12 Noon—Pilots' Meeting in the Washington Room of the Colonial Terrace at the Warwick. The Patio Room is being prepared for the Press. Press releases will be available. Winners will be available for interviews and photographs in the Governor's Suite at Warwick.

6:00 p.m.—Cocktail party and Reception in the Hall of Aviation at the Franklin Institute.

7:00 p.m.—AWARDS BANQUET in the Franklin Memorial Hall at Franklin Institute.

WE WISH TO THANK

Division of Aviation, City of Philadelphia

Air France

A.C. Spark Plug Division of General Motors

Aero Service Corporation

Atlantic Aviation Corporation

Captain R. S. Barnaby

Buick Motor Division of General Motors

Civil Air Patrol — Group 10

Civil Aeronautics Administration

Chamber of Commerce of Greater Philadelphia

Decker Aviation

Department of Commerce, City of Philadelphia

Mr. Norman Green

W3AAU — Miss Edith Rosner representing area lady "ham" operators

Jantzen Swim Suits

K.L.M. — Royal Dutch Airlines

Paisley-Bland Printing

Pennsylvania Aeronautics Commission

American Chain & Cable Co., Inc.

Mr. Frederic R. Mann

U.S. Weather Bureau

Vespers Swim Club

John Wanamaker Store

Mr. and Mrs. Alfred L. Wolf

Convention and Visitors Bureau of the Chamber of Commerce

Office of the City Representative, City of Philadelphia

Wing Scouts of the Philadelphia Girl Scout Council Coty

Pan American Airways

Philadelphia National Bank

Sky Photos

Mr. Leo Niessen, Jr.

T.W.A.

NINEY-NINES, INC.

COMMITTEE FOR THE FINISH

Chairman	Ann Piggott
Vice-chairman	Jean McK. Rutledge
Accommodations & Social	Connie Wolf
Impounding	Peggy Borek
Inspections	Peggy Borek
Operations	Peggy Borek
Publicity	Jane Morris

THE TERMINUS

The City of Philadelphia



North Philadelphia Airport



Gov. George Leader has proclaimed the week of July 7th as "Women In Aviation Week In Pennsylvania."

Mayor Richardson Dilworth has proclaimed July 11th as "Powder Puff Derby Day In Philadelphia."

The Eastern Pennsylvania Chapter of the Ninety-Nines, Inc., would never have been able to undertake the Terminus of the AWTAR without the cooperation and financial assistance of the Aero Club of Pennsylvania. Especially helpful have been Mr. Virgil Kauffman, its President, Mr. Leo Niessen, Jr., a past President, and Mr. Robert Sohngen.

We all hope the contestants will have flown a good race, enjoy our city and the arrangements we have made for them.

Governor George Leader has written,

"... I want to take this opportunity to tell you how proud Pennsylvania is to have been chosen the terminus for this important International event.

"You will be visiting one of the most historic cities in the United States and I know that during your stay you will be more than ever aware of the rich tradition which surrounds you.

"Women in aviation are making their own history today, and I am certain that you will find much from yesterday to interest you here in the Keystone State.

"The best of luck to all of you. We will be waiting to welcome you to Philadelphia and to Pennsylvania."

THE PLANES THE GIRLS FLY



Cessna 180



Luscombe



Cessna 140



Piper Super Cub



Navion



Mooney



Apache



Beech Bonanza



Stinson



Bellanca



Piper Tri-Pacer

THE CHALLENGE OF THE AWTAR

By Robert N. Buck, Capt. TWA

Flying, someone wisely said, is ten percent technique and ninety percent head work. This goes for a flight around the airport, over an ocean or across the United States.

A group of ladies flying coast to coast use all the tricks, thinking, planning and flying that go into getting a load of passengers in a Super Constellation from New York to Paris!

The All-Women Transcontinental Air Race adds competition to these normal problems of flight. The competition is not a matter of who has the fastest airplane, but rather is established so that pilot skill determines the winner. Each airplane is given a speed rating, a par speed, which is the normal speed that particular airplane can be expected to make. If a contestant averages better than this speed for her airplane, she gains points, if she averages less than the par speed, she loses points. The lady with the most points wins. It's a good system and, most important, a fair system for all.

It is simple to see how skill counts. If two airplanes of exactly the same speed race from one place to another and one gets there first, it's obvious that its pilot used better planning, thinking and flying than the other. This is the real challenge of AWTAR. How is it done?

First, the contestant must know her airplane. At what altitude is it fastest, how much fuel does it burn, is it better to fly at a slower, more economical fuel consumption and stop less, or is it better to "pour on the coal," go fast, but stop an extra time or two. All these things must be in her book of knowledge.

She must know how to study and understand the

weather, how good or bad it is and then, after seeing what it's like, plan to fly it safely. The contestant must also study the winds, at what altitude they are most favorable. Knowing that height isn't enough, she has to decide if that altitude fits her airplane best — in other words she has to combine her knowledge of the airplane with the current weather to get the best performance.

Then, of course, she must know how to navigate. If she wanders all over, or gets lost, her points fall way off. The pilot that takes off and flies straight and true will be far ahead.

And, incidentally, she must know how to fly! Just plain getting the airplane up and down isn't enough, she must fly well. A good pilot can make the same airplane go faster than a sloppy pilot can — so this counts, plenty!

Because these airplanes are limited to 350 horsepower don't be mistaken and think they are small and easy. I've flown airplanes from 35 horsepower to jets with equivalent horsepower of 40,000! In many ways the big one is easier! You don't take things for granted because an airplane is small, they are still potent. Many of the type planes used in this race have flown oceans, gone all over the world.

The race is only flown in daylight — and enough days are allowed for the race to be run so that unnecessary pushing through bad weather will not tempt eager pilots.

Aside from all these matters of skill and knowledge is the sportsmanship and spirit of comradeship that makes this contest a satisfying one to be in — win, lose or draw. It's the flying way. I'd like to be a gal for awhile so I could fly in the AWTAR too!

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 based on performance figures supplied by the manufacturer, consultations with an aeronautical engineers, by flight tests over a measured course and from data based on the experience gained from preceding events.

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 Finish.

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	YEAR	HP	PAR (MPH)	AIRCRAFT MODEL	YEAR	HP	PAR (MPH)
Aeronca Sedan	1950	145	106	Luscombe 8-F	1949-50	90	108
Bellanca Cruisair	1946-50	150	133	Navion	1946	185	137
Bellanca Cruisair (Aeromatic "Cruise Control" Prop)	1946-50	165	138	Navion A	1948	205	138
Bellanca Cruisair (Sensenich "Hydro Selective" Prop)	1946-50	165	140	Navion	1949	205	140
Bellanca Cruisemaster	1951	190	158	Navion	1949-on	225	144
Northern Aircraft Cruisemaster	1957	230	168	Navion B "Super"	1950	260	151
Beech Bonanza 35, A-35, B-35 (Wood Prop)	1947-50	185	156	Navion (with Tail modification) (add 3 mph)			
Beech Bonanza 35, A-35, B-35 (Beach Metal Constant Speed Prop)	1947-50	185	160	Navion (with cooling modification) (add 1 mph)			
Beech Bonanza (All Models)	1947-52	205	162	Navion (with both modifications) (add 4 mph)			
Beech Bonanza (All Models)	1952-56	225	169	Navion (with tip tanks) (add 1 mph)			
Beech Bonanza "H"	1957	240	186	Mooney Mark 20 (All Models)	1956-57	150	152
Cessna 120 and 140	1946-49	85	110	Mooney M 18 C	1955	55	120
Cessna 140A and Patroller	1949-50	90	112	Meyers C-145	1954	145	128
Cessna 170	1948-on	145	121	Piper Cruiser PA-12	1947	100	106
Cessna 172 and Met-Co-Aire 170	1955-57	145	118	Piper Family Cruiser PA-14	1948	108	107
Cessna 180	1953-54	225	155	Piper PA-16	1949-50	108	110
Cessna 180	1955	225	156	Piper Vagabond PA-17	1948	65	91
Cessna 180	1956	230	156	Piper PA-18	1954-55	135	111
Cessna 182	1956-57	230	151	Piper Pacer PA-20	1950	125	119
Cessna 190	1949	240	152	Piper Pacer PA-20	1953	135	121
Cessna 195	1950	275	157	Piper PA-18	1957	150	117
Cessna 195	1951	300	161	Piper Tri-Pacer PA-22	1949	125	115
Ercoupe	1946	75	101	Piper Tri-Pacer PA-22	1953	135	117
Ercoupe	1947-50	85	105	Piper Tri-Pacer PA-22	1955-56	150	123
Fairchild 24	1946	175	111	Piper Apache PA-23 (Twin-engine)	1954-57	300	157
Luscombe 8-E	1947-50	85	106	Stinson, Large Tail		165	117
				Stinson, Small Tail		165	118
				Stinson		150	114
				Swift, GC-1B	1946-on	125	124
				Taylorcraft BC-12D	1946	65	98
				Taylorcraft Sportsman	1949	85	107
				Taylorcraft Tourist	1951	145	114

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 ROUTE OF THE RACE PILOTS

The route for the 1957 AWTAR has eleven designated airports at which Simplex Time Clocks are placed. At each time clock station will be several persons, each charged with a specific responsibility in making the race a success. This year, as in the past, these duties will be carried out with enthusiastic dispatch.

The time-clock officials will be on duty at each stop from sun-up to one-half hour after sun-down each race day in order to monitor the race. Each contestant, carrying official log books issued by the air race committee at the Start, will time-stamp their log book whenever they stop for gas or remain over night at an official stop. All contestants must have clocked in at one of the official stops before one-half hour after sun-down and remain there overnight. During the day they may stop at any other airports but their time does not stop if it is not an official clock station.

The time-clock officials also help the contestants on ground transportation, on occasion provide light snacks and cold drinks, arrange for hotel space, and

do whatever else may be necessary to make the stop a pleasant one for the pilots.

A radio "ham" operator will be on duty each day receiving and relaying information about each of the pilots. Weather forecasters along the route are making up special route-flight forecasts; copies of these will be available each morning before take-off.

The airport managers have always stood by to render assistance where needed—and they'll be working as hard again this year.

It takes a great many people, all working together, to make a success of any important sporting event. Each year we try to name as many as possible. Even so, we end up printing only the few names we can find, leaving out, with real regret, others, unknown, who contribute towards making each stop a pleasant experience for the race pilots. There are the members of various Civil Air Patrol Squadrons, the Air Scouts, Wing Scouts, NPA, AOPA, NAA, members of various women's clubs such as the Zonta, the Chambers of Commerce, the Weather Bureau forecasters and observers, the CAA communicators, city officials, and so many businessmen who contribute so willingly.

Following are some of the people in charge of various arrangements at the airports:

SAN MATEO COUNTY AIRPORT, CALIF.

Chairman of the Start Committee, Mrs. Ruth Rueckert.

Mr. Henry Bostwick, Jr., Executive Secretary of the San Mateo County Development Assoc.

Mrs. Anne Gardyne, Chairman of Publicity for Finish.

Mr. Edgar Ferry, Pres. San Carlos Chamber of Commerce.

Manager of the Airport, Mr. "Speck" Speckman.

Radio "ham" Chairman, Rose Jolly, W6QPV.

RENO, NEVADA

Ninety-Nines Coordinators, Miss Helen Mace and Miss Pat Stouffer.

Airport Manager, Mr. Joe Hicks.

Radio "ham" Chairman, Mrs. N. A. Sowle, W7QJH.

ELKO, NEVADA

City Manager, Mr. Hank Etchemendy.

Radio "ham" Chairman, Jannet Small, W7QYL.

SALT LAKE CITY, UTAH

Ninety-Nine Coordinator, Mrs. Jane Andreason.

Airport Manager, Mr. Joe Bergin.

Director, Utah State Aeronautics Commission, Mr. Harlan W. Bement.

Radio "ham" Chairman, Reva Paulson, W7QWM.

ROCK SPRINGS, WYOMING

Ninety-Nine Coordinator, Mrs. Esther Stone.

Airport Manager, Mr. Joe Fisher.

City Treasurer & Clerk, Mr. Carl F. Asiala.

Radio "ham" Chairman, H. Grant Brown, W7PJX.

CHEYENNE, WYOMING

Ninety-Nine Coordinator, Mrs. Dorothy E. Stackhouse.

Airport Manager, Mr. V. M. Nelson.

Radio "ham" Chairman, Gil Dugger, W7MNW.

NORTH PLATTE, NEBRASKA

Ninety-Nine Coordinator, Mrs. Marge Durbin.

Airport Manager, Mr. John Clinch.

Radio "ham" Chairman, Bob Applegate, W0EVY.

OMAHA, NEBRASKA:

Ninety-Nine Coordinator: Mrs. Helen Nestle.

Airport Manager, Mr. Lee Huff, Jr.

Radio "ham" Chairman, Robert L. Sleyster, W0OSE.

MOLINE, ILLINOIS

Ninety-Nine Coordinator, Miss Marge Raglin.

Airport Manager, Mr. Geo. N. Kirk.

Airline Flight Service, Mrs. Grace Pries.

Radio "ham" Chairman, Curt Roseman, K9AKS.

FORT WAYNE, INDIANA

Ninety-Nine Coordinator, Mrs. Tannie Schlundt.

Airport Manager, Mr. James M. Ross.

Radio "ham" Chairman, Esther Clifton, W9PFO.

AKRON, OHIO

Ninety-Nine Coordinator, Miss Rosalie M. Bracht.

Airport Manager, Mr. B. E. Fulton.

Radio "ham" Chairman, Charles H. Whitacer, W8BDM.

HARRISBURG, PENNSYLVANIA

Ninety-Nine Coordinator, Mrs. Louise Hollinger.

Airport Manager, Mr. John W. Macfarlane.

Radio "ham" Chairman, Bernard Schmidt, W3VDA.

NORTH PHILADELPHIA AIRPORT, PENNSYLVANIA

Chairman of the Finish Committee, Mrs. Ann Piggett.

Mr. Leo Niessen, President of the Aero Club of Pennsylvania.

Miss Jane Morris, Chairman of Publicity for the Finish.

Mr. Bob Sohngen, Publicity, Aero Club of Pennsylvania.

Mr. Louis R. Inwood, Division of Aviation, Philadelphia, Pa.

Radio "ham" Chairman, Edith Rosner, W3AAU.

AIR RACE CONTESTANTS



1

Pilot: (L) Aileen Saunders, San Diego, Calif.

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

Aircraft: Bonanza A-35 205 h.p.

Co-Sponsors: Her many flying associates and friends, aircraft operators, local flying clubs and Jim's Aircraft Service.

Aileen is entering her first TAR this year. She started to fly in San Diego in 1955 and has over 450 hours flying time. Aileen is married and has one boy. Her husband is also a pilot and holds a Private license. She belongs to the San Diego Chapter of the Ninety-Nines, Inc. and is Secretary-Treasurer of the U.S. Coast Guard Auxiliary.

"Dottie" will be entering her 6th TAR this year. She has been flying since 1949 and holds a Private license with over 700 hours flying time. Her husband is also a pilot and holds a Commercial license. "Dottie" is serving her 2nd year as Chairman of the San Diego Chapter of the Ninety-Nines, Inc.



2

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

Co-Pilot: (L) Betty Shea Boyd, Sacramento, Calif.

Aircraft: Navion 225 h.p.

Sponsor: Radio and TV Station KCRA, Channel 3 of Sacramento, Calif.

Ruth is entering her first TAR flying her own Navion. She holds a Private license, has been flying since 1953, and has over 233 hours. Her husband holds a Commercial license and they have one boy. Ruth belongs to the Symphony League, Medical Auxiliary and is Membership Chairman of the Sacramento Chapter of the Ninety-Nines, Inc.

Betty will be entering her first TAR this year. She holds a Commercial license, Flight Instructor rating, Single and Multi-Land, and Single engine sea ratings. Betty is married to Major Rene Thomas Boyd, of McClellan Air Force Base, who holds a Commercial license, and they have three children. She is a former Flight Instructor and a WASP Pilot during WWII. She has over 1615 hours flying time and has been flying since 1939.



3

Pilot: (L) Jean Clark, Whittier, California

Co-Pilot: (R) Cleo Morrison, Long Beach, California

Aircraft: Cessna 170-B (145 h.p. Tricycle Gear)

Sponsor: Met-Co-Aire Co., Municipal Airport, Fullerton, California, manufacturers of tricycle gear modifications for Cessna aircraft.

Jean is entering her 3rd TAR this year. She holds a Private license and has over 270 hours flying time. Jean is employed by Met-Co-Aire Company and is an active member of the Ninety-Nines, Inc.

Cleo is flying her 2nd TAR this year. She holds a Private license and has over 400 hours flying time. She has ferried several planes from the Piper Factory, in Pennsylvania this past year to dealers on the West Coast. Cleo is Past President of the American Legion Auxiliary, a member of the AOPA and the Ninety-Nines, Inc. Her husband, Robert H. Morrison, is also a pilot and they have three sons.



4

Pilot: (L) Doris M. Eacret, Elko, Nevada

Co-Pilot: (R) Jean C. Parker Rose, Arcadia, California

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

Sponsor: The Commercial Hotel and Ranchinn of Elko, Nevada.

Doris is entering her 5th TAR flying her own Cessna 140A Patroller. She holds a Commercial license, has over 1200 hours flying time and has had time in both jet aircraft and helicopters. She is Nevada's leading woman pilot, being active in the Civil Air Patrol as Coordinator of Women on Nevada Wing Staff, Ground Observer Post supervisor and a member of the Utah Chapter of the Ninety-Nines, Inc.

Jean will be flying her 6th TAR and was 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 over 3700 hours flying time. Her husband holds a Commercial license and is a Flight Instructor and Charter Pilot.

5

Pilot: (L) Lois K. Bartling, San Diego, Calif.

Co-Pilot: (R) Elsie Smith, Inglewood, Calif.

Aircraft: Swift GC-1B 125 h.p.

Co-Sponsors: Republic Van Lines of Los Angeles, Calif. and Les Farrar Aviation Service at the Ontario International Airport.

Lois will be flying her 7th TAR this year in her own Swift. She holds a Commercial license and has over 1100 hours flying time. She did the Route Survey work for the TAR in 1954, flying the race course in preparation for the racers coming along the route. Lois is married to Harry Bartling, an Industrial Engineer for the Solar Aircraft Company in San Diego. She is an active member of the Ninety-Nines, Inc., and a member of the Board of Directors of the AWTAR, Inc.

Elsie will be entering her 1st TAR this year. She has been flying since 1947 and holds a Private license with over 250 hours flying time. Elsie is married to Norman S. Smith who is also a pilot and they have four children. She is Membership Chairman of the Los Angeles Chapter of the Ninety-Nines, Inc., and Chairman of the Los Angeles Wing Scout Troop 725.



6

Pilot: Mickey Clark, Florissant, Missouri.

Aircraft: Piper Super Cub PA-18 150 h.p.

Co-Sponsors: Air Flite Flying Service, St. Charles, Mo.; Standard Generator Service Co., St. Louis, Mo.; St. Louis Flying Service, Inc., St. Louis, Mo.

Mickey will be flying her 4th TAR, holds a Commercial license and has over 600 hours of flying time. She is Secretary of the NAA, Vice-Chairman of the Greater St. Louis Chapter of the Ninety-Nines, Inc., and a member of the Aero Club of St. Louis and the Missouri Pilots Association. Her husband holds a Commercial license and is employed by the McDonnell Aircraft Corporation of St. Louis, Missouri.



7

Pilot: (R) Alice H. Hammond, Grosse Pointe Farms, Michigan.

Co-Pilot: (L) Jean H. Pearson, Grosse Pointe Park, Michigan.

Aircraft: Mooney Mark 20 150 h.p.

Sponsor: Jimair, Inc., Cuyahoga City Airport, 4419 Richmond Rd., Cleveland, Ohio.

Alice is entering her 5th TAR. She has logged over 2000 hours of flying time and holds a Commercial license with Single-engine Land and Sea and Instrumental Ratings. During WWII she was an Instrument Instructor, Charter pilot, and flew as a military and industrial courier for the Civil Air Patrol. Alice is Past International President of the Ninety-Nines, Inc. She did the Route Survey work for the TAR in 1955 and again this year, flying the course to set up the Time Clocks and prepare the Stops for all the Contestants. Her husband, John S. Hammond, is also a pilot and they have three children.

Jean is flying her 4th TAR, holds a private license and has over 500 hours flying time. She was in the Civil Air Patrol and a WASP during WWII. Jean is an Aviation and Science writer for the Detroit Free Press and the first American newspaper woman to fly over the North Pole and one of few women to fly through the sound barrier. She recently received the 1957 "Headliner" award from Theta Sigma Phi for her Air Defense Command series and Medical writings. She is a member of the Aviation Writers' Association, AOPA, AERO Club of Michigan and the Ninety-Nines, Inc. Jean is married to Morton C. Pearson, a lawyer.



8 Cancelled

9

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

Co-Pilot: (L) Ethel Taylor, De Kalb, Illinois.

Aircraft: Piper PA 22 150 h.p.

Co-Sponsors: Dietz Forge Company, makers of the "World's Finest Forging," and Mr. Willard "Pete" Taylor, a Piper Dealer, both of De Kalb, Illinois.

Nina is entering her 4th TAR this year. She has over 600 hours flying time, holds a Private license, and has flown over 24 different airplanes. Her husband, also a pilot, owns the Northern Illinois Heating Company and they have one daughter. She is Membership Chairman of the Ninety-Nines, Inc., and a member of the Eastern Stars.

Ethel is flying her first TAR. She holds a Private license and started flying this year. Ethel is a member of the Eastern Star and Flying Farmers. Her husband, Willard "Pete" Taylor, is a Piper Dealer and sells new and used airplanes and parts. He holds a Commercial license and Instructor rating. They have five children.





10

Pilot: (R) Sylvia Roth, Glencoe, Illinois
Co-Pilot: (L) Helen Sailer, Glencoe, Illinois.
Aircraft: Cessna 182 230 h.p.

Sponsor: Tim Mee Toys, Inc. of Aurora, Illinois. Manufacturers of miniature realistically scaled toys, made of unbreakable polyethylene plastic and are non-toxic.

Sylvia will be flying her 4th TAR. This crew won the award in 1955 for the best time made by a crew flying their first TAR. She holds a Commercial license, both Land and Sea, an Instrument rating, and Flight Instructor rating. Sylvia has over 3000 hours flying time and is at present an Instructor, Charter Pilot, and Instrument Instructor for Mid-States Aviation Co. in Northbrook, Ill. She is an active member of the Ninety-Nines.

Helen will be entering her 3rd TAR this year. She holds a Private license and has over 275 hours of flying time. Helen started flying in 1950 and is an active member of the Ninety-Nines, Inc. She is at present a Claims Examiner for the Washington National Insurance Co. of Evanston, Ill.



11

Pilot (L) Frances S. Bera, Inglewood, California
Co-Pilot: (R) Edna Bower, Long Beach, California
Aircraft: Mooney Mark 20, 150 h.p.

Sponsor: Chamber of Commerce, 330 E. Queen St., Inglewood, California, "Harbor of the Air."

Frances is entering her 7th TAR this year. She was co-pilot in the winning aircraft in 1951 and pilot of the winning aircraft in 1953, 1955 and 1956, she was also 2nd place winner in 1954. She has over 8,000 hours flying time and holds a Commercial license for Single-engine, Multi-engine and Seaplanes and has Instructor and Instrumental Ratings. Frances is one of the few women CAA Commercial Flight Examiners in the country. She is an active member of the Ninety-Nines, Inc., and is married to Gordon Bera, who is employed at Douglas Aircraft and is also a pilot.

Edna, Frances's sister, is not a pilot but has flown with Frances on several transcontinental flights. She is flying her 3rd TAR and was co-pilot for Frances in the winning aircraft in the 1955 and 1956 TAR races. She is married to Jack Bower and they have one son.



12

Pilot: (L) Betty Miller, Santa Monica, California
Co-Pilot: (R) Helen Dodson, Marysville, California
Aircraft: Cessna 172 145 h.p.

Sponsor: The Santa Monica Flyers, an approved Flight School and Flight Training Specialists, located at 2500 Airport Avenue, Santa Monica, Calif.

Betty is entering her 2nd TAR this year. She holds a Commercial License and Multi-engine land and Flight Instructor ratings and has logged over 3500 hours flying time. Betty has worked for the CAA communications and now is owner of Santa Monica Flyers with her husband, Charles Miller. She is active in working with the Wing Scouts.

Helen will be entering her 2nd TAR as co-pilot for Betty, her sister-in-law. Although not a pilot she is very interested in flying. She is employed as a nurse at the Yuba County Community Hospital in Yuba City, Calif. She has two children, William 16 and Neola 17.



13

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

Sponsor: The International Chiropractors Association of Davenport, Iowa. Representing chiropractors across the United States, in Canada and abroad.

Randa will be flying her 3rd TAR in the family airplane. She holds a Private license and has logged over 475 hours of flying time. Randa is Chairman of the Albuquerque Chapter of the Ninety-Nines, Inc., and is 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.

14

Pilot: (R) Alice Roberts, Phoenix, Arizona.
Co-Pilot: (L) Iris Critchell, Palos Verdes Estates, Calif.
Aircraft: Beechcraft Bonanza C-35 205 h.p.

Alice will be flying her 5th TAR this year in the family airplane. This same crew has placed second in both the 1955 and 1956 races. She holds a Private license and has logged over 550 hours flying time. Alice is Treasurer of the Southwest Section of the Ninety-Nines, Inc., and is the Ways and Means Chairman for the AWTAR, Inc., on the International Ninety-Nines, Inc., Board. Her husband, Charles Roberts, is the owner of Roberts Air Conditioning Company in Phoenix, Ariz., and is also a pilot. They have two children.

Iris will be flying her 7th consecutive TAR this year. She holds a Commercial license, Single and Multi-engine Land, Flight Instructor, Instrument ratings and also Ground School Instructor ratings in 7 subjects. She has logged over 4000 hours flying time and at present is doing "free lance" instructing. Iris is a former 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. She also is a former Olympic Swimming champion having held several national records. Iris 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.



15 Cancelled

16

Pilot: (L) Marian E. Burke, San Antonio, Texas.
Co-Pilot: (R) Betsy Hogan, San Antonio, Texas.
Aircraft: Mooney Mark 20 150 h.p.
Sponsor: Mooney Aircraft Corporation of Kerrville, Texas.

Marian is flying her 5th TAR this year, having placed 5th in 1955 and 4th in 1956. She has logged over 4000 hours flying time and holds an Airline Transport License with Single and Multi-engine and Flight Instructor ratings. She also holds all Ground School Instructor ratings and a Tower Operators' License. Marian is Training Officer for the Civil Air Patrol, a member of the AOPA, the San Antonio Chamber of Commerce and the Texas Chapter of the Ninety-Nines, Inc. She owns and operates her own flying school in San Antonio, Texas.



17

Pilot: (R) Ruth E. Nitzen, Inglewood, California.
Co-Pilot: (L) Carol Kennedy, San Andreas, California.
Aircraft: Cessna 140 85 h.p.
Sponsor: Skylarks Flying Club of Inglewood, Calif.

Ruth is flying her 3rd TAR this year in her own plane. She holds a Commercial license and has over 400 hours flying time. Ruth is an active member of the Ninety-Nines, Inc., belongs to the Delphian Society, and the Southwest Counseling Service. Her husband, John Nitzen, a cement contractor, is also a pilot. They have one daughter and one granddaughter.

Carol will be flying her 3rd TAR this year. She holds a Commercial license and Flight Instructor rating and has logged over 5000 hours flying time. Carol was a Flight Instructor during WWII and is now Airport Manager of Calaveras County Airport, San Andreas, Calif. She is an active member of the Ninety-Nines, Inc., and the Calaveras Astronomical Society. Her husband, Jay Kennedy, is also a pilot and is employed by the Calaveras Cement Company.



18

Pilot: (L) Margaret A. Farkas, North Highlands, Calif.
Co-Pilot: (R) M/Sgt. Thelma E. Syrek, Parks AF Base, Calif.
Aircraft: Cessna 120 85 h.p.

Margaret will be flying her 1st TAR this year in an aircraft which is owned by this crew. She has a Commercial license, Instrument rating and over 1400 hours flying time. Margaret was a WAC for 3 years and a weather observer for the WAFS for a year. She has been flying since 1942, was born in Johnstown, Pennsylvania, and is employed by and a member of the McClellan AFB Aero Club.

Thelma will be flying her 1st TAR this year. She holds a Private license and has over 100 hours flying time. Thelma was an observer on a B-29 during 1944 and 1945. She has been in the United States Air Force for 10 years and is a news editor for them. She started flying in 1955 and is a member of the Advisory Council for the Parks Air Force Base Aero Club.





19

Pilot: (L) Barbara Kiernan, Andover, Mass.

Co-Pilot: (R) Esther H. Gardiner, Waterford, Conn.

Aircraft: Beechcraft Bonanza F-35 225 h.p.

Barbara will be flying her own plane in her 3rd TAR. She has logged over 800 hours flying time and holds a Commercial license, Helicopter, and Single and Multi-engine ratings. Barbara is a member of the Ninety-Nines, Inc., AOPA, NAA, AFA and Whirley-Girls. Her husband is a Structural Engineer and they have four boys.

Esther is entering her 4th TAR. In the 1955 TAR she placed 3rd. She holds a Private license, Single-engine Land and Sea ratings, and over 800 hours flying time. She has three boys and is an active member of the PTA. Her husband is a pilot and owns the Henry Gardiner Enterprises, Inc., in Waterford, Conn.



20

Pilot: Irene Leverton, Redwood City, Calif.

Aircraft: Northern Aircraft Cruisemaster 230 h.p.

Sponsors: Palo Alto Airport, most complete facilities in Northern California; Don L. Meyers Co., Northern California's complete aviation supply store, Palo Alto, California; Nystrom Aviation Inc., appliance and repair station, Palo Alto, California; Reynolds Aviation, Peninsula Piper dealer, Palo Alto, California; B&C Flying Service, Bellanca dealer, Hollister, California.

Irene will be flying her 4th TAR, having placed 5th in the 1956 TAR. She holds a Commercial license, Instrument, Single and Multi-engine Land and Sea, and Instructor ratings and has logged over 4800 hours flying time. Irene has been a co-pilot on a Supplemental Air Carrier DC3, a Ferry Pilot, Charter Pilot, and a Duster and Sprayer Pilot. She is a Check Pilot for the Palo Alto Squadron of the Civil Air Patrol and is employed as a Charter Pilot for the Reynolds Aviation Company of Palo Alto, Calif. She is an active member of the Ninety-Nines, Inc.



21

Pilot: Barbara DeWees Reithmaier, Florissant, Missouri

Aircraft: Cessna 140 85 h.p.

Barbara will be flying her 2nd TAR this year in her own plane. She started flying in West Memphis, Arkansas, and holds a Private license with over 400 hours flying time. She is married to Larry Reithmaier, an Aeronautical Engineer for McDonnell Aircraft Company, also a pilot. They have two boys.



22

Pilot: (L) Ruby Potter, San Diego, Calif.

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

Aircraft: Beechcraft Bonanza 35 205 h.p.

Co-Sponsors: The Minthorn Music Company, 2920 West Pico Blvd., Los Angeles, Calif. and their many friends.

Ruby will be flying her 3rd TAR this year. She holds a Commercial license and has logged over 421 hours flying time. Ruby learned to fly in 1954 at Montgomery Field, San Diego, Calif. She is Secretary of the San Diego Chapter of the Ninety-Nines, Inc. Ruby has three children, 2 girls and a boy.

Marian is flying her 2nd TAR and placed 3rd in the 1956 TAR as pilot. 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 over 430 hours flying time. Marian is married to Noble P. Craver, owner of the Service Novelty, 3367 India St., San Diego, Calif. He is also a pilot and they have two boys. She is a member of the Ninety-Nines, Inc., and Treasurer of Epsilon Sigma Alpha.

23

Pilot: Betty Lambert, San Diego, Calif.

Aircraft: Mooney Mark 20 150 h.p.

Co-Sponsors: Acme Tool & Supply Company, San Diego's leading supplier of tools and machinery, located at 2745 Ketner Blvd., San Diego, California, and California Aircraft Sales & Brokerage, San Diego, California.

Betty is flying her 7th TAR this year. She has won two 3rd places and one 2nd place in past TAR races. Betty holds a Commercial license, both Land and Sea Instrument, Flight Instructor, and all Ground School ratings. She is a former Instructor of Air Navigation at the University of Michigan and is the author of several books on Navigation, Meteorology and the problems for Pilot Certificates. She is now employed as Flight Instructor at the El Cajon Flying Service, Gillespie Field, Santee, Calif. Her husband, Art Lambert, also a pilot, is employed by Convair and they have three boys. Betty is an active member of the San Diego Chapter of the Ninety-Nines, Inc.



24

Pilot: (L) Margaret Ray Ringenberg, Grabill, Indiana.

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

Aircraft: Cessna 172 145 h.p.

Sponsor: Crosby Aeromarine Company of Grabill, Indiana, a Fiberglass boat company.

This will be Margaret's first year as a TAR contestant. She has over 2000 hours flying time and holds a Commercial license, Flight Instructor and Single and Multi-engine land ratings. Margaret was a WASP Pilot in WWII and is an active member of the Ninety-Nines, Inc. Her husband, Morris J. Ringenberg, is employed by the Grabill Bank and they have two children.

Lois, although not a pilot, will be flying her 1st TAR. She is interested in flying and is the sister-in-law of Margaret. Lois is a church organist and an active member of the 4-H Club. Her husband, Harold L. Laymon, is an Engineer for the International Harvester Company of Fort Wayne, Indiana.



25

Pilot: (L) Thelma R. Bishop, La Jolla, Calif.

Co-Pilot: (R) Jacqueline T. Trenfel, San Diego, Calif.

Aircraft: Piper Tripacer PA-22 135 h.p.

Thelma will be flying her 3rd TAR in her own airplane. She holds a Private license and has over 425 hours flying time. Thelma is an active member of the Ninety-Nines, Inc., and a past leader of the Wing Scouts. Her husband, Harold O. Bishop, is also a pilot and is employed by the 11th Naval District in San Diego as an Electrical Engineer. They have two children and two grandchildren.

Jacqueline will be flying her 2nd TAR and holds a Private license with over 550 hours flying time. She is a foreign language teacher in the San Diego City Schools and belongs to several professional teaching organizations and Greek Letter honor societies. She is an active member of the Ninety-Nines, Inc., and is a Captain in the Civil Air Patrol.



26

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

Co-Pilot: (R) Pauline Glasson, Corpus Christi, Texas.

Aircraft: Cessna 180 230 h.p.

Gini will be flying her 6th TAR this year in her own airplane. She holds an Airline Transport license, Instrument, Flight Instructor, Link Instructor and all Ground Instructor ratings. She has over 10,000 hours flying time and is an active member of the Ninety-Nines, Inc., Amaranth, Eastern Star, Beta Sigma Phi, Altrusa, Flying Farmers, Civil Air Patrol and Chamber of Commerce. She and her husband, Ralph R. Richardson, also a pilot, own and operate Richardson's Airway, Inc., and Richardson Aviation. They have one daughter.

Pauline will be flying her 4th TAR this year. She holds a Commercial license, Instructor and all Ground School ratings and has logged over 8,000 hours flying time. Pauline is an active member of the Ninety-Nines, Inc., and is owner of the Glasson Aerial Photography Company of Corpus Christi, Texas.





27

Pilot: (L) Harriet I. Lewis, San Diego, Calif.

Co-Pilot: (R) Carolyn Huntington, San Diego, Calif.

Aircraft: Cessna 172 145 h.p.

Co-Sponsors: Roy F. Clark & Son Roofing Company and the San Diego Flight Academy.

Harriet will be flying her 2nd TAR this year. She holds a Private license and has over 190 hours flying time. Harriet is an active member of the Ninety-Nines, Inc. and a former Flight Dispatcher at DARR Aero Tech. USAF Contract School.

Carolyn will be entering her 2nd TAR this year. She holds a Airline Transport license, Multi-engine land, Single-engine land and sea, Flight Instructor, Instrument and all Ground Instructor ratings, and has logged over 3,671 hours flying time. Carolyn is an active member of the Ninety-Nines, Inc. and is employed as a Flight and Ground Instructor at the San Diego Flight Academy, Pikes Airport, San Diego, Calif. She was a former Link Trainer Instructor and stationed with the Navy in Pensacola, Florida from 1948 until 1952.



28

Pilot: (L) Mary Ellen "Pat" Russell, Grosse Pointe, Michigan.

Co-Pilot: (R) Marcia Snip, San Antonio, Texas.

Aircraft: Meyers 145 h.p.

Sponsor: Vogue Dolls, Inc. of Medford, Massachusetts.

"Pat" is entering her 2nd TAR this year in her own airplane. She started flying in Detroit, Mich., in 1954, and now holds a Private license with over 275 hours flying time. She does "free lance" radio and TV work and is Personnel Manager for Home Decorators, Inc. Her husband is a pilot and they have three children. She is an active member of the Ninety-Nines, Inc., AERO-Club, and belongs to the Women's Association for the Detroit Symphony.

Marcia will be flying her 3rd TAR and holds a Private license with over 325 hours flying time. She started flying in San Antonio, Texas, in 1954. Marcia's husband, Dr. Russell T. Snip, is also a pilot. They have two children. She is an active member of the Ninety-Nines, Inc.



29

Pilot: (R) Beatrice Edgerly Macpherson, Tucson, Arizona.

Co-Pilot: (L) Helen Greinke, Bloomington, Illinois.

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

Sponsor: Pocono Mountains Chamber of Commerce and Vacation Bureau, Strougs, Pennsylvania.

Beatrice will be flying her 5th TAR this year. She holds a Private license with over 500 hours flying time. A member of the Ninety-Nines, Inc., she is also active in the Civil Air Patrol as Editor of the CAP magazine "Arizona Wing Tips," and Art Editor for the Arizona Daily Star. Beatrice is a nationally known artist and illustrator. Her husband is J. Harvard Macpherson, and they have two children.

Helen will be entering her 7th TAR this year. She started flying in 1939 and has logged over 1800 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: (R) Bernice P. Trimble, Flint, Michigan.

Co-Pilot: (L) Joan L. Hrubec, Cleveland, Ohio.

Aircraft: Beechcraft Bonanza F-35 225 h.p.

Sponsor: The El Padre Resort Hotel of Port Isabel, Texas.

This will be Bernice's 2nd TAR. She holds a Commercial license, Single and Multi-engine land, Instrument, Instructor, Link, and all Ground School Ratings. She has logged over 5000 hours of flying time and is now employed as Flight Instructor of Glidden Flight Training. Bernice is a member of the AWTAR, Inc., Board of Directors, and an active member of the Ninety-Nines, Inc.

Joan is flying her 2nd TAR this year and holds a Private license with over 550 hours of flying time. She is employed by the Balas Collet Manufacturing Company as Production Manager. Joan is an active member of the Ninety-Nines, Inc., Secretary of the North Central Section of the Ninety-Nines, Inc. and Aviation Advisor to a Wing Scout Flight.

31

Pilot: (R) Lois Cassidy, Chicago, Illinois.

Co-Pilot: () Beatrice Siemon, Wayne, Illinois.

Aircraft: Ryan Navion A 205 h.p.

Sponsor: The Midland Paper Company, paper jobbers for the printing industry, 344 Ogden Avenue, Chicago, Illinois.

Lois is flying the TAR for the 3rd time this year. She holds a Private license, Single and Multi-engine land ratings, and has logged over 550 hours flying time. Lois is an active member of the Ninety-Nines, Inc., and is Publicity Chairman for the Siena High School Mothers. Her husband, Bernard Cassidy, a general contractor, is also a pilot. They have three children.

Beatrice will be flying her 1st TAR. She holds a Commercial License, Instrument rating and has logged over 1100 hours flying time. She is a member of the Ninety-Nines, Inc., ACPA, Secretary of the Wayne Women's Club, Chicago Air Club and a Den Mother for the Cub Scouts. She and her husband, L. E. Siemon, who is also a pilot, own the Siemon Manufacturing Company and they have three children.



32

Pilot: (L) Verna L. Wilson, Kansas City, Missouri.

Co-Pilot: (R) Sarah Lee Gorelick, Kansas City, Kansas.

Aircraft: Swift GCIB 125 h.p.

Sponsor: Baker & Wilson Flight and Ground Schools, Kansas City, Missouri.

Verna will be flying her 7th TAR. She holds a Commercial license, Instrument and Ground Instructors ratings, and has logged over 1000 hours. She is a member of the Ninety-Nines, Inc. and has been employed for the past five years as an Instructor at Wilson Consolidated Ground School, Municipal Airport in Kansas City. Albert G. Wilson, her husband, is Flight School Operator of Baker Flying Service.



33

Pilot: (R) Barbara "Rustie" Cloud, Boston, Mass.

Co-Pilot: (L) Katherine "Kay" Brick, Norwood, New Jersey.

Aircraft: Mooney Mark 20 150 h.p.

Co-Sponsors: The Rust Craft Greeting Card Company of Rust Craft Park, Dedham, Mass. and the Mooney Aircraft, Inc., of Kerrville, Texas.

"Rustie" will be flying her 5th TAR this year. She holds a Private license and Single-engine land and sea ratings with over 1,000 hours of flying time. She is employed as a flying representative of the Rust Craft Greeting Card Company of Dedham, Mass. and Toronto, Canada, one of the world's largest and oldest manufacturers of greetings cards. She is an active member of the Ninety-Nines, Inc., AOPA, Massachusetts Industrial Editors Association, American Women in Radio & TV, a former director of AERO Club of New England, member of the Aviation Committee of Greater Boston and Chamber of Commerce. She was born in Shanghai, China, and has been flying 7 years.

"Kay" will be entering her 3rd TAR this year. She holds a Commercial license, Single and Multi-engine land and Instructor ratings with over 3,000 hours flying time. She was a WASP Pilot during WWII, flying low-target missions, photographic and radio control work. She has flown 30 different types of planes in 38 states and is at present, a free lance aviation writer. "Kay" is a past President of the Ninety-Nines, Inc., a member of Teaneck College Club, Sergeant Club, NPA, AOPA, Women's Coordinator of the Rockland City, New York Group of The CAP. Her husband, Frank R. Brick, owner of Brick Electronic Engineering Company of Norwood, New Jersey, is also a pilot. They have one daughter.



34

Pilot: (L) Lorraine Chandler, Tucson, Arizona.

Co-Pilot: (R) Doris N. Choiniere, Tucson, Arizona.

Aircraft: Navion B 260 h.p.

Lorraine will be flying her first TAR this year in her own airplane. She holds a Private license with over 195 hours of flying time and has been flying since 1948. Lorraine is employed by the Goodmens Market and is the Treasurer of the Tucson Chapter of the Ninety-Nines, Inc., and she is active in the CAP in Air Rescue Squadron No. 1. Her husband, William J. Chandler, is employed by the Arizona Egg Company and he is also a pilot. They have one boy.

Doris will be entering her first TAR this year and holds a Private license with over 200 hours flying time. She has been flying since 1953 and is employed by the Tucson Aviation Company, Tucson Municipal Airport in Tucson. Doris is vice-chairman of the Tucson Chapter of the Ninety-Nines, Inc. Her husband, Joseph Arthur Choiniere is attached to the USAF in Tucson and they have two boys.





35

Pilot: (R) Margaret Callaway, Glenside, Pennsylvania.
Co-Pilot: (L) Elsie McBride, Philadelphia, Pennsylvania.
Aircraft: Cessna 140 85 h.p.

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

Margaret is flying her 6th TAR in her own plane and has over 3,000 hours flying time. She was Flight Instructor at Fairfield, California for 5 years and did acrobatic flying in Air Shows in Florida and California, and holds a Commercial license and Instructors rating. Margaret is Chairman of the Eastern Pennsylvania Chapter of the Ninety-Nines, Inc. and belongs to the Foreign Exchange Students Club. 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 1st TAR this year and has a Private license with over 115 hours flying time. She is employed at the Division of Aviation, Philadelphia International Airport and started flying last year. She is Treasurer of the Philadelphia International Airport Flying Club, which she helped to organize, and was its first female member to solo and receive a Private license. She is Secretary of the Eastern Pennsylvania Chapter of the Ninety-Nines, Inc. and a member of the Flying Association of Philadelphia and AERO Club of Pennsylvania.



36

Pilot: (R) Barbara Jenison, Paris, Illinois.
Co-Pilot: (L) Jean Hixson, Akron, Ohio.
Aircraft: Cessna 180 225 h.p.

Barbara is entering her 2nd TAR this year. She holds a Private license with over 600 hours flying time. Barbara learned to fly in Washington, D.C., in 1946 and is an active member of the Ninety-Nines, Inc. She has one son.

Jean will be flying her first TAR this year. She holds a Commercial license with over 2000 hours flying time. Jean is an active member of the Ninety-Nines, Inc., and a school teacher in Akron, Ohio. She was a WASP pilot during WWII and is now in the Air Force Reserve.



37

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

Sponsor: Killion's Inc., a Union Oil Dealer, located at 12 E. Montecito Street, Santa Barbara, Calif.

Sandra will be flying her 2nd TAR this year in her own plane. She holds a Private license with over 225 hours of flying time. She is Adjutant of the Civil Air Patrol Squadron 67, an active member of the Ninety-Nines, Inc., Santa Barbara Flying Club and Beta Sigma Phi Sorority. Her husband, Kenneth F. Killion, is the owner of Killion's Inc., and they have one son and one daughter.



38

Pilot: (L) Alberta Hunt, Salt Lake City, Utah
Co-Pilot: (R) Beth M. Evans, Salt Lake City, Utah
Aircraft: Cessna 182 230 h.p.

Sponsor: Sky-Haven Flying School Corporation of Woods Cross, Utah.

Alberta will be flying her 3rd TAR this year. She holds a Commercial license, Flight Instructor rating and has logged over 1700 hours flying time. She is employed at the Veterans Administration Hospital at Fort Douglas, Salt Lake City, Utah as a Recreation Therapist. She was a WASP Pilot during WWII and after the war, a Ferry Pilot and Instructor for the Reno Sky Ranch. Alberta is Chairman of the Utah Chapter of the Ninety-Nines, Inc., and a member of the Mental Health Association.

Beth is entering her first TAR this year. She holds a Private license and has over 80 hours of flying time. She learned to fly at the Sky-Haven Flying School, located at Woods Cross, Utah in 1956. Beth is married to Howard D. Evans, co-owner of Colonial Interiors, Salt Lake City, Utah. She is an active member of the Ninety-Nines, Inc.

39

Pilot: Rosemarie Finley, South Laguna, California.

Co-Pilot: Jolene Decker, Newport Beach, California

Aircraft: Navion 225 h.p.

Sponsor: Wyatt C. Decker, 8181 Bolsa Street, Midway City, California, a Drywall and Painting Contractor.

Rosemarie is entering her first TAR and holds a Commercial license, Single and Multi-engine Land, Instrument and Flight Instructors Ratings with over 2100 hours flying time. She is employed at the Martin School of Aviation in Santa Ana, California and is an active member of the Ninety-Nines, Inc. Rosemarie has done extensive Charter flying in California, Mexico, and Central America. She is married to Wendell W. Finley who has his own business as a CPA and they have one girl.

Joelene is flying her first TAR this year. She is a Student Pilot with over 180 hours flying time. She is married to Wyatt C. Decker, the sponsor, who is also a pilot and they have two girls. Joelene is interested in football and belongs to the AOPA.

40

Pilot: (L) Ann Fruehauf, Detroit, Michigan

Co-Pilot: (R) Lucille Quamby, Detroit, Mich.

Aircraft: Cessna 182 230 h.p.

Sponsor: Al Green's restaurants located at 15301 E. Jefferson, Grosse Pointe Park, Michigan and Palm Beach Tower, Palm Beach, Florida. The Al Green's restaurants also do Airline Catering at Willow Run Airport, Detroit, Mich.

Ann will be flying her 2nd TAR this year. She holds a Commercial license and Single and Multi-engine land ratings with over 450 hours of flying time. She is an active member of the Ninety-Nines, Inc. and is interested in hunting, fishing and horses. She owns her own stable in Kentucky and races her horses in Florida and Chicago, Illinois.

Lucille will be entering her 2nd TAR this year and holds a Private license and has over 300 hours flying time. Lucille is an active member of the Ninety-Nines, Inc., and a member of the All M Educational Guidance and Counseling Association and a Major in the Civil Air Patrol. Lucille is employed as an Attendance Counselor of the Board of Education at Denby High in Detroit, Michigan.



41

Pilot: (R) Betty Clinton, Menlo Park, California

Co-Pilot: (L) Marilyn Anderson, San Carlos, California

Aircraft: Piper PA-20, 125 h.p.

Sponsor: McHenry Aviation, San Mateo County Airport, San Carlos, California, a Flight Instruction School with aircraft rental and small engine repair and maintenance.

Betty is entering her first TAR and holds a Private license and a Ground School Instructor Rating in Meteorology with over 240 hours flying time. She was a meteorological aide for United Airlines for 2½ years and is presently employed by the Detroit Controls Corp. of Redwood City, California, as a Technical Artist. She is an active member of the Ninety-Nines, Inc., and Chairman of the Airport Marking Committee.

Marilyn is flying her first TAR this year and holds a Private license with Single-engine Land Rating with over 100 hours flying time. She was an Aeronautical Engineer at Lockheed and G. L. Martin Company and is now employed at the Stanford Research Institute as a Mathematician for Electronic Computers. She is a member of the O.E.S., McHenry Aviation Club, and Association of Computing Machinery. Marilyn is married to Charles E. Anderson, a pilot, who owns the Sonitek Ultra-sonic Testing Laboratories in Redwood City, California.



42

Pilot: Alice H. Pfantz, Des Moines, Iowa.

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

Sponsor: KRNT Radio & KRNT-TV, Des Moines, Iowa, also connected with Register & Tribune Newspaper.

Alice is flying her 1st TAR this year. She has been flying since 1956 and holds a Commercial license with over 850 hours flying time. She and her husband, George, are both employed by Beaverdale and Urbandate Super Valu's Market and they have two children. Alice is membership chairman of the Iowa Chapter of the Ninety-Nines, Inc., a member of the Hyperion Field Club and Tri-Delt Sorority.



43

Pilot: Marie Hansen, Blackfoot, Idaho.

Aircraft: Cessna 140 85 h.p.

Sponsor: Blackfoot Flying Service, Blackfoot, Idaho.

Marie will be entering her 1st TAR this year. She has been flying since 1955 and holds a Commercial license with over 420 hours of flight time. Marie is employed as a Purchasing Expediter by Westinghouse Electric Corp., Atomic Power Division, near Arco, Idaho. She is treasurer of the East Idaho Chapter of the Ninety-Nines, Inc.



44

Pilot: (L) Nina "Polly" Stoehr, Pasadena, California.

Co-Pilot: Nellie M. Allender, Dalhart, Texas

Aircraft: Navion (Ryan '46) 205 h.p.

Sponsors: "Our Husbands."

"Polly" will be entering her 1st TAR this year. She holds a Private license and has over 600 hours flying time. "Polly" is an ex-school teacher, active member of the College Women's Club, Browning Society, First Baptist Church and joined the San Fernando Chapter of the Ninety-Nines, Inc. this year at the age of 66. She and her husband, Frederick G. Stoehr, an attorney who is also a pilot, have done extensive flying in Alaska, Mexico and the United States. They have one daughter.

"Nell" is a student pilot and "Polly's" only sister. She is interested in flying and fishing. Her husband owns Allender's Furniture Company in Dalhart, Texas and they have two daughters and five grandchildren.



45

Pilot: (L) Ruth C. Johnson, Ontario, California

Co-Pilot: (R) Laura P. Swope, Glendora, California

Aircraft: Piper PA 16, 108 h.p.

Sponsor: Brackett Field, LaVerne, California, an Airport, Flight School, Sales and Maintenance.

Ruth is entering her 1st TAR this year and holds a Commercial license with Multi-engine Land and Flight Instructor Ratings. She has over 2400 hours flying time and was a WASP Pilot during WWII and a Flight Instructor. Ruth is a member of the Blue Yonder Flyers in Pasadena, California. Her husband, Warren E. Johnson, is employed by Pacific Airmotive in Chino, California, and he is also a pilot. They have two boys.

Laura is entering her 1st TAR this year and holds a Private license with over 110 hours flying time. She is an active member of the Ninety-Nines, Inc., on the Board of Directors of Pomona Valley Art Association, a member of the Arcadia Branch of American Association of University Women and Blue Yonder Flyers of Pasadena. Laura is interested in painting, dressmaking and photography and is a retired art teacher.



46

Pilot: (L) Geraldine Mickelsen, Sacramento, California.

Co-Pilot: (R) Marguerette C. Hart, Sacramento, California.

Aircraft: Ballanca Cruisier 150 h.p.

Sponsor: C. A. Mickelsen Advertising Agency and Al Hart Marine Supply Company of Sacramento.

"Gerry" will be entering her 6th TAR this year and holds a Private license with over 2000 hours flying time. She did the Route Survey for the TAR Race in 1952 and is Past International President of Ninety-Nines, Inc. "Gerry" is a member of the OX-5 Club and N.A.A. Her husband, C. A. Mickelsen, is also a pilot.

"Rita" is entering her 2nd TAR this year. She holds a Private license with Single-engine Land Rating with over 1500 hours of flying time. She is an active member of the Ninety-Nines, Inc., and OX-5 Club. "Rita" is the wife of technical advisor of American Power Boat Assn. and Auxiliary Member Coast Guard Auxiliary and Sea Explorers. Her husband, Al Hart, is also a pilot and they have one son.

47

Pilot: () Hialeah Reilich, Sacramento, California
Co-Pilot: () Patricia Johnson, Berkeley, California

Aircraft: Cessna 170B, 145 h.p.

Sponsor: San Leandro Chamber of Commerce, San Leandro, California and Taylor's Dairy, Sacramento, California.

Hialeah is entering her 1st TAR this year and holds a Private license with over 200 hours flying time. Her husband, Harry D. Reilich, is a Bridge Designer and is employed by the California State Bridge Dept. in Sacramento. He is also a pilot and they have one girl. Hialeah is interested in reading and swimming and has been flying since 1954.

Patricia is entering her 1st TAR this year and holds a Student Pilot license with over 20 hours flying time. Her husband, H. Alan Johnson, a Bridge Designer, is employed by the California State Bridge Dept. at Mad River, California, and he is also a pilot.

48

Pilot: (L) Geraldine M. Hill, Redwood City, California.
Co-Pilot: (R) Ces Rose, San Francisco, California.

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

Sponsors: Mark Ross & Co. Import-Export, Al Maisin, Arthur Murray Stonestown Studio, P&M Construction Co., General Contractors, A.D.P. Enterprises, Inc., Colonial Realty & Investment Co., Gene Alcorn & Co., Candy Brokers and Roy Cummings & Mark Rodman of San Francisco, California, Yorkshire Clothes and Original Love Realty of Redwood City, California, and "Our Legal Eagle."

"Geri" is entering her 5th TAR this year and holds a Commercial license with Single and Multi-engine Land Ratings. She has over 1150 hours flying time and is an active member of the Ninety-Nines, Inc. and Redwood City Business and Professional Women's Club. "Geri" was a WASP pilot during WWII and holds a Commission in the U.S. Air Force Reserve. She is employed as a Secretary for the Original Love Realty Co. of Redwood City.

Ces is entering her 1st TAR this year. She is a Private pilot and was a WASP pilot during WWII. Ces and "Geri" used to fly various airshows in Northern California. Her husband, Adrian W. Rose, is an attorney and former B-17 Pilot in the Army Air Force and they have one son.



49

Pilot: (L) Patricia Gladney, Los Altos, California.
Co-Pilot: (R) Margaret Standish, Burbank, California.

Aircraft: Cessna 180, 230 h.p.

Sponsor: Starfire Restaurant, 416-2nd Street, Los Altos, California

"Pat" is entering her 6th TAR this year. She holds a Commercial license and Single and Multi-engine Land and Sea, Flight Instructor and Instrument Ratings with over 7700 hours of flying time. "Pat" has been instructing since 1937, and was a WASP Pilot during WWII and continued to instruct GI students to fly after the war. 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 is Jack Gladney, a Captain for Southwest Airways, and they have one daughter.

Margaret will be entering her 6th TAR this year. She holds a Commercial license and Flight Instructor Rating with over 1380 hours flying time. She was a WASP Pilot during WWII and holds a Commission in the U.S. Air Force Reserve. Margaret is presently employed as a Design Engineer by the Lockheed Aircraft Corp., Burbank, California, and she is an active member of the San Fernando Chapter of the Ninety-Nines, Inc., where she was Chapter chairman.



50



Pilot: (R) Velma Woodward, Oklahoma City, Oklahoma.
Co-PiPlot: (L) Broneta Davis, Minco, Oklahoma.
Aircraft: Cessna 182, 130 h.p.

Sponsor: Sky Service, Inc., P.O. Box 728, Tulakes Airport, Bethany, Oklahoma, Aircraft Sales and Service, Cessna Dealer and Custom Interiors & Exteriors.

Velma is entering her 2nd TAR this year and holds a Commercial license with Single-engine Land Rating and has over 1300 hours flying time. She flew Civil Air Patrol Search Missions during WWII and the All-Woman Good Will Tour to Cuba in 1948. She is an active member of the Ninety-Nines, Inc., Soonairs of Oklahoma, Flying Farmer, Northeast Oklahoma City Chamber of Commerce, Salvation Army Women's Auxiliary and Advisory Board and President of Mercy Hospital Auxiliary of Oklahoma City. Her husband, Dr. Neil W. Woodward, is also a pilot and they have one son, Dr. Neil W. Woodward, Jr.

Broneta is entering her 2nd TAR this year. She holds a Commercial license with Single-engine Land Rating and has over 1300 hours flying time. She flew Civil Air Patrol Missions during the war and flew the All-Woman Good Will Air Tour to Cuba in 1948. Broneta is National Director of Flying Farmers and the newly elected President of the Ninety-Nines, Inc. She is interested in flying, farming and livestock raising.

51

Pilot: Zona B. King, Carmel, California

Co-Pilot: Nancy Cochran, Carmel, California.

Aircraft: Piper Apache PA-23 300 h.p. (Twin-engine)

Zona will be entering her 4th TAR this year. She is a member of the Ninety-Nines, Inc., and a past Airline Hostess. Zona has been flying since 1949 and now holds a Commercial license. She is one of the few licensed anesthetists.

Nancy is entering her 1st TAR this year.

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Pilot: Ila M. Pinlot, Detroit, Michigan

Aircraft: Cessna 172, 145 h.p.

Sponsor: Airline Training Inc., P.O. Box 5097, Fort Lauderdale, Florida, a Flight School and manufacturer of Beechcraft Modification Kit.

Ila is entering her 1st TAR this year. She holds a Commercial license and has over 770 hours of flying time.



53

Pilot: (L) Lowanda Lane, San Diego, California.

Co-Pilot: (R) Joy Y. Tyler, San Diego, California.

Aircraft: Beechcraft Bonanza 35, 205 h.p.

Lowanda is flying her 5th TAR this year and holds a Commercial license and Single-engine Land Rating. She is employed as an organist at Valle's, 2424 Fifth Avenue, San Diego, California. Lowanda is interested in swimming, water skiing, shooting and belongs to the San Diego Professional Organists Club.

Joy is entering her 1st TAR this year. She is a model for clothes and hair styles and belongs to the Sports Car Club.

We Also Wish to Thank...

The Flight Safety Foundation for publishing a special bulletin for AWTAR pilots entitled "HOT, HUMID AND HIGH." This bulletin provides valuable information concerning the operation of aircraft from high altitude airports in hot weather.

Mrs. O. A. Beech, Beech Aircraft Corp., for copies of Beech Safety Suggestions, No. 2 and No. 3, dealing with THUNDERSTORMS, for inclusion in the pilots' briefing envelopes.

Aircraft Owners and Pilots Association for copies of AOPA Special Report SR-57-1, covering Security Control of Air Traffic, for inclusion in the pilots' briefing envelopes.

AC Spark Plug Division of General Motors for their continued support.

Douglas Aircraft Co., Inc., for their continued support.

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.

The U.S. Coast Guard for being "on the alert" over San Francisco Bay during take-off operations from San Mateo County Airport.

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

The McCauley Industrial Corp., Flying Magazine, San Mateo County Development Association, the City of Philadelphia, the Chicago Area Chapter of The Ninety-Nines, Inc., the Michigan Chapter of the Ninety-Nines, Inc., the Harrisburg Chamber of Commerce, Nebraska Department of Aeronautics, Elko Lamoille Power Co., Reno Chamber of Commerce, AC Spark Plug Division of General Motors for Special Awards and the Akron Chapter of the Ninety-Nines, Inc.

At San Carlos, California, and at Philadelphia, Pennsylvania — and at Reno, Elko, Salt Lake City, Rock Springs, Cheyenne, North Platte, Omaha, Moline, Fort Wayne, Akron and Harrisburg — local chapters of The Ninety-Nines, Inc., Airport Officials, 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 all for helping us to run the 11th Annual All-Woman Transcontinental Air Race.

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