

10TH ANNUAL

ALL WOMAN TRANSCONTINENTAL AIR RACE

JULY 7-10, 1956



SAN MATEO COUNTY AIRPORT - CALIFORNIA
TO BISHOP AIRPORT - FLINT - MICHIGAN

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, Calif., the Bay Cities Chapter of The Ninety-Nines, Inc., AC Spark Plug Division, General Motors Corp. of Flint, Michigan, and the Michigan Chapter of The Ninety-Nines, Inc.,—our hosts at the Start and 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 10th Annual AWTAR possible.

Aeronca Manufacturing Corp., Middletown, Ohio.
Air-Oasis Company, Long Beach, California.
Beech Aircraft Corp., Wichita, Kansas.
Bendix Aviation Corp., Detroit, Michigan.
Cessna Aircraft Company, Wichita, Kansas.
Continental Motors Corp., Muskegon, Mich.
Convair, San Diego, California.
Douglas Aircraft Co., Inc., Santa Monica, Calif.
Fairchild Engine & Airplane Corp., Hagerstown, Maryland.
Hawthorne School of Aeronautics, Moultrie, Georgia.

Hawthorne Flying Service, Charleston, South Carolina.
Lavelle Aircraft Corp., Newtown, Bucks County, Pa.
Lockheed Aircraft Corp., Burbank, California.
North American Aviation, Inc., Los Angeles, Calif.
Pacific Airmotive Corp., Burbank, California.
Piper Aircraft Corp., Lock Haven, Pennsylvania.
Rheem Manufacturing Co., Aircraft Div., Downey, Calif.
U.S. Aviation Underwriters, Inc., New York, New York.

We Also Wish to Thank...

Mrs. Viola Grossman, W2JZK, New York, Chairman, and 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.

The Flying Tiger Line, Inc., for transporting the contestants' baggage from San Mateo County Airport, Calif., to Flint, Mich., free of charge.

The Simplex Time Recorder Company and their dealers for supplying the time clocks at the Start, Finish and all along the route.

Jeppesen & Company for supplying Avigation Charts and other pertinent material to all the pilots and for providing three large natural-color maps and two computers for prizes.

FLYING Magazine, the Chicago Area Chapter and the Michigan Chapter of The Ninety-Nines, Inc., for providing special awards to encourage the less experienced crews.

McCauley Industrial Corp., Dayton, Ohio, for donating an award.

The Civil Aeronautics Administration and the U.S. Weather Bureau for their valuable assistance.

John E. Loufek, Aerodynamic Engineer at Douglas Aircraft Co., Long Beach, for his valuable assistance in computing the handicaps.

Bertrand Rhine for his legal counsel.

At San Mateo County Airport, California, and at Flint, Michigan—and at Bakersfield, Needles, Prescott, Winslow, Albuquerque, Amarillo, Wichita, Columbia, Urbana and Ft. Wayne—Local Chapters of The Ninety-Nines, Inc., the Airport Officials, the City and County Officials, the 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 10th Annual All-Woman Transcontinental Air Race.

Board of Directors

Betty Gillies	Iris Critchell
Kay Brick	Betty Loufek
Barbara London	Claire Hale
Beatrice Medes	Joyce Failing
Louise Smith	

Official Program Editorial Staff: Editor: Betty M. Loufek. Associate Editors: Barbara E. London, Betty Gillies, Kay Brick and Cleo Morrison.

COVER by Marion Lopez, New York. It was selected from art submitted by Marion, Jeanne Spielberg and Ena Ayers, all members of the N.Y.-N.J. Section Art Committee, The Ninety-Nines, Inc.

THE AIR RACE



FIRST FIVE PLACES will receive these trophies. Hopefully posing with them (l. to r.) contestants Mrs. Alice Roberts, Mrs. Edna Bower, Mrs. Betty Miller, Mrs. Cleo Morrison and Mrs. Ruth Nitzen.

The July 7th take-off from San Mateo County Airport, California, will launch the 10th Annual All-Woman Transcontinental Air Race. The 2366-mile race will end July 10th as the final planes flash across the finish line at Bishop Airport, Flint, Michigan.

Nearly 100 women pilots in 50 light planes have gathered for this famed and colorful event from all sections of the United States, plus entries from Alaska and Canada.

The annual race is sponsored by The Ninety-Nines, Inc., sanctioned by National Aeronautic Association and is conducted under the Rules and Regulations of the F.A.I. The race itself is run by the nine members of the Board of Directors, All-Woman Transcontinental Air Race, Inc. They direct the activities of race committees at both Start and Finish and along the route, promote financial assistance, set the policies, write the rules, and perform all other tasks necessary to running a national competition.

The race is open to all qualified women pilots. Aircraft are limited to 350 horsepower and must be stock-model, CAA-approved. Two-way radio is mandatory.

This event began in 1947. Mrs. Dianna Bixby, who was one of the nation's foremost women pilots, suggested that west coast women should have an air race enroute to an east coast air show. Several pilots entered but later withdrew. Take-off day found one airplane, an Ercoupe, with Mrs. Carolyn West (Los Angeles) and Miss Bea Medes (Corona del Mar, Calif.) as pilot and co-pilot. Good sports, they "raced" anyway from Palm Springs, Calif., to

Tampa, Florida. The second year, 1948, six aircraft were entered, and the race was flown from Palm Springs to Miami, Florida. Mrs. Frances Nolde of Reading, Pa., won in a Navion.

In 1949, sixteen planes raced from San Diego to Miami. Loretta Foy (Van Nuys, Calif.) and Sue Kindred were winners in a Piper Clipper. In 1950, thirty-three planes raced from San Diego to Greenville, S.C. Pilot Jean Parker and passenger "Boots" Seymour of Arcadia, Calif., won in a Taylorcraft. In 1951, forty-four planes flew from Santa Ana, Calif., to Detroit, Mich. The winning Cessna 140 pilot was Mrs. Claire McMillen Walters (Culver City, Calif.); co-pilot was Mrs. Frances Bera (Los Angeles).

In 1952, forty-one planes took off from Santa Ana for Teterboro, N.J. Winners were Mrs. Shirley Blocki Froyd (Montebello, Calif.) and co-pilot Martha Baechle (Long Beach). They flew a Cessna 140. In 1953, forty-nine aircraft flew the first east-to-west race of the series. They raced from Lawrence, Mass., to Long Beach, Calif. Winner was Mrs. Frances Bera and co-pilot Mrs. Marcella Duke (Santa Monica, Calif.).

In 1954, fifty-one planes flew from Long Beach to Knoxville, Tenn. A Texas team broke the California spell and carried home the winning trophy. Mrs. Ruth Deerman and Mrs. Ruby Hays (El Paso) were pilot and co-pilot. Last year the race again left from Long Beach, ending at Springfield, Mass., in the longest race of the series—2800 miles. Forty-seven planes flew the course. Flying a Cessna 180, Mrs. Frances Bera, the pilot, and her sister, Mrs. Edna Bower (Long Beach) again took the winner's trophy back to California.

LIST OF AWARDS

FIRST PLACE:

1. AWTAR First Place Trophy.
2. \$800.00 Cash.
3. McCauley Met-L-Prop propeller.
Donated by McCauley Industrial Corp. of Dayton, Ohio.
4. Perpetual rotating Trophy (large silver tray)
donated in 1950 by the Carolinas Chapter of The Ninety-Nines, Inc.
5. Name inscribed on the perpetual rotating Trophy, donated in 1950 by the San Diego Chapter of The Ninety-Nines, Inc., and now on display in the National Air Museum, Washington, D.C.
6. Two-piece Fiberglass Luggage (Presented by The Gift Horse, San Mateo, Calif.)

Co-Pilot will receive a duplicate of the AWTAR First Place Trophy and a large Map of the World presented by Jeppesen & Company, Denver, Colo.

SECOND PLACE:

1. AWTAR Second Place Trophy.
2. \$600 Cash.
3. Perpetual rotating Trophy donated in 1951 by The Air-Oasis Co., Long Beach, California.

Co-Pilot will receive a duplicate of the AWTAR Second Place Trophy and a large Map of the United States presented by Jeppesen & Company.

THIRD PLACE:

1. AWTAR Third Place Trophy.
\$500.00 Cash.

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

FOURTH PLACE:

1. AWTAR Fourth Place Trophy.
2. \$400 Cash.

Co-Pilot will receive a duplicate of the AWTAR Fourth Place Trophy and an R-2 Computer from Jeppesen & Company.

FIFTH PLACE:

1. AWTAR Fifth Place Trophy.
2. \$200 Cash.

Co-Pilot will receive a duplicate of the AWTAR Fifth Place Trophy and an R-2 Computer from Jeppesen & Company.

IN ADDITION:

\$25.00 Cash for the best score made by each make of aircraft (such as Piper, Beech, Cessna, Navion, etc.) of which there are at least three in competition.

\$100.00 Cash for the highest scoring team of private licensed pilot and private or student licensed co-pilot. If one member of such team holds only a student license, award goes to the team. If a solo flight or if the co-pilot is not a licensed pilot, the award goes to the private licensed pilot alone. (Presented by FLYING Magazine, New York.)

\$50.00 Cash for the best score made by a crew flying their first AWTAR. If solo, pilot is eligible for the award. (Presented by a friend of The Ninety-Nines through the Michigan Chapter of The Ninety-Nines, Inc.)

\$25 Cash to the Crew (or solo flight) flying the AWTAR for the first time, who makes the highest score. (Presented by Wilson Consolidated Ground Schools Municipal Airport, Kansas City, Mo.)

Trophy for the best score made by a crew flying their first AWTAR. If solo, pilot is eligible for the award. (Presented by the Chicago Area Chapter of The Ninety-Nines, Inc.)

LEG PRIZES:

(These awards are made to the aircraft making the highest score between the stops as listed below.)

Winslow, Arizona, to Albuquerque, N.M. (Presented by the Albuquerque Chamber of Commerce.)

\$100.00 First Place
\$50.00 Second Place
\$25.00 Third Place

Urbana, Illinois, to Ft. Wayne, Indiana. (Presented by Leeward Aeronautical Service, Ft. Wayne, Ind.)

\$25.00 First Place

San Carlos, Calif., to Needles, Calif. (Presented by Needles Chamber of Commerce.)

\$25.00 First Place.

Needles, Calif., to Amarillo, Texas. (Presented by The City of Needles, Calif.)

\$25.00 First Place.

Wichita, Kansas to Columbia, Mo. (Presented by the Columbia Chamber of Commerce).
Gorham Silver Trophy Bowl—First Place.

Ft. Wayne, Ind. to Flint, Mich. (Presented by Brunner Bros., Painting Contractors and North American Van Lines, Inc. Ft. Wayne, Ind.)
\$50.00 First Place.

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 and 1955



MRS. RUTH DEERMAN
1954

Year	Start-Finish	Average G.S.	Total Miles	Plane Entries	Number Women	Win Plane	Winners & State
1947	Palm Springs, Calif. to Tampa, Fla.			1	2	Ercoupe	P—Mrs. Carolyn West CP—Miss Bea Medes (Calif.)
1948	Palm Springs, Calif. to Miami, Fla.			6	7	Navion	P—Mrs. Frances Nolde (Pa.)
1949	San Diego, Calif. to Miami, Fla.	20.54	2,544	16	27	Piper Clipper	P—Mrs. Lauretta Foy CP—Mrs. Sue Kindred (Calif.)
1950	San Diego, Calif. to Greenville, S.C.	123.00	2,460	33	50	Taylorcraft	P—Miss Jean Parker Pass.—Miss "Boots" Seymour (Calif.)
1951	Santa Ana, Calif. to Detroit, Mich.	121.165	2,348	44	77	Cessna 140	P—Mrs. Claire McMillen Walters CP—Mrs. Frances Bera (Calif.)
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 (Calif.)
1953	Lawrence, Mass. to Long Beach, Calif.	119.37	2,678	49	98	Stinson 165	P—Mrs. Frances Bera CP—Mrs. Marcella Duke (Calif.)
1954	Long Beach, Calif. to Knoxville, Tenn.	121.99	1,986	51	93	Cessna 140A	P—Mrs. Ruth Deerman CP—Mrs. Ruby Hays (Texas)
1955	Long Beach, Calif. to Springfield, Mass.	175.00	2,787	47	90	Cessna 180	P—Mrs. Frances Bera CP—Mrs. Edna Bower (Calif.)

SPECIAL ACKNOWLEDGEMENTS

AMATEUR RADIO NET

The Amateur Radio Net is ready for the fifth consecutive year to relay reports on progress of the air race fliers. Operators will be stationed at or nearby every designated airport on the route.

The following information is transmitted from each stop along the route: Name of Pilot and Co-Pilot, assigned official air race number, type of aircraft, official time of arrival at each point, and official time of take-off from each point.

Frequency for the radio net this year is 3900 kc. The schedule for the net is 9 a.m., 5 p.m., and 9 p.m. Eastern Daylight Time.

Listening posts will be set up at both the Start and Finish points so that a "running report" of the race as the fliers progress along the route can be received.

General Radio Chairman is Mrs. Viola Grossman, W2JZX, New York. The following will head each group of "hams" along the route: San Mateo County Airport, W6FEA, Gertrude Cassidy; Bakersfield, W6QGX, Harryette Barker and W6BVM, Ron Rinaldi; Needles, K6JZD, Louis Taulmun; Prescott, W7BFA (Arlo N. Fee; Winslow, W7REO, Roy Edwards; Albuquerque, W'LFT, Wililam R. Dickson; Amarillo, W5PCN, L. E. Gibbons; Wichita, KACC, Lola Yeager; Columbia (Mo.) and Dillard Smith WOomm, Donna I Hosey; Urbana, W9RGK, Grace Lawson; Fort Wayne, W9BKJ, George H. Graue and W9RJY, Ft. Wayne Radio Club; Flint, W8ATB, Esther Stuewe and W8GJH, F. E. Gray.



TIME CLOCKS FROM SIMPLEX

Since 1949 the Simplex Time Recorder Company, through the efforts of its District Manager, Mr. E. J. Sullivan, has provided the AWTAR with Simplex Time Clocks to time this annual event.

The AWTAR, at its ten designated stops along the route, has Simplex Time Clocks set up for the contestants to record their times of landing and take-off at each airport. These recorded times are used in computing the pilots' speed 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.

"CLEARED FOR TAKE-OFF"

"Cleared for Take-Off" is the title of a 14-minute movie which describes the race in a clear and exciting manner.

The movie was produced and directed by Mr. John Raymond of AirLab, Sky Harbor Airport, Phoenix, Arizona, after the 1952 TAR at Santa Ana where he was making his first stop on a nation-wide picture-taking tour of airports and aviation events.

Most of the scenes were of the 1952 impound, inspection and take-off. Added scenes where necessary were provided later by members of the Long Beach, Los Angeles, San Fernando and San Diego Chapters of The Ninety-Nines, Inc. Miss Anne Rambo and Mrs. Betty Gillies were advisors on the script, which Mr. Raymond wrote.

The film is available for rental from Mr. Raymond, 5508 Hersholt Ave., Lakewood, Calif. Many 99's have used the film to conclude lectures to flying and non-flying groups.

FLYING TIGER LINE

The Flying Tiger Line will carry contestants' luggage from San Mateo County Airport to Flint, Michigan. Except for a small trucking charge at the terminus this service is gratis. The Flying Tigers carried the luggage last year, also. This allows the contestants to fly with as little weight in the plane as possible.

THE CONTESTANTS' SPONSORS

AN EDITORIAL

"I've found a Sponsor" rings the happy voice of a prospective AWTAR contestant. Just what does this word "Sponsor" mean and what does a "Sponsor" do to contribute to the success of the All-Woman Transcontinental Air Race?

A Sponsor is an individual, a company, a Chamber of Commerce, a town, a city council, a group of merchants, an airport, an aircraft sales company—any one person or group of persons interested in the promotion of aviation to the extent that he or they will help finance a woman pilot's participation in the AWTAR. Sponsors of contestants in the AWTAR recognize the promotional value of the race and realize that the wide publicity it accrues is bound to stimulate increased aviation activity in their own locality as well as throughout the country. They know the race encourages flight instruction, emphasizes the utility of private aircraft, brings public attention to their own well-equipped airport. They believe in the "air age" and believe that women are as much a part of this air age as they are of the automotive age which we have enjoyed these past 40 years. They are proud to have their name, their city, their Chamber of Commerce, their company or corporation, painted on the side of the aircraft they are sponsoring and know that as that sign is read from coast to coast others will know of and appreciate their interest in the promotion of private flying.

Many of our thoroughly qualified women pilots would be financially unable to complete in the AWTAR were it not for the help they receive from their sponsors. Some require complete monetary backing while others require merely partial backing. The amount of financial assistance needed by a contestant varies according to each individual's situation. There are, of course, quite a few girls who are able to make the flight at their own expense or are "sponsored by their husbands"—but the majority do need that financial backing which a sponsor provides.

The success of this race is very dependent upon the interest and support of sponsors. The race itself is financed by sponsors—by the city at the Start and the City at the Terminus (or organizations therein), by The Ninety-Nines, Inc., and by a lengthy list of the major aircraft companies in the country. From their donations comes the purse for the race, the trophies, and the money necessary to administer, operate and publicize the race from coast to coast. But without contestant sponsorship there would be very few entries and without a large field of entries the race would lose its point and cease to exist.

Each year the problem of "getting a sponsor" has become a bit easier for the contestants and we, the members of the Board of Directors of AWTAR, Inc., want to express our thanks and appreciation to all those who have sponsored contestants this year and in the past years, thereby showing the way to others, and have thus helped us to build this race into the great annual classic it has now become.

—BETTY HUYLER GILLIES,
Chairman



The Exchange Club
La Mesa, Calif.



Dal-Tex Aviation Co.
Dallas, Texas



Helin Tackle Co.
Detroit, Michigan



The Chamber of Commerce
Inglewood, Calif.



AeroDuct Inc.
South Gate, Calif.



Art Brenner, Realtor
Santa Rosa, Calif.



Alsynite Co. of America
San Diego, Calif.



Crumley Hotels
Elko, Nevada



Rust Craft Greeting Card Co.
Dedham, Mass.



Republican Committee
Washington, D.C.

THE NINETY-NINES, INC.

The Ninety-Nines, Inc., international organization of licensed women pilots, had its inception November 2, 1929, in a hanger 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 woman 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, 1948-50; Kay Menges Brick, 1950-51; Alice H. Hammond, 1951-53; Geraldine Mickelson, 1953-55; Edna Gardner Whyte, 1955-56.

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 99s and a Past-President. Vice-Chairman Kay Brick is a Past President of the 99s. The AWTAR gains most of its manual help and part of its financial assistance from the 99s' membership. Since the Ninety - Nines is undoubtedly the most active flying organization for women, most of the race contestants each year are 99s.

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 Linda Boyes, Kay Brick, Jean Pearson, and Canadian-member Dorothy Ringeling, are members of the Aviation Writers Association using the press to help further aviation. Many of the 99s 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.



EDNA GARDNER WHYTE
President



NEW BOUNDARIES

There's new glory in the message of the dawn
When you're flying there alone above the earth;
Then the sun comes slowly creeping
While the land below is sleeping
And a new and lovely day is given birth.

There's new beauty in the twilight as you fly
Down the lonely western skies into the night;
Then the sun's last faint surrender
Leaves the hills in dusky splendor
And the little rivers point your course in light.

There's new peace up there at night among the stars,
While the town below as lesser starlight shines.
Every pilot learns to love it
Flying high and fast above it—
And it's joy unending to the Ninety-Nines.

There's new meaning in the mystery of life—
And—fair or foul—you take it as it comes—
There's new music in the singing
Of the winds as you go winging,
And new music in your engine as it hums.

There's new magic, then—wherever we go flying,
Over mountains, deserts, rivers, palms and pines . . .
There's new light upon the faces
Of the gals who fly the races,
For they're bringing new acclaim to Ninety-Nines.

Beatrice Edgerly

AWTAR BOARD OF DIRECTORS



BETTY GILLIES



KAY BRICK



CLAIRE HALE

MRS. CLAIRE HALE, Secretary, is serving her second year on the Board. She is a member of the San Diego Chapter 99's. She has 1200 hours of flying time and a commercial license. She flew in the 1949, '50, '51, '52, 53 and '55 TARS, and was on Official Timer in 1954 as she will be again this year.

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. She was Operations 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.



BEATRICE MEDES



BARBARA LONDON



BETTY LOUFEK

MRS. BARBARA LONDON has been a Board member since 1950, serving as Secretary for three years and now as Director of Operations. She flew in the 1949, '52 and '54 races. She was a WASP Squadron Commander during WWII and is a member of the Long Beach Chapter 99's. She has logged over 3000 hours and holds commercial, flight instructor, instrument, single and multi-engine ratings for land and sea.

MRS. BETTY LOUFEK has been a Board member since 1950 and has served as Director of Public Relations and Publicity for the last three years. Also serving as Editor of the AWTAR Official Programs. She is in partnership with Barbara London operating the firm of Loufek & London, a public relations counseling service. She flew in the 1948 TAR and is a member of the Long Beach Chapter of 99's. She has established several single-place and two-place national feminine sailplane records and was National Feminine Sailplane Champion of 1948 and 1954.



IRIS CRITCHELL



JOYCE FAILING



LOUISE SMITH

MRS. BETTY H. GILLIES, Chairman, is serving her fourth consecutive term in this office. A contestant in 1949, '50, '51 and '52 races; 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. She was a WASP Squadron Commander during WWII. She has logged more than 3000 flying hours, and holds commercial, flight instructor, instrument, single and multi-engine land and seaplane ratings.

MRS. KAY BRICK, Vice-Chaiman 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 1953 TAR and at the Terminus in 1954. She raced last year and is racing again this year. Past President of the 99's, she is a member of the NY-NJ Section. She served as WASP Squadron Commander during WWII. She holds a commercial license, single and multi-engine land, flight instructor ratings, and has logged over 3000 hours.

MRS. IRIS CRITCHELL has been a Board member for three years, acting as Director of Inspection and Handicapping. She has flown in five TAR's, placing second in 1955 and is racing again this year. She is Chairman of the Long Beach Chapter of 99's and holds commercial, instructor, instrument, single and multi-engine land ratings. She was a wasp during WWII, and was an instructor of instrument flying and ground school at USC College of Aeronautics at Santa Maria, Calif.

MRS. JOYCE FAILING is serving her second year on the Board and is again In Charge of Impounding Aircraft. She has flown in three TARs and is flying again this year. She has logged over 1200 hours and holds a private license. She was formerly an aircraft communicator with the CAA and is a member of the Las Vegas Chapter 99's.

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

THE ROUTE SURVEYORS

The Route Surveyors this year were the charming Texas team, winners of the 1954 AWTAR, Mrs. Ruby Hays and Mrs. Ruth Deerman of El Paso. Flying Ruth's Cessna 140 they started following the route east on June 27th, making stops at all of the designated airports.

The Route Survey's job is an important one. They make the final check of all arrangements—placement of official time clocks, making sure the timers will be on the job, checking the airport facilities, talking to the airport managers, 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. Hays and Mrs. Deerman flew together in four TARS—1950, '51, '53, '54. They won the 1954 race in the same Cessna 140 they are using for the surveying. Mrs. Hays is Texas State Chairman of the 99's. Mrs. Deerman is South Central Sectional Governor, 99's.



RUTH DEERMAN

RUBY HAYS

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 Timer 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, publish and distribute the final results.

Official Timer for the Start is Miss Irma (Babe) Story. This is the third consecutive year she has been Start Timer. Miss Story, a member of the San Fernando Chapter of 99's, holds a commercial flight instructor's rating and has logged over 4000 hours. She was a WASP during WWII and flew in the 1950 and '51 TARS.

Chief Official Timer at the Finish is Miss Helen R. Dick, member of the San Diego Chapter of the 99's. She served as a Timer for two previous races and flew in the 1950 TAR. She is a former WASP and holds a Private license.

Miss Frances J. Dias, member of the San Joaquin Valley Chapter 99's, will be a Timer at the Finish for the fourth consecutive year. She holds a commercial license with both single and multi-engine land ratings, was an aerobatic pilot with the Tex Rankin Air Show and served as a WASP in the Ferrying Division during WWII.

Mrs. Claire Hale, Official Timer at the Finish, is Secretary of the AWTAR Board of Directors. Her biography sketch is on their page.



HELEN DICK



IRMA STORY



FRANCES DIAS



CLAIRE HALE

WELCOME TO SAN MATEO COUNTY!

Bien venido! It's our unique honor to greet you for the start of the All Woman Transcontinental Air Race, July 1956.

This is our first participation in TAR as a hostess chapter and we highly recommend it to those who have not had the fun of planning a Start or Finish.

The Bay Cities Chapter was formed in 1932 and we still have three charter members, Ruth Rueckert of San Francisco, Rita Hart, now living in Sacramento, and Lillian Anderson, now in Minnesota. Of our 26 members, 6 live out of state, but we plunged into the bidding for the Start, 1956, with the backing of the San Mateo County Development Association, a group of executives and businessmen who are working to bring more industries to San Mateo County. For our Headquarters, we selected the new Villa Hotel, which was just a plan on a drawing board.

The San Mateo County Airport, Inc., had just been purchased by a group of young and progressive business men and they assured us that they would put in a hard surfaced runway and a properly surfaced impound area if we would have the Start there. Little did we know that we were in for an "unusual" winter. Forty days of rain and gale winds that exploded the hangar on the night of December 22, 1955. In spite of this, the Villa Hotel

has one wing of luxurious rooms and the swimming pool ready to make your stay pleasant and relaxing. The airport too is ready to take care of your plane. Harper Aviation, on the field, will give your mechanical problems top priority and Don Meyer Company will have parts available at Palo Alto Airport.

While there were times when we thought we had taken on a job that was bigger than we could handle, the wonderful cooperation we received from the San Mateo County Development Association, the many companies and the organizations within the area has overcome every difficulty. As you can see from our long "Thank You" list, once the community is aware of the program, everyone is eager to help. We were particularly grateful for the checks sent by the other 99 chapters who knew from experience that we would encounter certain unforeseen expenses.

We have a fine feeling of accomplishment from the knowledge that we are actually contributing to the promotion of women in aviation and that we have made many friends in the bay area for private flying and for the 99s. This has more than compensated for the time and energy used to get the details lined up.

We hope you will have a wonderful time in San Mateo County and will enjoy attending all of the festivities as much as we have enjoyed planning the program.



THE AWTAR START COMMITTEE—(Left to Right) Mrs. Geri Hill Chairman of Race Committee; Mrs. Helen Kelton, Inspection; Mrs. Maxine Carlson, Operations; Mrs. Mabel Zehr, Impound; Mrs. Ruth Rueckert, Deputy Race Chairman; Lindy Boyes, Publicity, and Rosemarie Gehling, Social Events Chairman.

SAN MATEO COUNTY, CALIFORNIA

San Mateo County, California, extends to the participants of the 10th Annual All Women's Transcontinental Air Race a sincere welcome. Your visit to this area will coincide with our Centennial celebration marking 100 years of growth and progress for one of the major suburban communities in the Nation.

Extending as far back as 1822 when this area was but 18 land grants of a Mexican colony . . . through the "Bonanza Days" after the discovery of gold when the Peninsula became a playground for the Ralston Floods, Mills and other wealthy land owners . . . through the subsequent years of growth, up to the present time . . . San Mateo County has maintained an incomparable reputation as the ultimate in the WESTERN WAY OF LIVING.

Immediately south of the City and County of San Francisco, this County comprises 454 square miles of land situated in the hub of one of the largest growing market areas in the United States. The County is divided by a Coast Range extending north and south and averaging 1600 to 2000 feet in elevation. To the west is a strip of agricultural properties extending to 65 miles of Coastside beach bordering the Pacific Ocean. In this area a major portion of the Nation's artichokes and brussel sprouts are grown along with San Mateo County's most valuable agricultural product . . . flowers. This is the largest flower shipping center in the United States . . . a seven million dollar industry. Homes are now extending southward from San Francisco down the Coastside. This unincorporated area promises to be one of the outstanding residential sections of the future.

On the San Francisco Bay side of the County are thirteen incorporated cities. From north to south, Daly City, Colma, South San Francisco, San Bruno, Millbrae, Burlingame, Hillsborough, San Mateo, Belmont, San Carlos, Redwood City, Atherton and Menlo Park.

The County enjoys the benefit of one of the most moderate climates in any section of the United States. Days are warm but never hot, nights are cool. The average summer temperature is approximately 76 degrees, winter temperature 44 degrees with an average 20 inches of rain that conveniently confines itself to the months between November and April.

The Communities within the area have become centers of family living. Conveniently located shopping centers with modern locally owned stores, combined with metropolitan San Francisco and national retailers, 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 affording outdoor living, from large luxurious estates to well planned low cost subdivisions—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, the local sponsor of the Air Race, the industrial growth of the County is constantly advancing with its growth in population.



JAMES E. FITZGERALD, (left), San Mateo County Citizens Committee Chairman for the AWTAR and (right) P. T. Taylor, President of the San Mateo County Development Inc., sponsors of the Start, assist Geri Hill, Chairman of the Bay Cities Chapter of the 99s, from a helicopter.

During 1955 there were 82 new plants and expansions. An orderly industrial development program along with excellently planned industrial areas and industrial parks offer ideal locations for light manufacturing plants, administrative/warehousing operations and general/assembly distribution centers. In line with the decentralization of industry from crowded metropolitan cities, San Mateo County attracts the administrative and executive office that is anxious for urban facilities and rural living. Good highways—major railroad connections—the Port of Redwood City, only deep-water port on lower San Francisco Bay—abundant source of water and power—capable and cooperative County and City officials—all establish a business climate and a well rounded economy for the entire area. A host of nationally prominent industries have chosen a site location in San Mateo County—E. I. Dupont de Nemours, W. P. Fuller Co., Minnesota Mining & Manufacturing, Spice Island Co., DeLaval Turbine Co., General Electric Corp., Sylvania Electric Co., General Petroleum Corp., Holly Sugar Corp., Leslie Salt Co., Hiller Helicopter, Johnson & Johnson, Stanford Research Institute and many, many others.

The major source of employment in San Mateo County is in the aviation and aircraft industry. The S.F. International Airport in San Mateo County can rightfully be classified as the gateway to the world. Over 3 million passengers passed through this airport in 1955. Virtually all of the world's major air lines operate in San Mateo County and many of them have extensive maintenance and repair organizations in this locality.

In its Centennial year, San Mateo County can truly look back on a Century of Progress. With the further growth and development destined for this area, San Mateo County will continue to count as its major asset—A WEALTH OF WESTERN LIVING.

Good luck and happy landings. We hope that you will return soon to San Mateo County. We want you to know us better.

SAN MATEO COUNTY DEVELOPMENT
ASSOCIATION INCORPORATED

THE START

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

Tuesday, July 3, 6:00 p.m.

BBQ sponsored by the Redwood City Chamber of Commerce. Transportation will leave Villa Hotel about 6:00 p.m.

Wednesday, July 4, 12:30 p.m.

Trip to San Francisco. Bus, supplied by the CAP, will leave the Villa Hotel about 12:30 p.m. Stops at the Cliff House, Fisherman's Wharf, cocktails and dinner at the exotic Yamato House. Time to explore Chinatown, Top of the Mark, to ride the Cable Cars, etc. Cocktails and dinner sponsored by Transocean Air Lines, Oakland; Kaiser Corporation, Oakland; Shell Oil Corporation of San Francisco; Bay Area Chapter of NAA.

Thursday, July 5, 12:00 noon

Powder Puff Promenade. Presented by 99s and the Zonta Club, Intl., featuring fashions by Lilli Ann, narrated by Ruth Franklin Dixon, clothes modelled by girls from the John Robert Powers School. Sponsored by the San Mateo Chamber of Commerce. Luncheon at 12:00 noon at the Villa Chartier.

6:00 p.m. — Take-Off Banquet at the new Elks Club, 229 West 20th Ave., San Mateo. Happy Hour at 6:00 and Dinner at 7:00. First transportation will leave the Villa Hotel at 5:45 p.m.

Saturday, July 7 (these times are daylight time)

5:30 — Bus will leave Villa Hotel

6:00 — Breakfast, sponsored by the San Carlos Chamber of Commerce. Weather briefing held while eating. Mandatory for all pilots.

7:00 — Bus will leave for the airport

9:00 — Take-Off

START RACE COMMITTEE

Chairman — Geri M. Hill

Deputy Chairman — Ruth Rueckert

Impound — Mable Zehr

Operations — Maxine Carlson

Inspection — Helen Kelton

Publicity — Lindy Boyes

Hotel — Rosemarie Gehling

Transportation — Miriam Brugh

Members of the Bay Cities Chapter, 99s, Hostesses for the Start:

Ona L. Gist
Frances C. Grant

Rita Hart

Geri Hill

Ruth Jacquot

Helen Kelton

Gail Lane

Lorene Misener

Peggy Potter

Ruth Rueckert

Rosezetha Tucker

Ruth Wakeman

Dorothy Whiteman

Mabel Zehr

Lillian Anderson

Edna E. Ayers

Mayetta Behringer

Eleanor Bjorkman

Lindy Boyes

Miriam Brugh

Betty J. Budde

Maxine J. Carlson

Gladys M. Davis

Dorothy Estep

Marjorie E. Fauth

Rosemarie Gehling

Margaret Gerhardt

WE WISH TO THANK

SAN MATEO—

San Mateo County Development Association

Henry Bostwick, Jr.

James E. Fitzgerald

P. R. Taylor

Don Burger

C. H. Speckman

Howard Harper

Geoffrey Cook

William Callahan

Clarence Smalley

Corday Counts

Holly Sugar Corporation

Shell Oil Company

Bay Area Chapter of NAA

General Petroleum Company

REDWOOD CITY—

Stevenson Pacific (Contractors)

Redwood City Cold Storage and Locker Co.

Marjie's Beauty Salon

SAN CARLOS—Peninsula Tool Company

PALO ALTO—

Donal Myers Aircraft Parts Supply Co.

SAN JOSE—Muirson Label Co.

OAKLAND—

Transocean Air Lines

H. J. Kaiser Company

Aircraft Pilots of Metropolitan Oakland

Herbert Jacobs Insurance

Love Music Company

HAYWARD—Glass Containers Corporation

EMERYVILLE—

Container Corporation of America

Besler Corporation

SAN FRANCISCO—National Can Corporation

SAN LEANDRO—Home-Craft Baking Company.

SOUTH SAN FRANCISCO—Spice Island Company.

CHAMBERS OF COMMERCE—

Brisbane

Redwood City

City of San Mateo

San Carlos

BUSINESS AND PROFESSIONAL WOMEN'S

CLUBS—

Redwood City

City of San Mateo

Menlo Park

Horizon Club of San Francisco

WING SCOUTS, GIRL SCOUTS OF AMERICA—

Atherton

San Mateo

Alameda

San Leandro

CIVIL AIR PATROL—

Cecil R. Smith Sq., San Mateo

Director of Transportation, Calif. Wing

OTHER ORGANIZATIONS—

Peninsula Airmen's Association

Dick Bullis Chevrolet

El Camino Motors

Dave Rasmussen

American Red Cross

Hertz Corporation

Rector Motors

Zonta International of San Mateo County

ON TO FLINT



THE AWATAR TERMINUS COMMITTEE—Front row, left to right: Chairman Bernice Trimble, Mrs. Edna Caphin, Vice-Chairman, both of Flint. Back row, left to right: Operations, Mrs. Eloise Smith of Kalamazoo; Impounding, Margaret Crane of Fenton; Inspection, Mrs. Sammy McKay of Grand Blanc; Publicity, Mrs. Jane Hart of Lansing.



FLINT, MICHIGAN

**Governor Mennon Williams has proclaimed the week of July 8th as
WOMEN IN AVIATION WEEK IN MICHIGAN**

Flint's Bishop Airport has three 150-foot wide concrete runways that are 5000 feet long. The modern terminal building, has an excellent tower which has instrument landing facilities, also includes a fine dining room, lunch counter and comfortable lounge and waiting room. It is considered the finest in the State. Capitol Airlines operates 18 flights a day, 2 non-stop to New York every day, and direct service to Washington, Pittsburgh and Cleveland.

From its very inception, in 1819, Flint has been an industrial center. Before the new settlement had a church, a school, or a tavern, it had an industry—a sawmill. The influx of people made it necessary by 1830 to begin lumbering and farming operations to house and feed them. In the same spirit that typifies the present city, they built sawmills, woolen mills, wagon works and other shops to manufacture various articles for local needs.

A two-wheeled vehicle known as a "road cart" began to be manufactured and its popularity made necessary greatly increased production. From these early cart factories developed the carriage factories that brought international fame to "The Vehicle City."

The most important factor in the growth of Flint down through the years, has been the far-sighted vision, great faith and determination of its citizens. With no particular advantage as to raw materials, low power and fuel costs or unusual transportation facilities, Flint men have developed their city into the second largest manufacturing center in the entire state. And in the process of making Flint a great industrial city, the same men helped to make the United States a great industrial nation.

It is through their efforts that Flint today has within its borders many important units of the automotive industry. General Motors Divisions are represented by Buick, Chevrolet, Ternstedt, AC Spark Plug and Fisher Body. In addition, factories of Standard Cotton Products, Anderson Tank, Ottawa River Paper, Michigan Arrow Trailer, Pfeiffer Brewing, E. I. du Pont de Nemours, Dinsmore Instrument and many others are located here.

Flint's cultural life has kept pace with its industrial development. Among the city's organizations are the Flint Community Music Association, Flint Civic Opera, Flint Symphony Orchestra, Flint Institute of Arts. There are 188 churches serving the 51 denominations and each of the major faiths have active, effective, community-service programs that contribute much to the morale of Flint.

Flint offers many advantages as a convention city, with splendid facilities available for such events. There are 24 hotels, numerous motels. For recreation there are 51 city-owned parks and playgrounds, 12 basketball courts, 35 ball diamonds, 5 community houses, 5 gyms, 3 golf courses, 22 supervised playgrounds, 25 skating rinks, 4 swimming pools, 37 tennis courts.

GENERAL MOTORS—AND FLINT

Behind the story of General Motors is the real story of "Fabulous Flint" where this largest industrial empire in the world was first conceived and where the chief manufacturing operation is now carried out. In spite of the fact that Flint had no particular advantages to offer a manufacturer such as an abundance of raw materials, power, labor force or low-cost transportation, it had a greater asset that became the motivating force in the eventual growth and development of General Motors Corporation.

Flint's greatest asset was—and is—men.

It was back in 1900 that David Buick put together his first motor vehicle. With others the Buick Manufacturing Co. was formed in Detroit. They moved to Flint soon after. On Sept. 26, 1908 General Motors was organized.

The City of Flint is now the largest General Motors plant city in the world. Divisions of the Corporation with plant units located here include AC Spark Plug Division, Chevrolet Motor Division, Buick Motor Division, Fisher Body Division, Ternstedt Division and General Motors Institute.

In 32 years, GM built its first 25 million cars. The next 25 million were built and sold in 14 years, building the 50-millionth car in 1954.

In less than half-a-century, this Flint-born corporation grew up to become the largest in the world, with 78,000 employees in Flint. It is still growing.

Any story of Flint, then, is the story of General Motors—and the General Motors story, is the story of "Fabulous Flint."

AC SPARK PLUG

Early in the days of automobile development, AC Spark Plug — named after Albert Champion, its founder — was established in one room of a small building on Flint's east side. The only product of the new firm was spark plugs, and they employed 15 people.

As the automobile industry grew and developed through the years, so, too, did AC expand its facilities and personnel until today, more than 15,000 employees utilizing more than 50 acres of floor space in one Flint plant alone, make AC the leading producer of automobile accessory parts and one of the country's top electronic defense industries. Today, AC Spark plugs are chosen as standard equipment for more cars and trucks than any of the other 100 brands made.

THE FINISH

Flint, Michigan is the Terminus for the 1956 AWTAR. It is being sponsored by the Michigan Chapter of The Ninety-Nines, Inc., and by the AC Spark Plug Division of General Motors Corporation, Flint, Michigan.

"AC Spark Plug Division of General Motors has supported the AWTAR because of our long-standing interest in aviation and because we have so many women who work in our plants.

"AC Spark Plug today is a major manufacturer of civilian and military aircraft spark plugs, jet igniters and fuel control system. We also are a leading developer and builder of electronic products for U.S. armed services.

"Since World War I, in fact, we have been keenly concerned with many aspects of aviation—from spark plugs to bombing systems. Thus, when we had an opportunity to help in backing the 1956 race, we welcomed it. Flint, Michigan, our home, will surely provide an excellent and genuinely friendly Terminus.

"We salute you women who are stimulating progress in private aviation. We are happy to be a part of your adventure this year."

(Signed)

Joseph A. Anderson, General Manager
AC Spark Plug Division.

ITINERARY OF EVENTS

Saturday, July 7

Race starts at San Mateo County Airport, California, eastbound for Bishop Airport, Flint, Michigan, AWTAR TERMINUS.

Sunday, July 8

Flint TOWN Club, Flint, Michigan, will be ready to receive early arrivals. Hotel Durant, Flint, will be Race Headquarters.

News Room — is on the mezzanine in the East Room, Hotel Durant.

Hospitality Room — in the Petite Room, Hotel Durant.

Transportation will be available via a flow of new Buick Convertibles.

Monday, July 9

Flint Country Club will be open to all contestants.

2 P.M. Flint Zonta Club is entertaining with a beach party, swimming, boating, cocktails and evening buffet. Dress will be informal.

Tuesday, July 10 — Country Club

11 A.M. Tour of the G.M. Technical Center in Detroit. Bus leaves Hotel at 9:30 A.M. and will return by 3:30 P.M.

7 P.M. Bar-B-Q and cocktails at the Koerts' home. Entertainment and "the works." Bus leaves Hotel at 6:30.

Wednesday, July 11

9:00 A.M. Pilots meeting. Courtyard in the lower lobby of Hotel.

11:00 Noon. Kiwanis luncheon at Bishop Airport. Bus leaves hotel at 11:30 a.m.

6:30 P.M. Capital Airlines Cocktail party in the hotel ballroom, mezzanine.

8:00 P.M. AWARDS BANQUET.

LIST OF ACKNOWLEDGEMENTS

AC Spark Plug Division, General Motors Corp., Flint; Joseph A. Anderson — General Manager; Robert Johanson — Director of Public Relations

Flint Aeronautical Sales & Service Inc.

Bishop Airport, Flint, Michigan, AWTAR Terminus

Clyde Cole, Airport Manager

Durant Hotel, Flint, Michigan, AWTAR Terminus Headquarters

Michigan Air National Guard

Michigan Department of Aeronautics

Aero Club of Michigan

Civil Aeronautics Authority

Capital Airlines

The Jam Handy Organization

Flint Typewriter Exchange

Beauty Counselors

John Crowley Boiler Works, Inc.

Luzier's Inc.

Buick Motor, Div. of General Motors

General Motors Technical Center

Zonta Club of Flint

Albert J. and Marie Koerts

Kiwanis Clubs of Flint

Shell Oil Company

Simplex Time Recorder Company

U.S. Weather Bureau

Marje and Jose Cavillo

Fitzgerald & Cavillo

Alex Kondratuk

Airwork Corporation

Pacific Airmotive Corp.

Southwest Airmotive Company

Van Dusen Aircraft Supplies, Inc.

Standard Aero Engine, Ltd.

Kalamazoo Aviatrix Club

COMMITTEE FOR THE FINISH

1. Chairman — Bernice Trimble
Vice Chairman — Edna Chapin
2. Operations — Eloise Smith
3. Inspections — Sammy McKay
4. Impounding — Margaret Crane
5. Publicity — Jane Hart
6. Accommodations & Social — Bernice Trimble

THE CHALLENGE OF THE AWTAR

By BETTY H. GILLIES

The problems facing the contestants in the Annual All-Woman Transcontinental Air Race are many and varied and careful planning must be done in preparation for each leg of the race. The following analysis may be of interest to those who wonder about the complexities of flying this race and wonder why it presents such a challenge to all women pilots.

First let us take into consideration the aircraft in relation to the weather. Aircraft are designed to operate most efficiently at a given altitude depending primarily upon the horsepower of the engine and the design of the propeller used. At that particular altitude they make their best speed with the lowest fuel consumption. Every racing pilot, consequently, plans to fly her aircraft at that particular altitude where it operates most efficiently. But here she comes up against the uncontrollable factor of "winds aloft." What if the winds at that altitude are strong and "on the nose"? Shall she fly at 2,000 feet against a 10 knot wind or at her "best" altitude of 7,000 feet against a head wind of 18 knots?

Wind direction and velocity vary considerably between sea level and 12,000 or 14,000 feet. The pilot has a wide choice of altitudes from which to choose and must consider the efficiency of her aircraft at the various altitudes in making her decision. The amount of time needed to climb to altitude and the additional fuel required during the climb must also be considered, particularly if the most favorable winds are high. If the best winds are high such a condition constitutes a "break" for those aircraft which perform best at high altitude. If the best winds are down low the advantage falls to those aircraft which perform best at low altitude. Clouds, too, are an important variable. Suppose there is a solid overcast at 2,000 or 3,000 feet. Such a condition constitutes a real "break" for those aircraft which perform best at low altitude as the others must also stay below the overcast in order to conform to regulations. Picking the best altitude at which to fly, and being able to fly there, provides a tremendous advantage. As in yacht racing, the way a pilot judges the wind and currents can win or lose the race for her.

A great deal of study is given by the pilots to the subject of "throttle settings",—manifold pressure and RPM,—and fuel consumption using various combinations of these two. Where speed is of utmost importance to win any race, consideration must also be given to efficient engine operation so that fuel consumption will not run too high, necessitating additional landings, and so that the engine will continue to operate without the danger of overheating.

In order to allow a little leeway for bad weather, three days are being allowed to complete the course. Thunderstorms build up very rapidly over the Rocky Mountains in the summer and flying in that area is best done in the early morning. In the East ground fog may obscure the terrain until the sun has had time to burn it off so departures there may be de-

layed. In the interest of safety, the race rules do not permit flying after dark or in weather conditions below the minimums set by the Civil Aeronautics Administration for visual flight. Airports designated as official refueling points for the TAR are located every 200-300 miles along the route and contestants may seek refuge at one of these in the event of sudden storms. Time spent on the ground at a "designated airport" does not count against them.

The race is open to stock model aircraft not exceeding 350 horsepower. The aircraft are all carefully handicapped so that everyone has an equal chance to win. These handicaps are arrived at by careful consideration of all data furnished by the aircraft manufacturers, consultation with aeronautical engineers, by actual flight tests and from data based on the experience gained from preceding events. This handicapping is very similar to the handicapping of yachts for races. The first one "over the line" is not necessarily the winner.

The faster aircraft will, of course, make the best time across the country. This may or may not be an advantage to them because there, again, the wind and weather factors enter in. Perhaps the slower ships will be only half way when the faster ones finish but they may encounter more favorable weather and "winds aloft" along the route than prevailed when the faster ships went through.

A record of point-to-point flying time is kept in the contestant's official log which she carries with her. Immediately before taking off and again immediately up on landing at the next stop she stamps her log with the special time stamps that are set up for the race. These time stamps are installed at all the airports designated as official refueling points. After the contestant has crossed the finish line, her point-to-point times are totalled in her log and the sum is divided into the total course mileage. The result is her average ground speed for the entire course. To arrive at the score for each aircraft the handicap speed is subtracted from the average ground speed for the course.

Example:	Average ground speed	150 mph
	Handicap speed	140 mph
	Score	+10 mph
(or)	Average ground speed	130 mph
	Handicap speed	140 mph
	Score	-10 mph

THE AIRCRAFT WITH THE HIGHEST SCORE IS THE WINNER.

Accurate navigation is absolutely essential. Knowing your airplane and understanding weather are also most essential. The challenge of the AWTAR to each contestant is: to get the best out of her airplane, to get the best out of the weather and to get the best out of herself. Nothing short of perfect planning and efficient execution of these plans can win the All-Woman Transcontinental Air Race.

THE PLANES THE GIRLS FLY



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, consultation with an aeronautical engineer, by actual flight tests 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.

Consulting Engineer is John E. Loufek, Aerodynamics Engineer, Douglas Aircraft Company, Long Beach Division.

HANDICAP PAR SPEEDS

Aeronca Sedan	1950	145	106	Navion	1946	185	137
Bellanca Cruisair	1946-50	150	133	Navion A	1948	205	138
Bellanca Cruisair (with Aeromatic "Cruise Control" Prop)	1946-50	165	138	Navion	1949	205	140
Bellanca Cruisair (with Sensenich "Hydro-Selective" prop)	1946-50	165	140	Navion	1949-on	225	144
Bellanca Cruismaster	1951	190	159	Navion B "Super"	1950	260	151
Beech Bonanza 35, A-35, B-35 (with wood prop)	1947-50	185	157	Navion (with Tail modification) (add 3 mph)			
Beech Bonanza 35, A-35, B-35 (with Beech Metal Constant Speed Prop)	1947-50	185	160	Navion (with cooling modification) (add 1 mph)			
Beech Bonanza C-35	1951	205	160	Navion (with both modifications) (add 4 mph)			
Beech Bonanza E, F, and G	1954-56	225	167	Navion (with tip tanks) (add 1 mph)			
Cessna 120 and 140	1946-49	85	110	Mooney Mark 20	1956	150	145
Cessna 140A and Patroller	1949-50	90	112	Mooney M18C	1955	65	120
Cessna 170	1948-on	145	121	Piper Cruiser PA-12	1947	100	106
Cessna 172 and Met-Co-Aire 170	1955-56	145	118	Piper Family Cruiser PA-14	1948	108	107
Cessna 180	1953-54	225	155	Piper Clipper 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	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 Tri-Pacer PA-22	1949	125	115
Cessna 195	1951	300	161	Piper Tri-Pacer PA-22	1953	135	117
Ercoupe	1946	75	101	Piper Tri-Pacer PA-22	1955	150	123
Ercoupe		85	105	Piper Apache PA-23 (Twin Engine)	1954-on	300	157
Fairchild 24	1946	175	111	Stinson, Large Tail		165	117
Luscombe 8-A	1946	65	96	Stinson, Small Tail		165	118
Luscombe 8-E		85	106	Stinson		150	114
Luscombe 8-F	1949	90	108	Swift, GC-1B	1946-on	125	124
				Taylorcraft BC-12-D1	1946	65	98
				Taylorcraft Sportsman	1949	85	107
				Taylorcraft Tourist	1951	145	114

THE ROUTE OF THE RACE PILOTS

The route for the 1956 AWTAR has ten 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 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'ers, AOPER'ers, NAA'ers, members of various women's clubs such as the Zontas, 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. Geri Hill.
Mr. Henry Bostwick, Jr., Executive Secretary of the San Mateo County Dev. Ass'n.
Manager of the Airport, Mr. "Speck" Speckman.
Radio "ham" Chairman, Mrs. Gertrude Cassady, W6FEA.

BAKERSFIELD, CALIF.:

Miss Edna Long, Chairman, Bakersfield Chapter, 99's.
Mrs. Florence Moody, Chapter Secretary.
Aviation Director, Mr. Cecil Meadows.
Radio "ham" Chairmen, Mrs. Harryette Barker, W6QGX, and Mr. Don Rinaldi, W6BVM.

NEEDLES, CALIF.

City-and-Chamber representative, Mrs. Dorothy Hoppe.
Time-clock official, Miss Eleanor Wagner.
CAA, Mrs. Claire Adler. Mr. Timmons.
Radio "ham" Chairman, Mrs. Louis Taulman, K6JZD.

PRESCOTT, ARIZONA:

Ninety-Nines Coordinator, Mrs. Alice Roberts.
Airport Manager, Mr. Grant W. MacCurdy.
Radio "ham" chairman, Mr. Arlo N. Fee, W7BFA.

WINSLOW, ARIZONA:

Ninety-Nines Coordinator, Mrs. Mary Johnson.
Airport Manager, Mr. L. F. Dauwalter.
Radio "ham" chairman, Roy Edwards, W7REO.

ALBUQUERQUE, NEW MEXICO:

Ninety-Nines Coordinator, Mrs. Jocile Eddleman.
Airport Manager, Mrs. Virginia Cutter.
Radio "ham" chairman, Mr. William R. Dickson, W5LFT.
Chamber of Commerce, Mr. Jack Caperton.

AMARILLO, TEXAS:

Ninety-Nines Coordinator, Mrs. Ruby Hays.
Airport Manager, Mr. Robert Siler.
Radio "ham" chairman, Mr. L. E. Gibbons, W5PCN.

WICHITA, KANSAS:

Ninety-Nines Coordinator, Miss Lois Dobbin.
Airport Manager, Mr. Edward Straub.
Radio "ham" chairman, Lola Yeager, KACC.
Chamber of Commerce, Mr. Max H. Miller.

COLUMBIA, MISSOURI:

Ninety-Nines Coordinator, Mrs. Dorothy Rumsey.
Airport Manager, Mr. E. W. Woods.
Radio "ham" chairman, Dillard Smith.
Chairman, City Aviation Committee, Mr. Kenneth E. Newland.

URBANA, ILLINOIS:

Ninety-Nines Coordinator, Miss Dora J. Dougherty.
Ninety-Nines Coordinator, Mrs. Lee Warren.
Director, Institute of Aviation, University of Illinois, Mr. Leslie Bryan.
Radio "ham" chairman, Grace Lawson, W9RGK.

FORT WAYNE, INDIANA:

Ninety-Nines Coordinator, Mrs. Tannie Schlundt.
Baer Airport Manager, Mr. James M. Rose.
Radio "ham" chairman, Mr. George H. Graue, W9BKJ, and Ft. Wayne Radio Club, W9RJY.

FLINT, MICHIGAN:

Finish Chairman, Miss Bernice Trimble.
Director, Public Relations, AC Spark Plug Div., GMC, Mr. Robert S. Johanson.
Airport Manager, Mr. Clyde Cole.
Ninety-Nines Representative, Miss Margaret Napierala.
Chamber of Commerce Executive Secretary, Mr. E. J. Penny.
Radio "ham" chairmen, Esther Stuewe, W8ATB, and F. E. Gary, W8GJH.

AIR RACE CONTESTANTS

1

Pilot: (L) Isabelle McCrae, Lemon Grove, Calif.

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

Aircraft: Beechcraft Bonanza 35 185 h.p.

Co-Sponsors: McNeil Heating and Plumbing Co., La Mesa, Calif.
The Fiesta del Pacifico, San Diego, Calif. John Dail Insurance Agency,
Lemon Grove, California.

Isabelle will be entering her 7th TAR this year. She has over 1400 hours flying time and holds a commercial license with an instructor rating. She was a WASP pilot during WWII and later served as an Air Force Flight Nurse. She is at present employed as a registered nurse. She is active in the San Diego Chapter of the Ninety-Nines, Inc. and is a First Lieutenant in the Civil Air Patrol, serving as personnel officer with the San Diego County Group Headquarters. She is an Honorary Life Member of the Business Women's League in Lemon Grove and a member of the San Diego County Medical Secretaries Association.

Betty will be entering her 5th TAR this year and although she is not a pilot, she has many hours as a passenger and observer. She is active in the Civil Air Patrol, acting as Special Events Officer with the rank of Captain. She has two children and seven grand-children and is married to Bud McNeil, an active pilot and co-sponsor of this entry.



2

Pilot: (R) Alice Roberts, Phoenix, Arizona

Co-Pilot: (L) Iris Critchell, Palos Verdes Estates, Calif.

Aircraft: Beechcraft Bonanza C-35 205 h.p. "Rheem Dream"

Sponsor: Rheem Mfg. Co., South Gate, Calif. The world's largest manufacturers of automatic water heaters and leading producers of heating and air conditioning equipment. They also produce the Rheem-Wedgewood Home Appliances.

Alice will be entering her 4th TAR and will be flying the family airplane called the "Rheem Dream". She has logged over 400 hours flying time and holds a private license. She is working now on her instrument rating. She is currently serving her second term as Chairman of the Saguaro Chapter of the Ninety-Nines, Inc. She is married to Charles Roberts and they have two children, Charles Jr., 18, and Barbara, 16. Alice placed second in the TAR last year with Iris Critchell as her co-pilot.

Iris will be flying her 6th consecutive TAR, winning second place in the 1955 race. She has logged over 3800 hours flying time and holds a commercial license, both single and multi-engine, with instrument and instructor ratings. She was a WASP pilot during WWII and is a member of the U.S. Air Force Reserve. She is a member of the Board of Directors of the AWTAR, Inc., which runs the TAR each year. She is married to Howard Critchell, a pilot for Western Airlines and they have two children. She is serving her second term as chairman of the Long Beach Chapter of the Ninety-Nines, Inc.



3

Pilot: (L) Alice Hammond, Grosse Pointe Farms, Michigan

Co-Pilot: (R) Helen Wetherill, Detroit, Mich.

Aircraft: Cessna 170B 145 h.p.

Sponsor: General Aircraft Corp., Detroit City Airport, Detroit, Mich.
Distributors and Retailers of Aviation Supplies and Equipment.

Alice is entering her fourth TAR flying the family plane. Having logged over 2000 hours and holds a commercial license with single engine, land and sea and instrument ratings. She took third place in this year's International Race from Canada to Cuba. During WWII she was an instrument instructor and charter pilot and flew military and industrial courier for the Civil Air Patrol. She is a Past International President of the Ninety-Nines, Inc. Her husband, also a pilot, is John S. Hammond. Their three children are Johnny, 19, Barbara, 16, and Betsy, 14.

Helen will be flying in her 2nd TAR this year. As Co-Pilot for Alice Hammond, she helped to win third place in the International Race this year. She has a Private License with over 500 hours flying time. She is at present employed by Henning and Cheadle, producers of Visual Aid Media, as a production manager. She is an active member of the Michigan Chapter of the 99's as well as being a Major on the Michigan Wing Staff of the Civil Air Patrol, and a member of the Women's Aeronautical Association.





4

Pilot: (L) Lois Cassidy, Chicago, Illinois
Co-Pilot: (R) Dora Dougherty, Savoy, Illinois
Aircraft: Piper Apache (twin) 150 h.p. each.
Sponsor: George Cassidy Sons Company, Chicago, Ill. A general construction firm.

Lois is flying the TAR for the second time. This is the first twin-engined aircraft entered since the inception of the AWTAR. She holds a private license single and multi-engine land ratings. She is a member of the Ninety-Nines, Inc., and has over 450 hours of flying time logged. She is married to Bernard Cassidy who is a general contractor and is also a pilot. They have three children.

Dora is flying her first TAR. She holds an airline transport license with single and multi-engine, instructor, instrument and commercial ratings with over 3700 hours flying time. Dora was a WASP pilot during WWII and is now employed at the University of Illinois as a research associate in aviation psychology. She is an active member of the Ninety-Nines and of the Institute of Aeronautical Sciences.



5

Pilot: (L) Gladys Muter, Chicago, Illinois
Co-Pilot: (R) Doris Langher, Chicago, Illinois
Aircraft: Navion B 260 h.p.
Sponsor: Muter Company, Chicago, Ill. An electronics manufacturing firm which includes the Jensen Speakers Co., also of Chicago, the Rolla Speakers of Cleveland, and The Endres Company of Guttenberg, Iowa.

Gladys will be flying her 5th TAR. An active member of the Ninety-Nines, Inc., she holds a private license and has logged over 600 hours of flying time. They have two children and two grandchildren.

Doris, flying her 7th TAR, is an active member of the Ninety-Nines, Inc. She holds a commercial license, with single and multi-engine, land and sea instrument, flight instructor and all ground instructor ratings. Doris has logged over 6000 hours flying time. She is employed by United Airlines as a Flight Simulator Operator on the Convair and DC-6.



6

Pilot: (R) Nina M. Price, Villa Park, Illinois
Co-Pilot: (L) Gean Burson, Dyer, Indiana
Aircraft: Cessna 170-B 145 h.p.
Co-Sponsors: Northern Illinois Heating Co., Chicago, Ill.
Burson's Rexall Drug Co., Dyer, Ind.

Nina is flying her third TAR. She holds a private license and has logged over 450 hours. She is an active member of the Ninety-Nines and the AOPA. Her husband, also a pilot, is Leonard A. Price, a heating engineer owning and operating the Northern Illinois Heating Company. They have one daughter 17.

Gean is entering her second TAR. She has logged over 175 hours and holds a private license. She is the wife of Marvin J. Burson, owner of Burson's Rexall Drug Store in Dyer, Indiana. Mr. Burson is also a pilot and is the owner of the airplane Gean and Nina are flying in this race. Gean is also a member of the Ninety-Nines.



7

Pilot: (R) Sylvia Roth, Chicago, Ill.
Co-Pilot: (L) Helen Sailer, Evanston, Ill.
Aircraft: Beechcraft Bonanza 35 185 h.p.
Sponsor: The Tim-Mee Toys Inc., Aurora, Ill. Manufacturer of miniature, realistically scaled toys, made of unbreakable polyethylene plastic and are non-toxic.

Sylvia will be flying her 3rd 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, and an instrument rating and flight instructor rating. She 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 flying her 2nd TAR this year having flown with Sylvia last year when they placed 8th. She started flying in 1940 and now holds a private license with over 250 hours flying time. She is secretary-treasurer of the Chicago Area Chapter of the Ninety-Nines, Inc. She is at present a claims examiner for the Washington National Insurance Co of Evanston, Ill.

8

Pilot: (L) Irene Leverton, Chicago, Ill.

Co-Pilot: (R) Carol Cooper, Chicago, Ill.

Aircraft: Beechcraft C-35 205 h.p. "The Windy City"

Sponsor: Graubart Aviation Inc. Dealer in all aircraft and aircraft supplies, the largest dealer in used aircraft in this region.

Irene will be flying her 3rd TAR. She holds a commercial license, both single-engine, multi-engine, land and sea ratings. She also holds both instrument and instructor ratings, and has logged over 4200 hours flying time. She is at present employed by Graubart Aviation Co. as a demonstrator and ferry pilot. She is a captain in the Civil Air Patrol, serving as Squadron C.O. and is a member of the AOPA, NAA, and the Ninety-Nines, Inc.

Carol, who is entering her first TAR this year, holds a Private License and has logged over 130 hours flying time. She is a Warrant Officer in the CAP and a member of the Radio Actors Guild. Carol is married to Sheldon Cooper, a TV director-producer for WGN-TV, Chicago, Ill.



9

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

Co-Pilot: (R) Ruth Lake, Kirkwood, Mo.

Aircraft: Piper Pacer PA120 125 h.p.

Co-Sponsors: Air Flight Flying Service, St. Charles Airport, St. Charles, Mo.

Standard Generator, Div. of Mo. Research Lab. Inc., St. Louis, Mo.
St. Louis Flying Service Inc., Lambert Field, St. Louis, Mo.

Mickey, flying her third TAR, holds a commercial license with over 350 hours logged. She is a member of the NAA, the Missouri Pilots Association and serves as treasurer of the Greater St. Louis Chapter of the Ninety-Nines. Her husband, Paul Clark, also a pilot, is buyer for the McDonnell Aircraft Corporation. The family plane will be used for the race.

Ruth will be flying her first TAR. She started flying last year and holds a private license and has logged over 100 hours. She is a member of the Missouri Pilots Association, the NAA, the AOPA and the Ninety-Nines. Her husband, Edward A. Lake, pilot, is senior buyer for the McDonnell Aircraft Corporation, St. Louis. They have two children, ages 17 and 16.



10

Pilot: (R) Frances Bera, Los Angeles, California

Co-Pilot: (L) Edna Bower, Long Beach, California

Aircraft: Beechcraft Bonanza E-35, 225 hp.

Sponsor: Aeroduct Inc., South Gate, Calif. This company manufactures all types of flexible and rigid ducts for both civil and military aircraft. They have signed Fran Bera to a contract to race for them for a period of five years.

Frances will be entering her 6th TAR this year. She was co-pilot in the winning aircraft in 1951 and she was pilot of the winning aircraft in both 1953 and 1955. She also placed second in the 1954 race. Learning to fly at 16 years of age she has logged over 6000 hours in the air as an instructor, charter pilot, and representative of her sponsor. She holds a commercial license single-engine, multi-engine, and has both an instructors rating and an instrument rating. She is also one of the few women CAA Commercial Flight Examiners in the country. Her husband, Gordon Bera, a pilot and a Douglas Aircraft Company employee, assumes the responsibility of checking the planes that she races each year. A member of the Los Angeles Chapter, she is active in the Ninety-Nines, Inc.

Edna, Fran's sister, has flown with Fran on several transcontinental flights but is not a pilot herself. She was co-pilot with her sister in the winning aircraft in the 1955 race. She is married to Jack Bower and they have one son 13 years of age.





11

Pilot: (L) Patricia Gladney, Los Altos, Calif.

Co-Pilot: (R) Margaret Standish, Burbank, Calif.

Aircraft: Cessna 170 "Pandora"

Sponsor: San Jose Aviation Sales Inc., Cessna Aircraft dealers.

Pat will be flying her 5th TAR this year in her own Cessna 170 "Pandora". She holds a commercial license with both instructor and instrument ratings and has logged over 7500 hours flying time. She has been instructing since 1937. Winner of the first Amelia Earhart Scholarship given each year by the Ninety-Nines, Inc., she is an active member of the Bay Cities Chapter of the Ninety-Nines, Inc. During WWII she was a member of the WASP and continued to instruct GI students to fly after the war. Her husband is Jack Gladney, a captain for Southwest Airways. They have one daughter 6 years of age.

Margaret will be flying her 5th TAR. She has been co-pilot with Pat for three previous races. Holding a commercial and flight instructor rating she has logged over 1300 hours flying time. A WASP pilot during WWII she has been employed as an Aeronautical Designer for Lockheed Aircraft Corp., Burbank, Calif., for the past 8 years. She holds a commission in the U.S. Air Force Reserve and is also an active member of the San Fernando Chapter of the Ninety-Nines, Inc., where she was chapter chairman.



12

Pilot: Randa Sutherland, Albuquerque, New Mexico

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

Sponsor: International Chiropractors Association of 838 Brady Street, Davenport, Iowa. Representing chiropractors across the United States, in Canada, and abroad.

Randa will be flying her second TAR in the family plane. She holds a Private license with over 325 hours. As Vice-Chairman of the Albuquerque Chapter of the Ninety-Nines, she is an active member. Her husband, Dr. John W. Sutherland, a chiropractor in Albuquerque, is also a pilot. They have a daughter, age 12 and twins, a boy and a girl, age 9.



13

Pilot: Edna Whyte, Fort Worth, Texas

Aircraft: Mooney Mark 20, 150 h.p.

Sponsor: Mooney Aircraft Co. Inc. of Kerrville, Texas. Only Private Executive Aircraft built in Texas. "Get More for Your Money, Get Mooney".

Edna is flying her 5th TAR this year. Her ratings include single-engine land and sea, multi-engine land and sea, Instructor, Instrument, Helicopter and Ground and Link Operators Licenses. She holds a Commercial License and has logged over 12,000 hours flying time. She is present International President of the Ninety-Nines, Inc., is an active pilot and winner of many racing trophies. Her flying includes instructing, charter flying, aircraft testing, sky-writing and crop-dusting. She was winner of the Skylady Derby in 1954 and the International Air Race in 1953. George Whyte, her husband, is also a pilot and they have one daughter, Ann, 18. (Shown with Edna.)



14

Pilot: Cleo Morrison, Long Beach, California

Aircraft: Piper Tri-Pacer PA-22, 135 h.p. "Sit-n-Git"

Co-Sponsors: R. H. (Bob) Morrison Vacuum Truck Service, Long Beach, Calif. A complete oilfield trucking service.

Aircraft Sales & Browerage, Long Beach, Calif. Globe Rudder Stabilizer installation.

Cleo is flying solo in her first TAR. She is flying the family plane "Sit-n-Git". Holding a Private license with over 150 hours logged, she started flying in Long Beach just a year ago. A Past President of the American Legion Auxiliary, she is a member of the A.O.P.A. and the Ninety-Nines. Her husband is Robert H. Morrison, also a pilot and they have three sons, Jack 9, Bobby 7, and Randy 11 months.

15

Pilot: Marcia Snip, San Antonio, Texas

Aircraft: Cessna 180 230 h.p.

Sponsor: Howard Aero, Inc., International Airport, San Antonio, Texas. "Growing with Cessna". A complete aircraft sales, maintenance and repair service for all types of aircraft.

Marcia is entering her 2nd TAR this year and holds a Private License with over 250 hours flying time. She started flying less than 2 years ago in San Antonio. Her husband, Dr. Russell T. Snip is also a pilot. They have a daughter, Marcia, age 9, and a son, Bob, age 7½. Marcia was born in Chicago, Ill. and was graduated from Northwestern University.



16

Pilot: Jean Clark, Whittier, California

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

Sponsor: Met-Co-Aire Co., Fullerton, Calif.

Jean is flying her 2nd TAR this year. She holds a Private license and has logged over 175 hours flying time since starting to fly in Fullerton in 1953. She is employed by the Met-Co-Aire Company who made the installation of the tricycle gear on her Cessna 170. She is a member of the Long Beach Chapter of the 99's.



17

Pilot: (L) Pearl Laska, Fairbanks, Alaska

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

Aircraft: Cessna 140, 85 h.p.

Pearl is flying her 2nd TAR this year in her own plane. She holds a Commercial License and an Instructors rating. Formerly a flight instructor in West Virginia and Nome, Alaska, she is now a teacher in the Nordale School in Fairbanks, Alaska. Pearl is an active member of the Northwest Section of the Ninety-Nines, Inc. and is also active in the Civil Air Patrol there. She has one son 8 years of age.

Vivienne is flying her 2nd TAR as co-pilot for Pearl. She has logged over 860 hours flying time and holds a commercial license. Her flying experience includes flying in several mercy missions, on the snow lift and on soil conservation work. Her husband is Milton Schrank and they have one grown child. As a member of the Ninety-Nines, Inc., the AOPA, Montana Pilots Ass'n. and the Royal Neighbors, she is active in trying to interest other women pilots in racing and non-flying women in learning how to fly.



18

Pilot: Randy Hapgood, Henrietta, Texas

Co-Pilot: Marjorie Gray, Fort Worth, Texas

Aircraft: Cessna 180, 225 h.p.

Sponsor: Aircraft Sales, Meacham Field, Fort Worth, Texas.

Randy, flying a Cessna 180, owned by the Hapgood Cattle Co. of Henrietta, Texas is entered in her first TAR. Learning to fly in 1949 in Wichita Falls, Texas, she has now logged 500 hours flying time and holds a Commercial License and in Instrument rating. Randy, 22, is an active member of the Ninety-Nines, Inc.

Marjorie is flying in her first TAR. Holding a Private License, she has logged over 200 hours flying time. Her husband, Walter Gray, is employed at Convar in Fort Worth as an engineer.





19

Pilot: (L) Ruth Nitzen, Inglewood, Calif.

Co-Pilot: (R) Margie James, Los Angeles, Calif.

Aircraft: Cessna 140, 85 h.p.

Co-Sponsors: 1. Bruce Engineering Co., Gardena, Calif., Mfg. of Aircraft Parts, assemblies and components. 2. Sky Larks Flying Club, Los Angeles, Calif. Organization to promote good fellowship among pilots. 3. Bates Aviation, Inc., Hawthorne, Calif., Piper Dealer. Complete sales, service, insurance, flight instruction, air-taxi service and aircraft finance.

Ruth will be flying her 2nd TAR this year in her own plane. She started flying in Hawthorne, Calif. in 1951 and now holds a Private License with over 270 hours flying time. Her husband, John Nitzen, is also a pilot. They have one grown daughter and a small grand-daughter. Ruth is a member of the Ninety-Nines, Inc.

Margie is flying her 2nd TAR. She is not a licensed pilot but is very close to aviation as she is the Manager of the Progressive Flying Club at Hawthorne Airport, Hawthorne, Calif. Her husband is Jimmy James, purchasing agent for the Preco, Inc. Co. He is a Commercial Pilot. They have one daughter, 20 years of age. Margie is active in the Business and Professional Women's Assoc.



21

Pilot: Barbara Reithmaier, Florissant, Mo.

Aircraft: Cessna 140, 85 h.p.

Barbara will be flying solo in her first TAR this year in her own plane. She started flying in West Memphis, Ark. and now holds a Private License and has over 275 hours flying time. Her husband is also a pilot and an A. & E. and is employed as an Aeronautical Engineer for the McDonnell Aircraft Company. They have two sons.



22

Pilot: Sandra Killion, Santa Barbara, Calif.

Aircraft: Cessna 140, 85 h.p.

Co-sponsors: Santa Barbara Flying Service, Inc., Post Office Box 296, Goleta, Calif. Fixed Base Operator, Piper and Beechcraft dealer. Miramar Hotel, Wm. P. Gawzner, Mgr., Montecito, Calif. Resort hotel by the sea. Convention hall and banquet facilities.

Santa Barbara Flying Club, Inc., P.O. Box 721, Goleta, Calif. A non-profit organization for the benefit of flying enthusiasts.

Sandra is flying in her first TAR this year. She started flying in 1954 and now holds a Private License and has logged over 140 hours flying time. She is a member of the Santa Barbara Flying Club and is active as Adjutant of Squadron 67 of the Civil Air Patrol. Her husband is Kenneth Killion and they have two children, Michael 15 and Deirdre 7.



23

Pilot: Barbara "Rusty" Cloud, Boston, Mass.

Aircraft: Mooney M-18C, 65 h.p.

Sponsor: Rust Craft Greeting Card Company. One of the oldest national and international publishers of greeting cards. Celebrating fiftieth anniversary this year.

"Rusty" is flying her 4th TAR this year, again flying under the banner of the Rust Craft Greeting Card Co. where she is employed as Editor-in-Chief of their trade magazine "Sentiment". She has logged over 500 hours flying time and holds a Private License. She is an active member of the Northeastern Section of the Ninety-Nines, Inc., AOPA, NAA, Aero Club of New England and the Aviation Committee of the Greater Boston Chamber of Commerce. As she is flying one of the few one-place aircraft available today, she will have no co-pilot or passenger with her. Her husband John Cloud, a commercial photographer, is also an active pilot.

24

Pilot: (L) Gladys Turcotte, Westboro, Mass.

Co-Pilot: (R) Marie Seaver, Needham, Mass.

Aircraft: Cessna 140 90 h.p.

Gladys will be flying her first TAR this year in her own Cessna 140. She started flying in 1952 and now holds a Private License and has logged over 275 hours flying time. She is married to Everett Turcotte and they have two children. Her husband is also a licensed pilot. She is an active member of the 99's. She placed third in the Northeast Section 99's race from Montreal to Boston in 1954.

Marie "Chris" Seaver will be flying in her first TAR also this year. She started her flying in Norwood, Mass. and now holds a Private License with over 75 hours flying time. She is married to William Seaver and they have five grown children. Marie is very active in the Red Cross and is financial secretary of the Bay State Flying Club. She is also an active member of the 99's.



25

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

Co-Pilot: (L) Betty Lambert, San Diego, Calif.

Aircraft: Piper Tri-Pacer PA-22 135 h.p.

Sponsor: Minthorne Music Co., Los Angeles, Calif., and Service Novelty Co., San Diego, Calif. Distributors for the Seeburg Selectomatic 200 Juke Box. These gals are out to "break all records".

Marian will be flying in her first TAR this year flying a Piper Tri-Pacer. She started flying in San Diego in 1955 and now holds a Commercial License with over 260 hours flying time. She also holds Ground School Instructor ratings in Navigation and Civil Air Regulations. Marian is married to Noble Craver, owner of the Service Novelty Co., and they have two children, Noble Jr. 14, and Leo, 19. She is an active member of the 99's, and the Con-sair Flyers Club where she is the Corresponding Secretary this year.

Betty is a veteran of the TAR, entering her 6th TAR this year. In past years she has placed 2nd, 3rd, and 4th. She holds a Commercial License, both land and sea and an Instrument rating and Flight Instructor's rating. She is married to Art Lambert and they have three boys. She is presently employed as a flight instructor for the El Cajon Flying Service, Calif. Betty is a licensed Ground School Instructor with all ratings and is a former instructor of Air Navigation at the University of Michigan. She is the author of several books on Navigation, Meteorology and the problems for Pilot Certificates.



26

Pilot: (L) Alberta Hunt, Salt Lake City, Utah.

Co-Pilot: (R) June Kaiser, Moab, Utah

Aircraft: Cessna 170, 145 h.p.

Co-Sponsors: The Riley Drug Co., Moab, Utah.
Moab Drilling Co., Moab, Utah.

Alberta will be flying her 2nd TAR this year in a Cessna 170 owned by the Riley Drug Co, the co-sponsor of this entry Alberta holds a Commercial License with an Instructor rating and has over 850 hours flying time. She is an active member of the 99's.

June will be flying her first TAR this year. She started her flying in Rochester, New York in 1942, and now holds a Private license with over 350 hours flying time. She is married to Richard Kaiser who is the Chief Pilot for the Utex Company of Moab, Utah. They have two girls, Sally 7, and Kristi 6. June is an active member of the 99's and is a member of the Civil Air Patrol in Utah.





27

Pilot: (L) Ardell Hauk, Salinas, Calif.
Co-Pilot: (R) Carol Hauk, Salinas, Calif. (daughter)
Aircraft: Piper Tri-Pacer PA-22, 135 h.p.
Sponsor: "1,000 Friends" in Salinas, Calif. After a radio appearance, Ardell received contributions from the citizens of Salinas to help sponsor her in the race.

Ardell, with her daughter, will be entering her 2nd TAR this year in a Tri-Pacer belonging to the Salinas Flying Club. Ardell has been flying since 1946 and now holds a Commercial License, with a Flight Instructor rating and has logged over 1075 hours flying time. She is married to John Hauk and they have two children, Carol, 17, and Jay, 14. Her husband is also a Commercial licensed pilot. She is an active member of the Santa Clara Chapter of the 99's, being the Chapter Chairman this year.

Carol, 17 year old daughter of Ardell, will be flying the TAR for second time as co-pilot again for her mother. She holds a Private License and has logged a total of 60 hours flying time and hopes by next year to have sufficient time to be the pilot with her mother. Carol will graduate from High School this month. She is a new member of the Ninety-Nines, Inc.



28

Pilot: (L) Eugenia "Deedo" Heise, Milwaukee, Wis.
Co-Pilot: (R) Dora Fritzke, Milwaukee, Wis.
Aircraft: Cessna 180 225 h.p. "The Flighty Lady"
Sponsor: The Heise Destinator. This is an invention of Mr. Herman Heise, and is used as a locator on maps and charts. It is a "magnetic map finger", impervious to breezes, bumps, and bounces.

"Deedo" will be flying her 2nd TAR this year in her own Cessna 180. She has been flying since 1946 and has logged over 2075 hours and holds a Private License with an instrument rating. Much of her time was gained flying with her husband, a Physician, in gathering material on pollens and molds for his research work. Eugenia is the International Secretary of the Ninety-Nines, Inc. for her second term. "Deedo" and her husband, Herman Heise, have two grown children.

Dora will be flying for the second year as co-pilot for Eugenia. Dora holds a Commercial License and has over 700 hours flying time. She also holds an Instrument rating. Dora started flying in 1938 in Milwaukee, Wis. and during WWII was an Army Control Tower Operator. She is employed at the Moebius Printing Co. in Milwaukee, as a Secretary. She is an active member of the 99's.



29

Pilot Beatrice Edgerly Macpherson, Tucson, Arizona
Co-Pilot: Helen Greinke, Bloomington, Ind.
Aircraft: Piper Tri-Pacer PA-22, 150 h.p.
Beatrice is flying her 4th TAR this year. She has logged over 330 hours flying time and holds a Private License. A member of the Ninety-Nines she is also active in the Civil Air Patrol as Editor of the CAP magazine "Arizona Wing Tips". She is a nationally known artist and illustrator. Her husband is J. Harvard MacPherson, and they have two children.

Helen will be racing in her 6th TAR this year. Helen has been flying since 1939 and now has over 1725 hours flying time and holds a Commercial License and a Flight Instructor rating. She was a Ground School Instructor in the CPT and WTS programs and is now self-employed as a Ground School Instructor. She also has written several books on Ground School subjects and CAA procedures. She is an active member of the 99's.

30

Pilot: (R) Joyce Failing, Baker, Calif.
Co-Pilot: (L) Lauretta Foy, Van Nuys, Calif.
Aircraft: Beechcraft Bonanza 35, 205 h.p.
Sponsor: Apple Valley Inn, Apple Valley, California
Joyce is flying her 3rd TAR this year. She has logged over 1250 hours flying time and holds a Private License. Joyce is an active member of the Ninety-Nines, a member of the Board of Directors of the All-Woman Transcontinental Air Race, Inc. Her husband is Junius Failing and they have two children, 3 and 6 years of age.

Lauretta, winning pilot of the 1949 race, is flying her 5th TAR this year. Lauretta holds a Commercial License with an instructor rating and is active as an instructor and charter pilot. She was a WASP pilot during WWII and holds a commission in the U.S. Air Force Reserve. She is an active member of the San Fernando Chapter of the Ninety-Nines, Inc. Lauretta has three sons, 21, 19 and 5 years of age.



31

Pilot: (L) Louise Smith, High Point, North Carolina
 Co-Pilot: (R) Kay Brick, "Brickaero", Norwood, New Jersey
 Aircraft: Beechcraft Bonanza F-25, 225 h.p.

Louise will be flying her 4th TAR this year in her own family plane. She has logged over 1400 hours flying time and holds a Commercial License. An active member of the Ninety-Nines, Carolinas Chapter, she is a member of the Board of Directors of the AWTAR, Inc., the governing body of the All-Woman Transcontinental Air Race. Louise is married to Herman Smith and they have two children, Linda 11 and Randy 7.

Kay learned to fly at Teterboro Airport in New Jersey and has logged over 3000 hours flying time. This will be her 2nd TAR, and she holds a Commercial License, both single-engine and multi-engine ratings with a Flight Instructors rating. A WASP Pilot during WWII she flew tow-target missions, photographic and radio control work. A former President of the Ninety-Nines, Inc., she is an active member of the New York-New Jersey Chapter. Her husband is Frank Brick and they have one child, Ruth, 6 years of age.



32

Pilot: (L) Marion Betzler, Columbus, Ohio
 Co-Pilot: (R) Iona Kiplinger, Sylvania, Ohio
 Aircraft: Piper Tri-Pacer PA-22, 150 h.p.

Sponsor: Wingwax Company, Dayton, Ohio. Manufacturer of aircraft wax and other materials for aircraft maintenance, such as WINGWAX pre-war Cleaner, inhibited Cleaner, Aluminum Cleaner, Surface Cleaner, De-Waxer, and Plexiglass Cleaner.

Marion is entering her second TAR this year. She holds a Commercial License with over 1200 hours flying time. She was the first place winner of the International Race this year. She is a former WASP Pilot during WWII and her husband, Charles, is still connected with military aircraft in his job as a test pilot for North American Aviation in Columbus, Ohio. They have two children, Rick 10, and Michael 6 and therefore she finds herself very active in the PTA and the Cub Scout program. She is also an active member of the 99's.

Iona will be flying her first TAR this year. She has been flying since 1946 and holds a Private License with over 320 hours flying time. Iona is a former Army Nurse having served for 16 months and is now in the Reserve Nurses Corps. She is at present employed at the Willys Motors, Toledo, Ohio, as an Industrial Nurse. She is a member of the Toppe Flight Club and the Ninety Nines, Inc.



33

Pilot: (R) Claire Justad, Boise, Idaho
 Co-Pilot: (L) Laura Conner, Meridan, Idaho
 Aircraft: Beechcraft Bonanza C-35, 205 h.p.

Sponsor: Union Labor Department, Combined Insurance Company of America, Chicago 40, Illinois. Individual and group accident and health insurance.

Claire will be entering her first TAR this year in the family plane. She started flying in 1952 and now holds a Private License with over 130 hours flying time. She is treasurer of the Idaho Chapter of the Ninety-Nines, Inc. and a member of the Aerial Sheriffs of Ada County. Claire is married to Bob Justad, General Agent for the Combined Insurance Company, who is also a pilot.

Laura has logged over 3400 hours flying time, will be flying her 2nd TAR. She holds a Commercial Pilot license with a Flight Instructors rating. Much of Laura's time was accumulated doing aerobatics, "back country flying", and running her own flight school. She is a member of the Ninety-Nines, Inc. and of the AOPA. Her husband is Clarence Conner and they have two children.



34

Pilot: (L) Barbara Kiernan, Andover, Mass.
 Co-Pilot: (R) Pauline Glasson, Corpus Christi, Texas
 Aircraft: Navion B, 260 h.p.

Barbara will be flying her own plane in her 2nd TAR. She has logged over 600 hours flying time and holds a Commercial License and an instrument rating. She is a member of the AOPA, NAA and the Ninety-Nines, Inc. Barbara is married to Francis Kiernan, a structural engineer and they have four boys, ages 14, 13, 7 and 4.

Pauline will be entering her 3rd TAR. She holds a Commercial License, with an Instructor rating and also holds all Ground School Instructor ratings. She has logged over 8000 hours flying time. Pauline is the owner of an Aerial Photography business in Corpus Christi and is also a very active member of the Ninety-Nines, Inc.





35

Pilot: Dorothy Rungeling, Fenwick, Ontario, Canada

Aircraft: Cessna 170B, 145 h.p.

Dorothy, who is the only entry from Canada, will be flying in her 2nd TAR this year in a Cessna 170. She is a veteran at racing, having flown in the Governor General Cup Race in Canada, placing first in 1953 and 3rd in 1955. She holds a Senior Commercial License in Canada and a Flight Instructor Rating and Ground School ratings. She has over 1200 hours flying time since starting to fly in Welland, Canada in 1948. She is married to Charles Rungeling and they have one boy, Barry, 13 years. She is the Governor of the Canadian Section of the Ninety-Nines, Inc. and is also a member of the Welland Flying Club, St. Catherine Flying Club, the AOPA and the Aviation Writers Association.



36

Pilot: (L) Darline "Dottie" Sanders, Lemon Grove, Calif.

Co-Pilot: (R) Ruby Potter, San Diego, California

Aircraft: Cessna 140A, 90 h.p.

Sponsor: San Diego Chapter Inc., The Ninety-Nines, Inc.

"Dottie" will be entering her 5th TAR this year flying her own plane. She holds a Private License and has logged over 575 hours flying time. Present Chairman of the San Diego Chapter, she is an active member of the Ninety-Nines, Inc. Her husband, Robert Sanders, an employee of the Standard Oil Co. of Calif., is also a pilot.

Ruby will be in the TAR for the 2nd time. She has a Commercial License and over 400 hours flying time logged. She started flying at Montgomery Field in San Diego in 1954. An active member of the San Diego Chapter of the Ninety-Nines, Inc., she has three children, 2 girls and 1 boy.



37

Pilot: (L) Betty J. Miller, Santa Monica, Calif.

Co-Pilot: (R) Helen Dodson, Marysville, Calif.

Aircraft: Cessna 172, 145 h.p.

Sponsor: Santa Monica Flyers. Approved Flight School offering all types of flight instruction.

Betty is entering her first TAR this year, flying a Cessna 172 for the Santa Monica Flyers. She has been flying since 1950 and has logged over 3000 hours and holds a Commercial License, both single and multi-engine, with a Flight Instructor rating. She has worked for the CAA communications and now is owner of Santa Monica Flyers with her husband, Charles Miller. She is active in the Order of the Eastern Star and the Wing Scout Program.

Helen Dodson will be entering her first TAR also. She is sister-in-law to Betty and is not a pilot. She was born in Ontario, Canada and is at present a nurse in the Yuba County Memorial Hospital in Yuba City, Calif. She has two children, William 15, and Neola 17.



38

Pilot: Grace M. Harris, Kansas City, Mo.

Aircraft: Beechcraft Bonanza G 35, 225 h.p.

Sponsor: Ong Aircraft Corporation, Kansas City, Mo.

Grace will be entering her 4th TAR this year. She holds a Commercial License and has logged over 2900 hours. She is a veteran of many races, having competed in races at the National Air Races in Cleveland in 1947, placing 2nd; 1948, placing 1st; and first again in 1949.

39

Pilot: (R) Ann Fruehauf, Detroit, Mich.

Co-Pilot: (L) Mary "Pat" Russell, Grosse Point, Mich.

Aircraft: Cessna 180, 225 h.p.

Sponsor: Detrex Chemical Co., Inc. of Detroit, Mich. Detergents and Cleaning Equipment.

Ann is flying her First TAR this year in her own Airplane. She holds a Private License and has logged over 230 hours flying time since starting to fly in Detroit, Mich., in 1954. Ann is an active member of the Ninety-Nines, Inc.

Pat is entering her first TAR. She started flying in Detroit, Mich., in 1954 and now holds a Private License with a total of 150 hours flying time. Pat is a Television Announcer for WWJ-TV in Detroit, and is employed as Sales Manager for Home Decorator, Inc. She is also a member of the Ninety-Nines, Inc. William Russell is her husband and they have three children, Karen 12, Donald 9 and Kathie 6.



40

Pilot: (L) Janey B. Hart, Lansing, Michigan

Co-Pilot: (R) Nan Rudolph, Mackinac Island, Michigan

Aircraft: Beechcraft Bonanza F 35, 225 h.p. The "Stork."

Janey will be flying in her 2nd TAR this year in her own airplane called the "Stork". She leaves at home, while she is racing, her husband, Philip Hart, Lt. Gov. of the State of Michigan and 7 children ranging in age from 9 years to 2 weeks. She holds a Private License, both single and multi-engine, and has over 450 hours flying time. She is Chairman of the Publicity for the Terminus of the race this year and is an active member of the Michigan Chapter of the 99's. She is Sqd. C.O. of the Civil Air Patrol and active on the Sister Kenny Board and the Lansing Community Council Board.

Nan Rudolph will be flying in her first TAR this year. She is a student pilot, just having started to fly. She is married to Hugh Rudolph, Vice President of Union Terminal Piers, Mackinac Island, Mich. and they have one daughter, Marsha 18. She is President of the Mackinac Island Historical Society and Chairman of the County Social Welfare Board.



41

Pilot: (L) Sara Lee Gorelick, Kansas City, Kansas

Co-Pilot: (R) Verna Wilson, Kansas City, Kansas

Aircraft: Cessna 180, 225 h.p.

Sponsor: Nebraska Furniture Mart, Omaha, Nebraska

Sarah is entering her the TAR this year. She started flying in Kansas City, Mo., in 1949 and now holds a Commercial License, both single-engine land and sea, with an instrument rating and a Flight Instructor rating. She has over 1000 hours flying time. A member of the Ninety-Nines, Inc., she is the secretary of the Greater Kansas City Chapter.

Verna is entering her 6th TAR this year. She holds a Commercial License with an Instrument rating, holds ratings in Navigation, Meteorology, Civil Air Regulations and is a Ground School Instructor. She has logged over 1000 hours flying time. Verna is an active member of the Ninety-Nines, Inc. Her husband, Albert Wilson, is also a Flight Instructor.



42

Pilot: Mary Eleanor Greening, Laurel, Montana.

Co-Pilot: Mary Jo Janey, Glendive, Montana.

Aircraft: Mooney Mark 20 150hp.

Sponsor: Mr. Clay Greening, Laurel, Montana. Distributor for Mooney Aircraft. Also Chevrolet dealer in Laurel and Columbus, Montana.

Mary will be flying in her first TAR this year. She holds a Private License with over 190 hours flying time. She is flying a Mooney Aircraft, the type sold by her husband's company, the sponsor of this entry. They have one daughter, Joan, 21, who is also the holder of a Private Pilots license. Mary is treasurer of the Montana Chapter of the 99's, and an active member of the National Flying Farmer's Association and a past matron of the Eastern Star.

Mary Jo will be flying her first TAR also. She holds a Private License and has logged over 90 hours flying time since starting to fly in Missoula, Montana in 1953. Mary Jo is a high school English teacher in Glendive, Montana and is married to Mr. J. D. Janey who also is a teacher in the high school there. They have one son, Mark, age 7. She is secretary of the Montana Chapter of the 99's.



43

Pilot: Laurien Griffin, Merriam, Kansas

Aircraft: Cessna 180 225 h.p.

Sponsor: Griffin Construction Company, Merriam, Kansas. A well-known construction company in Kansas, Oklahoma, Missouri and Arkansas specializing in underground utilities. "We go a long way to dig a little ditch."

Laurien will be entering her 3rd TAR this year in her own Cessna 180 under the banner of her husband's construction company. She started her flying in 1953 and now holds a Private license with over 1000 hours flying time. She has two boys, Sam, age 21, and Jerry, age 22. Her husband, Mark, is also an active pilot. Laurien is chairman of the Kansas City Chapter of the 99's, Inc.



44

Pilot: Lois Bartling, San Diego, Calif.

Aircraft: Swift GC1B 125 h.p.

Lois will be entering her 6th TAR this year. 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 has a Commercial License with over 950 hours flying time and will be flying her own aircraft, called the "Silly Goose". She is married to Harry Bartling, a facilities engineer for the Solar Aircraft Company in San Diego. She is an active member of the Ninety-Nines, Inc., in San Diego.



45

Pilot: (L) Geri M. Hill, San Carlos, Calif.

Co-Pilot: (R) Ruth Rueckert, San Francisco, Calif.

Aircraft: Piper Tri-Pacer PA-22 150 hp.

Sponsor: The Villa Hotel and the Villa Chartier. "The Finest Luxury hotel on the Peninsula, Headquarters for the Start of the 1956 AWTAR. The Chartier Restaurant includes the exotic Lanai Restaurant."

Geri will be entering her 4th TAR this year. She will be flying a Piper-Tri-Pacer for the Villa Hotel. She holds a Commercial License with both single and multi-engine ratings and has logged over 1300 hrs. flying time. She is Chairman of the Bay Cities Chapter of the 99's this year and has been acting as the Chairman for the Start of The Air Race this year in San Mateo. She is employed as a Secretary for the Original Love Realty Co. of Redwood City, Calif. and is active in the Redwood City Business and Professional Women's Club. She is a former WASP pilot during WWII and holds a Commission in the U.S. Air Force Reserve.

Ruth will be entering her 4th TAR this year also. She holds a Private License with over 800 hours flying time. She is married to Fred Rueckert, Senior Salesman for the Remensperger Bros. Co. Buick Sales Co. of San Francisco, Calif., and they have one daughter, Marsha, 11 years of age. Ruth has done outstanding work in the field of Braille translation and devotes much of her time to this effort. She is an active member of the 99's Inc. and was the founder and first chairman of the Bay Cities Chapter. She is a member of the Bay Area Aviation Committee, the NAA and is active in PTA work and the Girl Scout Program.

46

Pilot: (R) Tannie H. Schlundt, Indianapolis, Indiana.

Co-Pilot: (R) Jane J. Simmons, Indianapolis, Indiana.

Aircraft: Beechcraft Bonanza B-35 185 hp.

Sponsor: The P. R. Mallory and Co. Indianapolis, Indiana. Manufacturers of Electrical Equipment.

Tannie will be entering her first TAR this year in a Beechcraft Bonanza under the banner of the P. R. Mallory Co. of Indianapolis, Ind. She holds a Private License and has logged over 200 hours flying time. She is an active member of the Ninety-Nines, Inc.

Jane will be entering her first TAR this year also. She is a Student Pilot and a future member of the Ninety-Nines, Inc.

47

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

Co-Pilot: (R) Margaret Borek, Philadelphia, Pa.

Aircraft: Cessna 140 85hp.

Margaret will be flying her 5th TAR this year in her own Cessna 140. She has been flying since 1942 and now holds a Commercial License with a Flight Instructor rating and over 3000 hours flying time. She placed second in the International Race this year. She is married to Lt. Col. Richard Callaway, Commandant of the Philadelphia Air Force Reserve Center, and they have two children, Sandra 16, and Margo 15. She is Chairman of the Eastern Pennsylvania Chapter of the 99's Inc. and also is Operations Officer of the Abington Sqdrn. of the Civil Air Patrol.

Margaret Borek will be flying her first TAR this year. She holds a Private License and has logged over 300 hours flying time. She was born in Baltimore, Md., and is at present a legal secretary for the Drinker, Biddle and Reath Company. Margaret is Training Officer and Program Director for the Ground Observer Corps and Vice Chairman of the Eastern Pennsylvania Chapter of the 99's, Inc.



48

Pilot: Geraldine Mickelsen, Sacramento, Calif.

Aircraft: Bellanca Crusair, 150hp.

Sponsor: C. A. Mickelsen Advertising Agency, Sacramento, Calif.

Gerry will be flying in her 5th TAR this year in her own Bellanca Crusair with 150 hp. She will be flying under the banner of the advertising agency owned by her husband. She holds a Private License and has logged over 1500 hrs. flying time since starting to fly in Santa Ana, Calif. in 1935. She is a past International President of the Ninety-Nines, Inc. and at present active in the Sacramento Valley Chapter.



49

Pilot: Marian E. Burke, San Antonio, Texas.

Aircraft: Piper Super Cub PA-18 135hp.

Sponsor: Burke Aviation, International Airport, San Antonio, Texas. This is an Instrument Flight school owned and operated by Marian.

Marian will be flying in her 4th TAR this year her own Piper Super Cub. She has a Airline Transport License with both single and multi-engine ratings and a Flight Instructor rating. She also holds all Ground School Instructor ratings and a Tower Operator's License. She now has logged over 3000 hrs. flying time since starting her flying in San Antonio, Texas in 1946. She is an active member of the Texas Chapter of the 99's Inc. and of the Civil Air Patrol.



50

Pilot: Lindy Boyes, Piedmont, Calif.

Co-Pilot: Rosemarie Gehling, San Carlos, Calif.

Aircraft: Cessna 140 85hp.

Lindy will be flying her 6th TAR this year in a Cessna 140. She started her flying in Oakland, Calif. in 1947 and now holds a Commercial License with over 800 hrs. flying time. Lindy is a free lance writer and an active member of the Aviation Writers' Association. She is also active in the Civil Air Patrol, AOPA, and the 99's. She is handling the publicity for the START of the TAR this year.

Rosemarie will be flying her 2nd TAR this year. She started her flying in Palo Alto, Calif. in 1948 and now holds a Commercial License with over 400 hrs. flying time. She is employed at the Richards and Co. in San Francisco, Calif. Rosemarie is Secretary of the Bay Area Chapter of the NAA; Secretary of the Bay Area Aviation Council; and Secretary of the Southwestern Section of the 99's.



If You Have Flown

There are no words that can express
The magic of that wilderness
That wilderness away up high
Where banks of clouds float softly by
And hide the problems of earth below.
But then, you know—
If you have flown.

If you have flown, then you know
The beauty of the world below—
The meadows green, the waters sapphire blue,
You've felt that it belonged alone to you.
And as your ship obeyed your slightest will
You've felt a thrill—
If you have flown.

To those who sail the sky above
Comes peace of mind and understanding love.
There is no bitterness in the sky
As gently earth and clouds drift by.
All is beautiful, serene.
You know exactly what I mean—
If you have flown.

—Author Unknown

