



28th Annual
Powder Puff
Derby

Riverside, California
to
Boyne Falls, Michigan

July 4-7, 1975

Official Program \$2



Aztec® for everything under the sun

You're active in the sun. The open air gives you what you want. Including the chance for a stunning, golden tan.

But you also need protection against too much sun, too fast. That's why **AZTEC** products contain a sunscreen to protect the outer layers of skin. And you can get just the amount of sun that's right for you with your choice of three kinds of **AZTEC**.

AZTEC is non-greasy, resistant to perspiration and won't stain clothes. You can even wear it under makeup. Yet it washes away easily with soap and water.

Whatever your particular complexion or exposure to the sun, give **AZTEC** a try. For a fast tan, a controlled tan, or a way to block out the sun without layers of clothing.



Fast Tan
Regular Protection



Gradual Tan
Longer Lasting
Protection



Little or No Tan
Maximum Protection

AZTEC. For the pro tan. It works while you play.

All Woman *Transcontinental Air Race, Inc.*

Dallas Love Field — Main Terminal, Room N-103 — Dallas, Texas 75235

Editor	Wanda Cummings
Assistant Editor	Peggy Noltensmeyer
Publisher	Allied Printing Co. Dallas, Texas

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RACE SCHEDULE

Western Take-Off Barbeque — Indian Hills Convention Center — Riverside, CA. — July 2, 1975
 Take-Off — July 4, 1975 — Deadline to Finish — July 7, 1975
 Awards Banquet — Boyne Mountain Lodge, Boyne Falls, MI. — July 9, 1975

LISTING OF CONTESTANTS

TAR No.

85 AAGESEN, JUDY
 83 ADLER, SUSAN S.
 79 ALLEN, SALLY L.
 53 AMEN, SHIRLEY
 93 BARNICK, MARION
 100 BARRIS, BERNICE
 32 BARTHEL, LYNN HOWARD
 96 BAUMANN, JOANRUTH K.
 70 BELLINO, CLARICE M.
 10 BENNETT, ESTHER E.
 44 BEUCHAT, STEPHANIE M.
 40 BLASS, ELNA L.
 80 BLECH, LORRIE
 94 BOOTH, HARRIETT P.
 55 BROWN, MARION S.
 61 BROYLES, LOIS L.
 63 BRUCE, VICTORIA
 97 BRUNER, CLEDITH L.
 51 BYERS, MARY M.
 5 CAMPBELL, MARY LYNN
 47 CARY, LYNN P.
 84 CHAMBERS, VI
 74 CHAMPLIN, GAIL
 72 CHRISTENSEN, DORENE
 77 CHUB, BARBARA V.
 69 CLARK, MARY E.
 28 CLETSOWAY, EMILY C.
 52 COLVARD, DOROTHY E.
 90 CONATSER, ROSEMARY B.
 56 CONNER, LAURA
 36 COPELAND, MARILYN
 26 COTE, SHIRLEY TANNER
 41 COULTHARD, LYNN
 7 CREWS, NANCY B.
 99 CRITCHELL, IRIS
 29 CROW, RENE SUE
 38 C WALINA, LILLYS B.
 38 C WALINA, MARY SOPHIA
 77 DAVIS, FRANCESCA S.
 43 DAVISON, HELEN
 8 DONAGAN, MARLYN
 90 DRAG, JOELLEN M.
 91 DRAKE, LETA POWELL
 11 DREYFUS, MARY F.
 64 ELDRED, BARBARA
 59 ETHERIDGE, DOT
 54 FALKENBERG, CHARLENE H.
 51 FLETCHER, MAYBELLE
 34 FORBES, PATRICIA ANNE
 89 FUHRMAN, FLORENCE E.
 4 FUTTERMAN, NORMA L.
 30 GAMMELL, JAN
 68 GAUNCE, MARTHA B.
 61 GERHOLD, KATHLEEN J.
 13 GIBSON, ETHEL
 14 GILREATH, VIRGINIA N.
 81 GLADNEY, PATRICIA
 87 GLASSON, PAULINE
 33 GOETZ, BARBARA A.
 28 GORHAM, JUDITH ANN
 91 GREEN, SALLY
 65 GROVER, CATHERINE B.

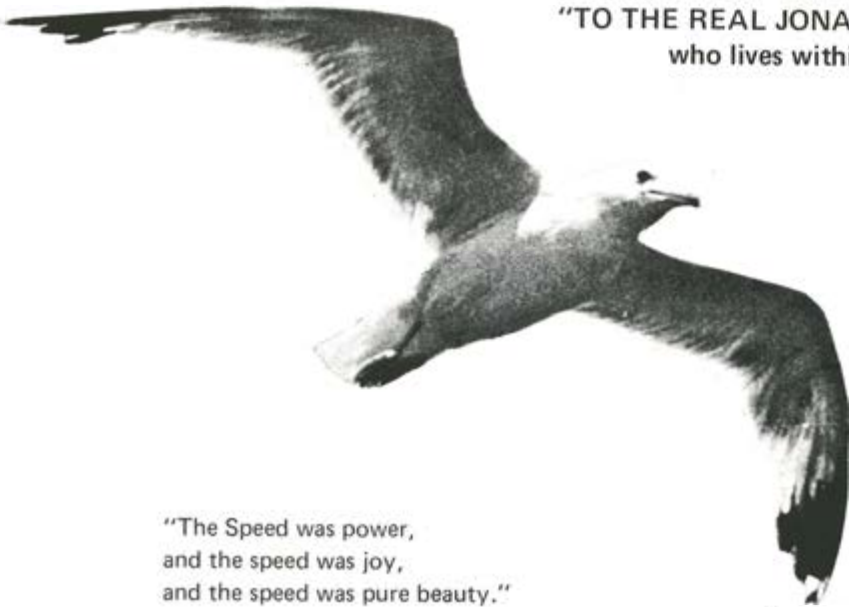
TAR No.

50 GRUPENHAGEN, ESTHER
 98 GUDGEL, LAVERNE A.
 62 HAMILTON, HELEN L.
 37 HAMMER, BETTY JO
 20 HAYWARD, WYN
 53 HEINS, JAN
 60 HENSLEY, TOOKIE
 25 HINDS, ALMA HERMAN
 74 HINN, DELL
 82 HIRTH, RENE
 13 HOOD, BETTY B.
 102 HORTMAN, YVETTE
 60 HUFFMAN, GLORIA M.
 41 HURLEY, MARI
 45 JAMES, PATRICIA
 78 JARISH, TRINA A.
 17 JAYNE, MARION P.
 17 JAYNE, NANCY
 27 JENNINGS, BARBARA F.
 2 JETTON, PAT
 2 JOHNSON, ELINOR
 45 JOHNSON, JOY R.
 67 JOHNSON, PATRICIA C.
 49 JOHNSON, VALERA G.
 62 JONES, LORETTA JUNE
 54 KERWIN, JOAN ANGELA
 32 KNIGHT, SHERILYN D.
 21 KONGER, JULIA
 101 LEIDIGH, KATHY
 88 LEMMON, ANN P.
 6 LETZRING, LOIS M.
 35 LITTLE, LAURA THOMAS
 58 LOWE, MARY A.
 15 LUKE, JACKIE
 86 MAHONEY, BEVERLY JEAN
 37 MALLARY, PAULINE L.
 44 MAPELLI, VELDA KING
 85 MARKEE, ALICE
 63 MARLEY, PAM
 19 MARTENS, KAY BAER
 98 McALLISTER, DOROTHY F.
 76 McALLISTER, MARY ANN
 81 McELHATTON, JEANNE
 36 McEWEN, PATRICIA Z.
 52 McGARY, CYNTHIA C.
 1 McGEE, HELEN M.
 46 McGUIRE, EMMA
 96 McHENRY, EVA L.
 99 McKAY, SAMMY
 16 McKEE, VIRGINIA S.
 56 McKEWEN, JANE B.
 19 McLAUGHLIN, JEAN W.
 29 McMILLAN, MARIE E.
 33 MICKELSEN, GERALDINE W.
 72 MICHELSON, THELMA
 5 MILLER, MARY H.
 66 MILLION, JAN
 15 MLADY, PAT
 8 MOREY, CAROLINE
 95 MURAKAMI, CHIYOKO
 31 MYERS, MARY ROSE
 70 NAUMANN, PEGGY

TAR No.

67 NEILSON, KAREN E.
 20 NEWHOUSE, LORRAINE V.
 42 NIEKAMP, DOROTHY R.
 95 NOZOKI, YAE
 76 O'KELLEY, GENIE RAE
 40 PARKER, SUZY
 101 PARTHEMER, BETTY
 26 PAYNTER, JOAN T.
 94 PEARSON, MARY M.
 14 PILAAR, CAROLYN MARIE
 46 POLEN, RITA JEAN
 48 PORTS, DOTTIE
 30 POTTER, ILOVENE N.
 73 RAGAZ, BEBE
 73 RAGAZ, SUSAN
 69 REYNOLDS, JEAN P.
 42 REYNOLDS, PAMALIE W.
 24 RICHARDSON, GINI S.
 64 RIDGEWAY, SONDRRA
 12 RINGENBERG, MARGARET
 84 RITCHEY, DORIS
 68 RITTER, JANE
 86 ROBBINS, MARJORY S.
 100 ROGERS, LYDIA
 11 RUMM, JEANNE L.
 83 SANTOSUOSSO, MARY E.
 22 SAUR, JERE
 75 SCHIFFMAN, JEAN "SUNNY"
 3 SCHULZ, JEAN
 71 SHARP, ALINE K. "ALI"
 31 SHAW, DIANA
 75 SHERMAN, KAREN
 4 SHOWERS, VIRGINIA V.
 66 SMITH, NANCY
 22 SNOW, EVELYN
 88 STARER, MERLE ANN
 10 STEARS, MAISIE R.
 9 STEINBERGER, JOAN
 92 STEVENSON, BERNI
 27 STURDEVANT, TINA
 39 THOMAS, EDITH "MICKI"
 9 TREEN, EVALEE "EVIE"
 3 VANDER LINDEN, PAMELA
 48 VOSS, MARY JO
 21 WAHRER, ELSIE
 43 WAITE, MARY H.
 57 WALTZ, DOROTHY A.
 93 WARD, MARY DIAN
 47 WEGENER, GINNY
 18 WEINHARDT, SHIRLEY E.
 25 WELLS, JOYCE
 82 WEST, D'AUN
 87 WHITTINGTON, GLORIA
 58 WICKENHAUSER, ETHEL "TEX"
 23 WILKE, HELEN
 65 WOLCOTT, JEANE M.
 35 WOLF, SHIRLEY A.
 16 WRIGHT, ESTHER POWELL
 34 ZAPATA, CAROLYN ANN
 57 ZRUST, BONNIE

"TO THE REAL JONATHAN SEAGULL
who lives within us all"



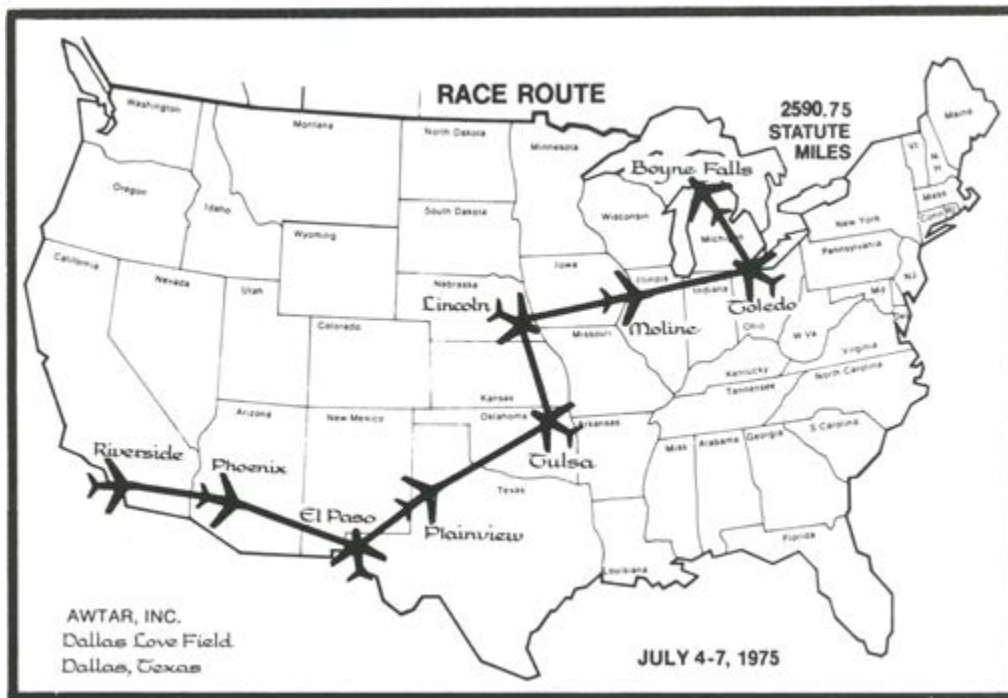
"You will begin to touch heaven,
Jonathan, in the moment that you
touch perfect speed . . .
Perfect speed, my son, is being there."

"The Speed was power,
and the speed was joy,
and the speed was pure beauty."

Trusting you'll touch your goddess
excellence gently, and with joy —
happy flying
from
Helen Bach



28th POWDER PUFF DERBY



RACE ROUTE is determined as much as two years in advance. Start and Terminus are chosen from cities, preferably on each of the Coasts, who have asked to host the event. There must also be a local Ninety-Nine Chapter which has expressed willingness to take on the giant job. For the 28th AWTAR, women pilots from the Riverside area banded to form the new Inland California Chapter.

Cities requesting **ENROUTE STOPS** are given preference, of course, and a Ninety-Nine Chapter in the area is responsible for the many necessary arrangements.

Enroute Stops are chosen at not more than 350 miles apart in order to accommodate the range of the smallest competing planes. Adequate airport facilities and housing are required. If the cities do not come to us, we go to them . . . and are always delighted to find cooperation and enthusiasm, even from citizens who have had no previous aviation interest.

For the Powder Puff Derby, towers have been installed, runways improved, celebrations started. In turn, Stops enjoy the nationwide publicity and promotion of their town and/or products, and the business generated by participants in all phases of the race.

	Statute Miles
1. RIVERSIDE MUNICIPAL AIRPORT, Riverside, Ca.	
2. PHOENIX/LITCHFIELD MUNICIPAL AIRPORT, Goodyear, Az.	293.89
3. EL PASO INTERNATIONAL AIRPORT, El Paso, Texas	366.31
4. HALE COUNTY AIRPORT, Plainview, Texas	316.64
5. RIVERSIDE AIRPORT, Tulsa, Oklahoma	349.10
6. LINCOLN MUNICIPAL AIRPORT, Lincoln, NB.	335.13
7. QUAD CITY AIRPORT, Moline, Illinois	328.34
8. TOLEDO EXPRESS AIRPORT, Toledo, Ohio	347.24
9. BOYNE MOUNTAIN LODGE, Boyne Falls, MI.	254.10
TOTAL ROUTE MILEAGE	2,590.75

Appreciation

*is hereby expressed
to these*

GENERAL RACE FUND CONTRIBUTORS

and those providing special services

START: City of Riverside, California
The Chamber of Commerce and the Press Enterprise Company
Orange County Chapter and Inland California Chapter
of the Ninety-Nines.

TERMINUS: Boyne Mountain Lodge, Boyne Falls, Michigan
Boyne Mountain Lodge
Michigan Chapter and Lake Michigan Chapter
of the Ninety-Nines.

AVCO LYCOMING ENGINE GROUP
PIPER AIRCRAFT CORPORATION
CESSNA AIRCRAFT COMPANY
CHAMPION SPARK PLUG COMPANY
BEECH AIRCRAFT CORPORATION
AC SPARK PLUG DIVISION
RUDOLPH CHALOW, INC.
VOLNEY G. BENNETT LUMBER COMPANY
PURITAN-ZEP
N. S. SMITH TRUCKING SERVICE
SOUTHERN MARINE & AVIATION UNDERWRITERS, INC.
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SPECIAL SERVICES
SIMPLEX TIME RECORDER COMPANY
JEPPESEN TIMES MIRROR
AERO PUBLISHERS, INC.
THE FLYING TIGER LINE, INC.
ANALOG TRAINING COMPUTERS, INC.
NATIONAL AVIATION TRADES ASSOCIATION
HANGAR FLYING



MARIAN BANKS', Executive Director/Chairman, has served on the Board for two segments, totaling 13 years, in various capacities including Secretary, Vice-Chairman, Program Editor, West Coast Representative, and Route Director. Marian holds a Commercial Pilot's license with Single-engine land, multi-engine land, instrument, and Certified Instrument Flight Instructor ratings. During her 2,700 hours, she has flown 17 Powder Puff Derbies, and was the winner of the 1972 race, having placed second in 1971.

"You mean, it's a
FULL TIME job?"

There are those who think that a group of women pilots just get together one July morn and take off on a race. WRONG.

Each Powder Puff Derby is the end result of an entire year of planning toward take-off.



KAY BRICK is Ex-Officio Advisor, following 13 years as Chairman and 24 years on the Board. Her impressive list of credits may be reviewed elsewhere in this program, for she has been selected "Woman of the Year."

The location of Start and Terminus are selected far in advance, and the Stops between them are determined. Coast and Geodetic Survey, under the U. S. Department of Commerce, is contacted to establish official statute and nautical mileage between the stops. Arrangement is made for Navigational Charts and Services pertaining to the race course.

If the race route crosses restricted areas, the military must be contacted to obtain clearance for the race planes to fly through.

Because racers may fly only in daylight hours, the U. S. Naval Observatory is requested to set official sunrise and sunset times for the days of the race.

Judges are chosen and personnel are selected to handle the timing of the arriving and departing aircraft, and coordinating with computer programming at the Terminus for the tabulation of scores.

Each year, the 25 pages of race rules are revised and up-dated, then submitted to the National Aeronautical Association for approval by the Federation Aeronautique Internationale.

Extensive correspondence and countless phone calls are involved. The Board is responsible for coordination with the Federal Aviation Administration, Flight Safety/Flight Service Stations, those unsung heroes of Air Traffic and Tower Control, National Weather Service, Ninety-Nine Chapters and State Aviation Officials. Additional help is requested from Amateur Radio Operators, Air Explorers, Wing Scouts, and Civil Air Patrol.

AWTAR officials arrange for handicapping of aircraft and inspection of all planes at the Start and Terminus.

Appropriate Trophies must be selected, and funds raised to provide awards money.

At AWTAR Headquarters, pounds of forms are mimeographed and compiled for the assembly of weighty entry kits, race number kits, P. R. kits . . . approximately 125 guide forms are prepared to outline duties and responsibilities of officials on the route.

As race time nears, entries are checked and processed, and, when entries close, the final pages are sent to the publisher of this race program.

The week before impound, Board members fly the course in reverse for a final "route survey" to assure that all is in readiness at every stop.

At the Start, educational and pilot briefing have been scheduled.

Board members fly in the "official ship" during the race to trouble-shoot along the way.

Once the race is over, a final publicity release with results is sent out, and numerous thank-you notes are mailed. Meanwhile, planning for the NEXT race has begun.

THAT'S what these "gulls" do all year. These tasks necessitate a permanent headquarters for:

AWTAR, Inc.
Terminal Building N-103
Dallas Love Field
Dallas, Texas 75235

BOARD OF DIRECTORS



▶ **BARBARA EVANS** is serving her 14th year as VICE CHAIRMAN and TREASURER. A 24-year member of the 99's, she has been Governor of N.Y. NJ Section, International Treasurer, International Secretary, and a member of the International Executive Board for seven years. She has flown three TARS, served as Terminus Chairman, Final Route Surveyor, and flew the Official Ship during several races. She was editor of the Race Program for 12 years. She Attended Northwest Christian College, and is Secretary/Treasurer/Bookkeeper for her husband's firm.



▶ **BETTY WHARTON**, 2nd VICE CHAIRMAN, was a Board Member 1966-69, and came back on in 1973 as Chairman of all aircraft Inspection. She has flown three TARS, has 700 hours with a Private/Instrument and flew her Cessna 210 as the Official Ship in 1973. She has been Chairman of the P.A.R. and the San Diego Chapter. Betty is Secretary/Bookkeeper for her husband's Insurance firm.



▶ **PHYLLIS PIERCE** is serving her fourth year as WEST COAST representative. She holds Commercial, Single and Multi-engine ratings, and is among the first 100 women to obtain a helicopter rating. Phyllis has flown two TARS, (one solo in a Citabria!) and is secretary/treasurer for husband Fred, who is also a pilot.



▶ **WANDA CUMMINGS** was appointed SECRETARY to the Board in 1974, and spends full-time in the new Dallas Headquarters doing press releases and editing the race program. She holds a Private license with Instrument Rating, and has over 1,000 hours. Wanda is a Registered Nurse, and has flown three TARS. She and Marian Banks do Trailblazing and Route Survey in their Comanche, and will be flying it as an Official Ship this year.



▶ **ALMA HITCHINGS**, EAST COAST REPRESENTATIVE, is a second-year member of the Board. A Ninety-Nine for 7 years, she holds a Commercial license with Instrument Rating. She has flown the Powder Puff Derby twice, and was Chairman of the Garden State 300 Proficiency Race. Alma is Secretary/Treasurer of First State Bank, Toms River, NJ, and Treasurer/Executive Board Member of the Greater Toms River Chamber of Commerce. She has a B. S. degree from Rutgers University.



▶ **JO MCCARRELL**, Chairman of PROMOTION, is also a new member from the Dallas area. She has served on all her chapter committees, and is Chairman of the Golden Triangle Chapter. She is also an Air Age Education Committee Member. Jo is an insurance underwriter, has over 1000 hours, and commutes in her Cessna 172 from her ranch in Arkansas. Husband Wayne and daughter Cindy are also pilots.



▶ **LINDA HOOKER** is the new CENTRAL REPRESENTATIVE for the Board. She helped organize the first Wing Scout troop in the Dallas/Ft. Worth area at age 15. She was Chairman/Secretary of the Golden Triangle Chapter for two years, is currently Secretary of the South Central Section, and Chairman of both Section and International Air Age Education programs. Linda is an Administrative Assistant for the Mobile Oil Company.



▶ **PEGGY NOLTENSMEYER** joins the Board this year as OFFICIAL TIMER, responsible for establishing handicaps for racing planes and liaison with the aircraft manufacturers. She is also assistant editor for this program. Peggy was Chief NAA Timer at Albuquerque for two TARS, has a private license with single and multi-engine ratings, 420 hours. She has been Assistant Flight Safety Officer and flew search missions in a Beech T-34 for the CAP. Her husband, Bud, is FAA Operations Inspector/Specialist for GADO in Wichita.



From the desk of

PAT McEWEN

**International President
The Ninety-Nines, Inc.**

On August 18th, 1929, women pilots — in 20 airplanes — lined up in two rows on the runway of Clover Field near Santa Monica, California.

It was the start of the first "Women's Derby". The challenge of a cross-country race was indeed an opportunity for these women to prove that they were accomplished pilots and navigators. At one-minute intervals, one by one, the contestants took off at the wave of the starter's flag.

The route of that first women's race almost paralleled our route for the 1975 Powder Puff Derby. Starting in Santa Monica, their final destination was Cleveland, with prearranged stops each day, and no night flying permitted. Instead of the three days we are allowed, they had eight days to finish.

The women flying the forerunner of the All-Woman Transcontinental Air Race were competitive, but were good-natured about their rivalry. As a result of the camaraderie shared, they became close friends and, two months later — November 2, 1929 - met to found the Ninety-Nines. Today, the Ninety-Nines endorse and happily support — both physically and fiscally — the AWTAR.

Now, some 46 years after that "First Women's Derby", we will be lining up on the runway at Riverside, California to participate in the 28th All-Woman Transcontinental Air Race. Today the 1975 Powder Puff Derby pilots have much the same challenge, but in a much different atmosphere than that of yesteryear. Today we are fortunate enough to be flying in the best-organized and safest race in the annals of air racing — and, just like those women pilots of 1929, we will make close friends and share the joys of flight.

We will all meet again at our final destination, Boyne Falls, Michigan. Some of us will make the winners wall, but we can all consider ourselves winners in that we have flown the best and safest race.

See you along the route. Happy and Safe Flying to you all, and, most particularly,

Have Fun!

OUR WOMAN OF THE YEAR: KAY A. BRICK

"I was ferrying a Curtis Hell-Diver to Palacios," she said, "My passenger was a huge pedigreed rabbit named 'Texas Gentleman the Third', new mascot for the squadron." Laughter was on the edge of her voice, and her brown eyes sparkled. "It was routine to crack the canopy on landing, and each time I did, grass from the 'Gent's' cage would fly all over the cockpit . . ."

This was Kay Brick, reminiscing. Graduate of Boston University, Masters in psychology from N.Y.U., graduate work at Columbia University . . . She also had a commercial license, and about 200 hours when she joined the WASPs during World War II. After tow-target assignments in North Carolina and Georgia, she was sent to Biggs Air Force Base in El Paso, Texas.

Meanwhile, she had gained multi-engine and instructor ratings, and was working toward the Army Air Corps Instrument Rating.

"She had fantastic good luck," recalls fellow- WASP Lois Hailey, "She and her instructor were practicing approaches one night . . . Kay was under the hood, and the Instructor decided to go around. He poured the power to the BT 15, and it began to roll. One wing was lost, then the engine, the other wing, and, finally, the tail. When the dust had settled, Kay and her Instructor sat at the end of the runway in a well-trimmed fuselage, upright and unscathed."

Kay became her Squadron Commander at Biggs. The girls were flying "Searchlight" missions and "Mother" planes for radio-controlled Anti-Aircraft Artillery targets.

When the WASPs disbanded, Kay met and married the dashing pilot Frank Brick from Norwood, N. J. (Their daughter, Bunny, is now a talented commercial artist). Kay became interested in air racing, and was appointed to the AWTAR Board in 1951. 10 years later, she was made Chairman.

She is a former International President of the 99's, and member of the FAA Women's Advisory Committee on Aviation. In 1966, she received the FAA Certificate of Commendation for the "Many contributions she has made to the development of American Civil Aviation." The following year, Boston University presented her with the Sargent College Alumni Humanity Award.

Under her name in "Who's Who of American Women", there is an awesome list of credits. A recent addition, from the Federation Aeronautique Internationale, is the Paul Tissandier Diploma. Only two other American Women have received this, which is the highest International General Aviation Award.

With all her sophistication, Kay is refreshingly appreciative of the trivial. In a barren wasteland, she can find a tiny flower and, pointing, exclaim

"Look at that majestic mountain!"

Because of her enthusiasm, suddenly you, too, see the flower, and the mountain is indeed majestic.

This year, as AWTAR's Ex-Officio Advisor, she describes herself as a "Has Been." For what she has been, she is widely-known, well-loved and respected. To us, her name will always be synonymous with The Powder Puff Derby.



Way to go!



Best wishes from your fans at Gulf . . . and our
Air Service Operators across the country!

GULF OIL CORPORATION



Put the race
in the bag.

Fly STARS.



SPERRY
FLIGHT SYSTEMS

PHOENIX, ARIZONA 85036



THERE MUST BE WAYS AND MEANS:

The Powder Puff Derby depends on a General Race Fund for survival.

With the endorsement of the Ninety-Nines, the AWTAR Board selects a chairman who is responsible for raising of funds by the 99's Chapters, Sections, and individuals in support of the race.

OUR APPRECIATION TO



Helen Shropshire, who headed the fund — raising for 3 years . . . 1972, '73, and '74.



Hazel Jones, whose efforts resulted in the amount given by 99's in 1975.



Pam VanderLinden is already working diligently for contributions to the Bi-Centennial Year, 1976.

FOR THE MONTHS OF EFFORT AND PLANNING, AND FOR THEIR HOSPITALITY DURING THE 1975 RACE, OUR THANKS TO THE PARTICIPATING 99 CHAPTERS:

START

Orange County
Inland California

TERMINUS

Michigan
Lake Michigan

Phoenix

Tucson
El Paso
Top of Texas
Lubbock
Tulsa
Nebraska
Quad City Area
All-Ohio

99 Contributions to AWTAR, 1974, 1975

Australian Section
British Section
Middle East Section **
NY-NJ Section
Abilene Chapter
Alameda County
Alaska
Alberta
Albuquerque +
All-Ohio
Aloha +
Arkansas
Bakersfield
Bay Cities **
Cape Girardeau
Central Illinois **
Central Pennsylvania +
Chicago Area ** +
Cimmaron

Coachella Valley **
Coastal Bend
Colorado ** +
Connecticut **
Dallas **
Dallas Redbird
Eastern New England
Eastern Pennsylvania
Eastern Ontario
Eastern Washington +
El Cajon Valley
El Paso ** +
First Canadian
Florida Suncoast **
Fort Worth **
Fresno
Garden State ** +
Golden Triangle
Golden West **

Greater Kansas City **
Greater New York ** +
Greater St. Louis +
Greater Seattle ** +
Greater Winnipeg **
High Sky
Houston **
Hudson Valley
Indiana ** +
Iowa ** +
Kansas +
Kentucky Bluegrass
Kitty Hawk
Long Beach
Long Island ** +
Los Angeles
Lubbock
Maple Leaf
Michigan **

Memphis
Minnesota
Montana
Monterey Bay **
Mount Diablo
Nebraska **
NY Capital District **
North Dakota
Oklahoma
Omaha Area
Orange County **
Palomar
Quad City Area
Redwood Empire
Reno Area **
Sacramento Valley **
San Antonio **
San Diego **
San Fernando Valley

San Gabriel Valley
San Joaquin Valley
Santa Clara **
Santa Rosa **
Saskatchewan
Shreveport **
South Oregon +
Southern Sierra
Spanish Peaks
Tennessee
Tip of Texas +
Tri Cities
Tri State
Tucson**
Tulsa **
Topeka
Western Washington
Wichita Falls
Wyoming

** Contributions both years
+ Individual contribution

TRAILBLAZING

In a recent rule, AWTAR Board members are prohibited from racing in the Powder Puff Derby. One of the joys of the job, then, is laying the ground rules.

Once the course is set, a schedule of appointments is made along the route, to meet with those who will be manning each stop. Ninety-Nines assemble, along with the airport manager, the good men from Flight Service and Weather Bureau, Flight Base Operators, members of the Chamber of Commerce, news media . . . all for our arrival.

For this race, the "Trailblazing" was done last November, and we ran the gamut from the baking Arizona sun to the chill factor of Michigan. Our reception, however, was consistantly gratifying.

Once we outlined the procedures, eyes lit up, and ideas began to pour. Committees were formed to accomplish each of the necessary arrangements: Housing, Transportation, Flight plans and weather briefings, communication and publicity, refreshments, special prizes . . .

After a confidential meeting in the tower to work out the tentative "fly-by" with controllers, we climbed back in our plane to take off for a repeat performance at the next designated airport.



In order to qualify for a "Must Stop" a contribution must be made to the General Race Fund. Here, Jim Ferrell, manager of the Plainview Chamber of Commerce, presents Marian Banks with a welcome check. Beside Wanda Cummings (center) are Ninety-Nine representatives Harvella Johnson of Lubbock, and Plainview's Stop Chairman, Marge Mitchell.



AMONG OUR MANY HELPERS



NOTE: To the Tower Controllers,
Flight Service Men,
FAA Safety Inspectors
and Meteorologists . . .

We almost never say it, but we know
there could be no race without you.

For your interest, enthusiasm,
cooperation and help,

THANK YOU

KEY "BUOYS" ALONG THE WAY:

RAL: TWR: Jim Welton
FSS: Willis Troy
GADO: John Hull
WX: Leland Wilkins

PHX: TWR: Paul Porter
FSS: John Andrews
FSDO: A. L. Butler
WX: Dick Zander

ELP: TWR: Francis Davis
FSS: Conrad Melton
GADO: Charles Pomeroy
WX: Robert Orten

PVW: TWR: Herschel Parrish
FSS: Frank Roycroft
GADO: Bill Cramer
WX: Young T. Sloan

TUL: TWR: Kenneth Buchanan
FSS: Clenton O'dell
GADO: Dub Harms
WX: Ben Barker

LNK: TWR: Fay Webb
FSS: Bill Lyons
GADO: Arnold Reed
WX: Gordon Lippert

MLI: TWR: Don Phillips
FSS: Wayne Kruger
GADO: A. C. Reed
WX: Jim Wiggins

TOL: TWR: James Payne
FSS: Ralph Reynolds
FSDO: O. G. Harmon
WX: Milt Schmitz

BFA: TWR: Howard Bach
FSS: Howard Bjork
GADO: L. P. Musser



For the 22nd year, SIMPLEX has
donated and shipped their TIME
STAMPS to the designated
airports. These machines are
placed in the towers to enable
uniform and accurate timing by
our officials.



HELEN GREINKE who continues
to provide racers with her "Digest
of Flight Rules and VFR Air
Traffic Procedures". Helen is a
flight instructor, member of
Central Illinois 99's. Each year
she compiles, updates, and
contributes this quick reference
which is geared to AWTAR
requirements . . . including
directions for computing
your score!

WE TRAVEL LIGHT . . .



We enjoy being girls, and have all the luggage to prove it. On
the actual race, however, NOTHING non-essential is carried.

The Night before Take-Off, Flying Tigers Airline picks up all
the extras and flies them to the large airport nearest the
Terminus. When we cross the finish line, our matching outfits
for the festivities are waiting.

There were good "gulls" who hit the beach for us when the
rush was on. For stapling, folding, assembling kits, stuffing
envelopes, compiling statistics, typing lists, cutting stencils,
and making that old mimeograph fly,

WE ARE INDEBTED TO:

Helen Wilke	Margie Barr	Carolyn Callan
Kathy Long	Dottie Sanders	Pat Evans & Del Hinn
Pat Jetton	Irene Rogers	(who did the
Hazel Jones	Elizabeth Russell	official "biogs")
Elinor Johnson	Vera Brady	Peg Davidson



OFFICIAL NAA START AND TERMINUS TIMER/JUDGES

START:



THON GRIFFITH, Chief NAA Timer/Judge, Inspection Coordinator; Pilot for Griffith Co., a construction firm of which her husband, George (Our official starter) is President. Com'l., IRA, MEL, 1500 hours. Has flown 3 TARs, AWTAR Board 6 years; Now Secretary International 99 Board of Directors; Orange County 99's.



DARLINE (Dottie) SANDERS Timer. Private with IRA, 1530 hrs.; Formed, and was first chr. El Cajon Valley 99's; Former Gov. SW Section, International Membership chr. and Nominating Committee Chr.; Has flown 19 TARs, placed top 10 four times as pilot, winning co-pilot in 1972.



MARGO SMITH, Timer Com'l., IRA, MEL, 3800 hrs., Flight Instructor since 1969; Served as Chapter Chr., Section Sec./Chr., International APT Chr. Orange County 99's.

TERMINUS:



JOAN HRUBEC, Chief NAA Scorer/Coordinator/Judge. Has timed at Start, Enroute, or Terminus since 1961; Private license, 1725 hrs.; 3 TARs, numerous other races; All-Ohio 99's.



MARION ANDREWS, Chief Judge. Has flown 3 TARs, chairmanned several Terminuses. She is the talented artist who did the Race Program covers 1956-1973. AWTAR Board member, 10 years, Greater NY 99's.



Last contestant over the finish line!
Scorers go to work.



LEAH HIGGINS, NAA Scorer/Judge. Com'l., 865 hrs.; Chapter Sec/Treas; Section Sec/Treas., Vice Gov. Worked 3 AWTARs as Timer/Scorer; 99 Life Member, Michigan Chapter.



CAROL KELLY, Scorer Private, SEL, 130 hrs. Scored Michigan Small race 1969-1974 Michigan 99's.



MILLIE LIMBAUCH, Chief Timer. Private, 250 hrs.; Chief Stop Timer 5 yrs.; Chief Terminus Tower Timer 1971-1973 Cape Girardeau 99's.



EVELYN BRAESE, Timer Com'l., SMEL, IRA, FIA, 3750 hrs.; AWTAR Timer 7 yrs. Has been Chairman, Treas., Vice-Chairman Cape Girardeau 99's.



MARY ANGLIN, Timer Private License, 250 hrs., Michigan 99's.

CHOOSING THE FIRST TO TAKE OFF



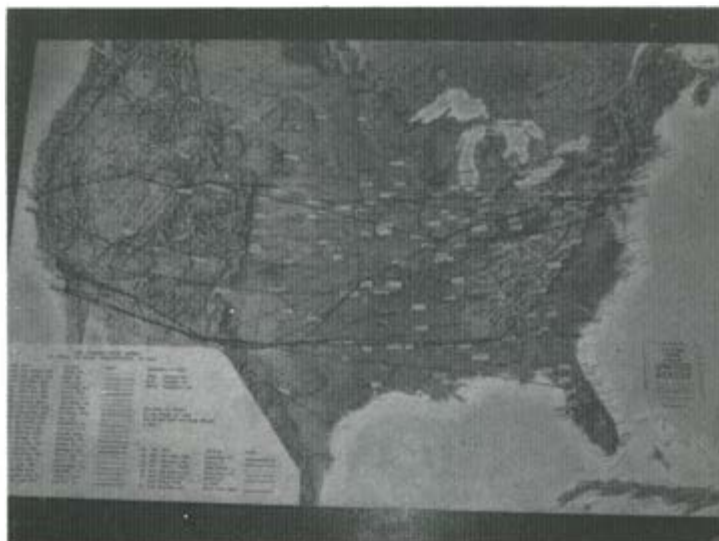
Names of the 58 entries postmarked April 1, were piled into a jeweled derby. On April 9, racers and friends gathered in Dallas for the "First Day Drawing".

Charlie Hillard, World Champion Aerobatic Pilot, had a twinkle in his eye when he reached into the hat to pull out TAR No. 1. We all held our breath to hear the first name.

"Roscoe Turner!" he shouted, and broke into laughter. Chauvinist, no doubt . . .

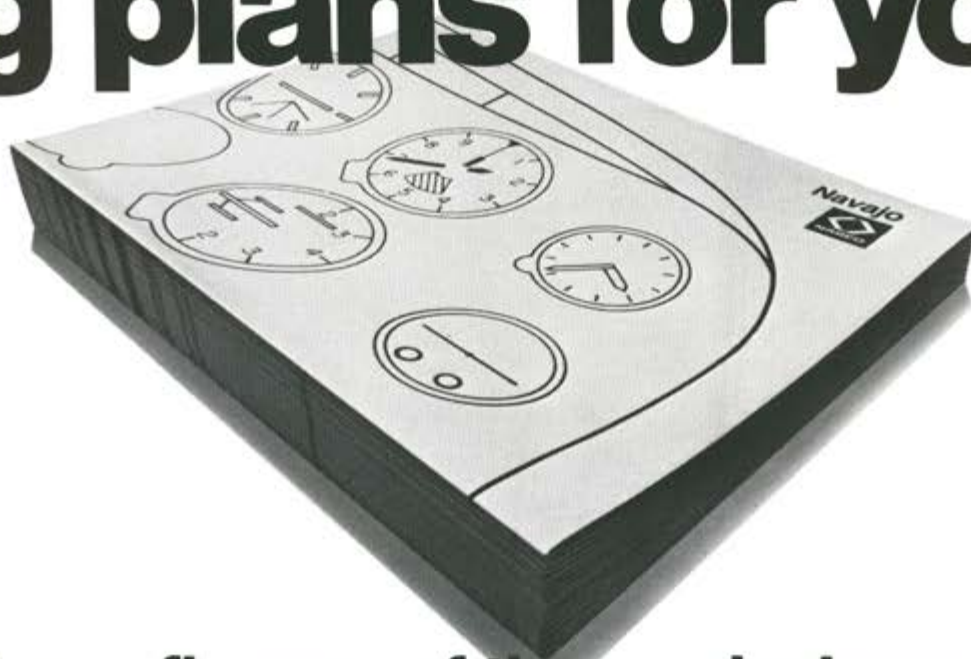
AWTAR is honored, especially during this INTERNATIONAL WOMEN'S YEAR, to be endorsed by the INTERNATIONAL ORGANIZATION OF LICENSED WOMEN PILOTS, or, "Ninety-Nines." Its 4,500 members have been represented in the Powder Puff Derby, coming from:

AUSTRALIA	ISRAEL
CANADA	JAPAN
FINLAND	MEXICO
FRANCE	SCANDINAVIA
GERMANY	SOUTH AFRICA
INDIA	UNITED STATES
	(including Alaska & Hawaii)



Creative 99 Lynn Briggs, San Diego Chapter, has duplicated the route map she made for the San Diego Aerospace Museum. Across the huge U. S. Chart, vari-colored threads trace all 28 Powder Puff Derby routes. We are pleased and proud to have it for display at headquarters.

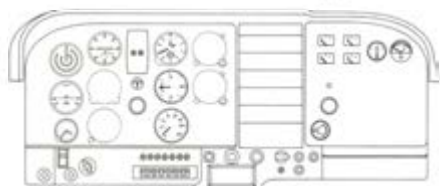
Narco's got big plans for you.



If you fly any of these airplanes.

- | | | | |
|---------------|---------------------|--------------------------|--------------------------|
| • Mooney | • Baron | • Cherokee/Arrow | • Bonanza (early model) |
| • 172/Skyhawk | • Aztec | • 205/206/210/Centurion | • Cherokee (early model) |
| • Grumman | • Navajo | • 177/Cardinal/RG | • Viking |
| American | • Cessna 150 | • 310/320 | • Mooney (early model) |
| • Bonanza | • 336/337/Skymaster | • Cessna 400 Series | • Comanche/ |
| • Seneca/SIX | • 182/Skylane | • Sport/Sundowner/Sierra | Twin Comanche |

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Fort Washington, Pennsylvania 19034

PD6-K

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Make _____ Model _____



The name's the same.

Take a close look. That's right. They're all Champions. Aviation spark plugs. Igniters. Oil filters. And they all have the quality features pilots and mechanics everywhere rely on to keep aircraft operating at maximum efficiency.

Champion massive-electrode spark plugs have a large firing-end bore area that lets hot combusive gases blast away fouling deposits.

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When it comes to igniters, most of the

world's major airlines fly with Champions. So do commuter lines and corporate aircraft.

And the newest Champions are our aviation oil filters. Totally Champion in quality, they're now available in spin-on and element types for every general aviation engine that uses oil filters.

But most important, they're all Champions. Products that stand for quality. Everywhere you fly.

aviation spark plugs



igniters • oil filters

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Preventive Maintenance Begins with Champion.

INSPECTION AND IMPOUND

Before Impound Deadline, all aircraft must undergo a thorough safety inspection by FAA Licensed Inspectors, to insure that they are "Stock" and in compliance with AWTAR Regulations.

Immediately on crossing the finish line, each aircraft is impounded and inspected again for safety and possible infringements.

BETTY WHARTON, Chief of Inspection for the AWTAR Board, Chooses NAA-Approved 99's to work with the FAA as Powder Puff Derby Official Inspectors.



START INSPECTORS



ZONA APPLEBY

Com'l. 440 hrs.; Does aircraft restoration for Antique Aero; Past Chr. Orange County, Vice-Chr. Inland California 99's



JOYCE FAILING

Com'l., IRA, Whirley Girl, 3500 hrs. Former AWTAR Board Member, has worked many TARs in all capacities; Chr. Palms to Pines, Long Beach 99's.



JOANNE NISSEN

Com'l. SELS, MEL, IRA, 1100 hrs. Timer Fresno 400, Chr. Pacific Air Race; Inspector and Chr. 1970 Start, Monterey Bay 99's.



ELIZABETH SHATTUCK

Com'l., SEL, MEL, 800 hrs. Has flown 12 competitive events, winner of two proficiency races. TAR Inspector, 1973, Orange County 99's.

TERMINUS INSPECTORS



JOAN BERTLES

Com'l., IRA, Flight Instructor, ATR, 3500 hrs.; Chief Pilot Ronson Aviation, Trenton, NJ; TAR Inspector 7 years; Eastern PA 99's.



KATE MACARIO

Pvt. License, 1130 hrs.; Past Chapter Chr.; all Section Offices; Several capacities with TAR, 4th year as Inspector. Eastern PA 99's.



BILL LaVALLEE, Honorary Starter

This enthusiastic young Louisiana-born actor has most recently appeared in the Broadway Hit "What's a Nice Country Like You Doing in a State Like This?" He counts among his starring roles those in "The Owl and the Pussycat", "Guys and Dolls", "Cactus Flower", "Under the Yum Yum Tree", and "Stop the World, I Want to Get Off".

As Honorary Starter, he will let the action begin when he lifts the AWTAR Banner to wave off TAR No. 1.

Drop the flag, Bill, WE want to get off!

GEORGE GRIFFITH, Official Starter

The celebrities are glamorous, and their interest is appreciated. When it comes to the Official Start, however, Big George Griffith is "where it's at."

When, trembling with excitement, you pull into position for take-off, he gives you a wink and a grin, and you know everything is under control.

Far in advance, George has selected and briefed his ramp assistants. Two-way communication has been arranged between the tower and ground vehicles. He has checked the list of racing aircraft and knows their limitations and capabilities. Before engines are revved, he briefs the pilots on take-off procedure, and his organization results in a smooth and speedy departure every 20-30 seconds.

Mr. Griffith is President of the Griffith Company, an active pilot, and a valued friend of the Powder Puff Derby.





RIVERSIDE

CALIFORNIA

Welcomes You

START HEADQUARTERS HOLIDAY INN



1975 START CHAIRWOMEN

(Standing L to R) Shirley Baker, Program Sales; Marie Christensen, Decorations; Margo Smith, Registration; Lynne Greer & Helen Cranz, Start Co-Chairwomen; Sunny Robinson, Operations; Tookie Hensley, Ham Radio; Beverly Allen, Hospitality; Barbara Ward & Nola Rhodes, Barbecue Banquet; Zona Appelby, Inspection (Sitting L to R) Gloria Huffman, Financial; Betty Carrier, Impound; Sharron Temps, Publicity; Kathy Boyer, Financial; Barbara Stewart & Maurine Wilson, Social Events (absent) Betty Ackerman, Youth Support; Millie Langwell, Transportation; Trina Jarish & Kay Pelligrine, Take-Off Breakfast.

Special thanks to:

Aero Publishers, Inc., Ernie Gentle
Air California
Air Force Reserve Officers' Training Corps,
Riverside & Orange Counties
Benny Benenati
Blue Banner Co., Inc.
Bowling Center of Riverside
Marion Brashear and his staff,
Riverside Municipal Airport
Broadway Dept. Store, Tyler Mall, Mrs. Marge Exter
California Citrus Company
Civil Air Patrol, Riverside & Orange Counties
Cunningham Oil Company, Mr. Buck Cunningham
Cypress Community College Students
Don Erickson, Riverside Medical Lab
FAA - Ontario
Fleetwood Enterprises
Goodhew Ambulance
George Griffith, Official Starter
Hemet Sailplane Ent., Donald & Lois Slotten
Cliff Henderson
Inland Empire Boy Scout Council
Bill LaValle, Honorary Starter
G.E. Ledfors, M.D.
Jack Lindgren, Builders Hardware, Inc.
March Air Force Band
Marching Band, 29 Palms Marine Corps Base
Marine Corps Air Station (Helicopter), Santa Ana
Mary Kay Cosmetics, Dena Ernst & Robbie Goss
Mobil Oil
Model "T" Ford Club of America, Riverside-Corona Chapter

Orange County Girl Scout Special Interest Wing Group
Police Explorers, Anaheim & Riverside Chapters
Riverside Air Service, Fred Mayer & Joe Pagen
Riverside Control Tower
Riverside County Amateur Radio Club
Riverside Fire Dept.
Riverside Municipal Airport Boosters Club
Riverside Police Dept.
Riverside Radio Control Club
Royal Citrus Company
Rubidoux Printing Co., Vern Tegland
Sacramento Valley Chapter 99's
San Diego Chapter 99's
San Fernando Chapter 99's
Hank Schmel, R.B. Graphics
Scorpion Productions
Rosanna B. Scott, Mayor Pro Tem of the City of Riverside
Sierra Porsche-Audi, Jim Trice
Trophy Award Company
Tuxedo Liquors
United Sanitation Company, El Monte
Jim Welton, Chief FAA, Traffic Control Tower
Westinghouse Electric Corporation, Mr. C.E. Martinez
Woods Florist
Zonta Club of Newport Harbor
Zonta Club of Riverside
Zonta Club of San Bernardino
All Owners of Displayed Antique Aircraft



Founded in 1870 and incorporated in 1883, much of Riverside's charm lies in its small town atmosphere, in spite of its population of 154,500 (1975), within 71.5 square miles.

Riverside has a rich agricultural background, and the "Parent" Navel Orange Tree, from which ALL navel oranges in California's multi-million dollar citrus industry descended, still flourishes in a park in the center of the City (State Historical Monument No. 20).

Riverside is considered one of the cultural centers of California. In schools, art, music, and literature, it has always excelled. Riverside had the first polo field and golf club, one of the first Junior Colleges and the first interdenominational Easter Sunrise Service (which is held atop Mt. Rubidoux). It is one of the few cities of its size that present community operas.

The famous Mission Inn is one of the few hotels in America to be designated as an official State and National Historical Landmark. The Inn is, without question, one of the most unusual structures in the United States. It is a museum of beautiful artifacts from many parts of the world; a distinctive architectural showcase, and the cradle of the California Mission Revival Architecture Movement.

The bell and the cross from the world famous collection of the Mission Inn has become the symbol of Riverside, appearing in street lights and the city flag. The bell is a replica of Fr. Serra's Mass Bell, and the cross is an ancient heathen symbol, prayed to for rain by the Navajo and Central American Indians, hence the name "Indian Raincross". It also appears in tombs of Egypt, Medieval Heraldic design and Oriental religions.

Located in the Riverside Municipal Airport Terminal Building, is the POWDER PUFF DERBY WINNERS' WALL. Dedicated July 29, 1974, the wall commemorates all winners of Powder Puff Derby Races since their beginning in 1947. Each winner is noted with a set of wings and a plaque stating the names of the Pilot and Co-Pilot, year of race, and start & terminus locations. After future Powder Puff Derbys, the winning Pilot and Co-Pilot will have their "wings" added to the WINNERS' WALL.

Riverside is proud to host the 1975 Powder Puff Derby. We welcome all contestants, the 99's, and officials, and hope you will enjoy our City.

START PROGRAM OF EVENTS

SATURDAY, JUNE 28

9:00 A.M. IMPOUND OPENS
Afternoon Free Glider ride, Disneyland, shopping, golf, swimming, horseback riding

SUNDAY, JUNE 29

All Day Inspection of race aircraft
Afternoon Free Glider ride, Disneyland, shopping, golfing, swimming, horseback riding
2:00 PM Tour of Riverside to include Fleetwood Mobile Home Plant, Heritage House, and other points of interest

MONDAY, JUNE 30

All Day Inspection of race aircraft
5:00 PM IMPOUND DEADLINE
7:30 PM Get Acquainted Night, No-Host Cocktail Party followed by buffet dinner at Holiday Inn

TUESDAY, JULY 1

All Day Inspection of race aircraft
8:30 AM March Air Force Base Tour and Pilots lunch at Officers' Club
5:00 PM Tour and buffet dinner at Mission Inn.

WEDNESDAY, JULY 2

8:00 AM Mandatory Pilot Briefing
12:30 PM Luncheon and Fashion Show at Holiday Inn
7:30 PM Western Hospitality Barbecue at Indian Hills Country Club. No-host cocktails followed by dinner (Take-Off Banquet)

THURSDAY, JULY 3

8:00 AM Mandatory Pilot Briefing

FRIDAY, JULY 4

6:00 AM Take-Off Breakfast
9:00 AM POWDER PUFF DERBY TAKE-OFF



BOYNE MNT.
MICHIGAN

DESIGNATED AIRPORTS

(Places we can stop . . .)



and

GROUND CREWS

(The 99's who arrange to make it pleasant)

Goodyear, Arizona's PHOENIX/LITCHFIELD is a former Navy Air Base, has an 8500' runway, and sets on the Southwest edge of Phoenix. This is the site of the largest Airline Contract Training School, and the airport is managed by GEORGE HEXT.



L. to R.:
Kathy Nickolaisen, Publicity; Wyn Haward, Sue Harper, Operations; Caroline Reibert, Housing; Georgia Hissom, Transportation; Carol Borgerding, Phoenix Chapter Chr.; Melba Beard, Chief Timer; Jan Edens, Chairman; Lorraine Newhouse, Co-Chairman.



Race planes with enough range may overfly Phoenix/Litchfield and proceed to the Texas border. Eventually, they will see tall white stacks by a short mountain range. Over the top, spread out to the right of Biggs Air Force Base, is EL PASO INTERNATIONAL AIRPORT, managed by WALTER JONES and his assistant, BILL THOMPSON. Racers who visit the Main Terminal will find "La Placita", an exciting collection of unique shops in the Mexican/Western theme.



L. to R.:
Marilyn Cragin, Chairman; Doris Shreve, Co-Chairman; Louise Mitchell, Operations; Marge Beard, Operations Co-Chr.; Sim Lindley, Timer.



Plainview, Texas is appropriately named. Amid playa lakes, and on the High Plains, HALE COUNTY AIRPORT is easily visible, and the first MUST STOP. Plainview has more private aircraft per capita than any city in the U. S., and one of the many flying residents is airport manager HERMAN BONTKE.

Not pictured:

Marge Mitchell, Chairman
Angela Boren, Co-Chairman
Mack Hunter and John Skaggs, Public Relations



Oil Capital of the World, TULSA was named by Fortune Magazine as the "Second Best City to Live In". Nestled against the Arkansas River, and six miles south of Downtown is Tulsa's RIVERSIDE AIRPORT, Oklahoma's busiest, and 18th in the nation. The City Airport Director is BILL RYAN; LEROY HUFF is Resident Foreman at Riverside.



L. to R.:
Deanna Robertson, Operations; Jan Mauritsen, Housing, Timer; Earline Biles, Stop Chr.; Carol Brown, Stop Co-Chr.; Judy Guess, Operations Co-Chr.

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Don't expect your usual ticky-tacky airport shopping. It's not plain. And it's not ordinary. It's seventeen extraordinary shops in its own little mall. Shops that offer you an experience in three cultures . . . Mexican, Indian, and Western.

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MORE STOPS AND CREWS



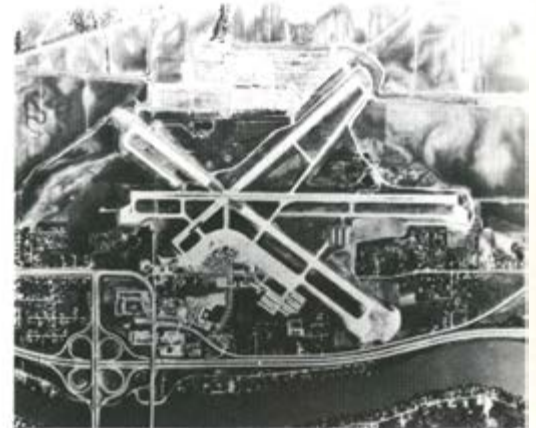
L. to R.:
Nancy Alley, Hospitality; Evelyn Sedivy, Stop Co-Chairman; Diane Bartels, Publicity; Shirley Amen, Operations; Not pictured: Betty Alfred, Stop Co-Chairman.

In the green flatlands of Nebraska, racers will find the long parallel and cross-wind runways of LINCOLN MUNICIPAL AIRPORT, with its striking new \$4 million Airline Terminal. Lincoln is an old friend of the P. P. D., and a favorite stop because of its complete facilities. JOHN DUPONT, Manager of Transportation for the Chamber of Commerce, has spearheaded city cooperation with the 99's to make Lincoln Municipal a MUST STOP again. The airport Director is ROLLAND HARR.



L. to R.: Back Row:
Norman Smith, Publicity;
Carolyn Pobanz, Stop Chr.,
Von Alter, Co-Chairman.
Front Row:
Judy Hodges, Co-Chr. Operations;
Joann Walker, Co-Chr. Ellen Thiel, Transportation.

When contestants spot "Old Miss", they will follow it North to the Rock River Junction. Here the three runways of Moline's QUAD-CITY AIRPORT fan out to meet any wind. Right on course, Quad City may be over-flown. Those who stop will be met by an eager group of 99's from both sides of the Iowa-Illinois line. The airport has a shiny new tower on the south edge of the field, and is managed by GEORGE KIRK.



L. to R.:
Dorothy Amon, Hospitality; Mary Sawyer, Stop Chr.; Elizabeth Sluhan, Publicity; Ione Shelton, Stop Co-Chr.

Just 17 miles South-West of Toledo is the busy TOLEDO EXPRESS AIRPORT, Managed by DONALD FLETCHER. Two long runways accomodate not only the airlines, but numerous Corporate Aircraft, and the daily operation of the Ohio National Guard. Toledo is on the St. Lawrence Seaway, an active seaport, and the glass capitol of the world.



THE GOOD WORKERS AT WORK:



OFFICIAL NAA APPROVED ENROUTE TOWER TIMERS

This is what it's all about . . . and where the scores are born.

With binoculars and SIMPLEX TIME STAMPS, these 99's are posted in each race airport tower to record times off and over fly-by lines.

PHOENIX/LITCHFIELD



MELBA BEARD, Chief Com'l., 3,000 hours Charter member 99's Aviation Hall of Fame Phoenix Chapter



MARY McPHERSON Private license, 150 hrs. Timer, Scorer, Racer in Kachina/Roadrunner races, Phoenix 99's

DOT WARD
(not pictured)
IRA, Instructor
1988 hrs. Timer
since 1968



LOIS HAILEY, Chief CFI, Flew 2 TARs, timed twice, El Paso 99's



MARY FRANCES SEIDL Com'l., 1500 hours. Chapter Sec., Chr., Previous AWTAR Timer El Paso 99's



EVELYNE UNDERWOOD Com'l., 550 hrs., Chapter Sec./Treas., AWTAR Timer 1965, El Paso 99's

PLAINVIEW



HAZEL JONES, Chief Com'l., IRA, 2000 hrs. Has flown 7 TARs, been Stop Coordinator, Timer 2 AWTARs, Gov. So. Central Section, FAA Traffic Controller 27 years, Dallas Redbird 99's



JO McCARRELL Private License, 1000 hrs. AWTAR Bd. of Dir., has held all chapter offices, Section and Int'l. Air Age Ed., Golden Triangle 99's



LINDA HOOKER Private License, 500 hrs. AWTAR Bd. Dir., Chapter Sec., Chr., Chr. Int'l. Air Age Ed. Golden Triangle 99's

TULSA



JAN MAURITSON, Chief Com'l., IRA, SMEL, Instructor, Jump Pilot, 4500 hrs.: Has held all Chapter offices, Section Treas. Worked 3 AWTAR Stops, Tulsa 99's



CAROL JEAN BROWN Com'l., 350 hours, Aviation news writer; All Chapter offices Tulsa 99's

LINCOLN



PAULIE PERRY, Chief Com'l., IRA, 700 hrs., Com'l. Glider Sec./Treas. Chapter, Timed 4 TARs. Nebraska 99's



MARTHA PURDY Private License, 500 hrs., Chapter Sec./Treas., Timed 2 previous TARs Nebraska 99's



DOROTHY ADCOCK Private License, Glider Rtg., 135 hours. Worked on 5 TARs, Nebraska 99's

MOLINE



HELEN SAILER, Chief Com'l., SMEL, has timed many races, flown 4 TARs. Chicago 99's



BARBARA JENISON SMEL, IRA, 1975 hrs. served on Women's Advisory Committee on Aviation; Lt. Col., CAP; has flown many races including 10 TARs; Central Ill. 99's

TOLEDO



JANICE KUECHENMEISTER, Chief SEL, Glider, 720 hours, Chapter Chr. & V.Chr., Section Gov. & Treas. has timed many races, flown 1 TAR. All-Ohio 99's



EDYTHE MAXIM Com'l., SEL, IRA, 1175 hrs. Former Sec., V. Gov. of Section, Flown 2 TARs, Timer 1967 Lake Erie 99's



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Kathy Lessard
Publicity

TERMINUS COMMITTEE

Carol Welch, Operations
Suzanne Whyte, Social Events
Lillian Snyder, General
Winnie DuPerow, Chairman

Natalie Kreeger, Local Asst.
Inspection Chairman



Bette Crook
Youth Support



Dorothy (Dolly) Ross, Registration
Wanda Jubb, Impound
Maretta Simpson, Co-chairman





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72,000 square feet of exhibition halls and meeting rooms in two gigantic conference centers

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Wing Span	30' 10"	30' 10"
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Fuel Capacity	42 Gals.	42 Gals.
with opt. long range tanks	65 Gals.	65 Gals.
Cruise (75% at Opt. Alt.)	165 MPH	173 MPH

Stall Speed (Full Flaps,	38 MPH	38 MPH
1 Person, 1/2 Fuel)		
Takeoff (1 Person, 1/2 Fuel)	150 Ft.	150 Ft.
Takeoff at Gross over 50' Obst.	600 Ft.	585 Ft.
Land at Gross over 50' Obst.	600 Ft.	600 Ft.
Rate of Climb Gross	1,250 FPM	1,250 FPM
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No. 1

PILOT: HELEN M. McGEE, Sonora, California
RATINGS: Private, Instrument, SEL, 1385 hours
AIRPLANE: Piper Comanche PA-24, 260 h.p.
SPONSOR: Union Democrat, Sonora, California

First in line to feel the excitement of the day is Helen flying solo in her seventh TAR. She knows the thrill of placing in four PPD's, coming in second in 1972. She is an accountant in her husband, Harvey's, newspaper firm and does some flying for that firm. Harvey is also a pilot and they have five children and four grandchildren. Helen has flown several IAR's and PAR's, placing in some and winning the 1969 PAR. Memberships: Tuolumne County Aeronautical Association, San Joaquin Chapter - 99's.



No. 2

PILOT (R): PAT JETTON, Dallas, Texas
RATINGS: Commercial, Instrument, SMEL, 2500 hours
CO-PILOT (L): ELINOR R. JOHNSON, Dallas, Texas
RATINGS: Commercial, Instrument, SMEL, Flight Instructor
 Airplanes/Instruments, Ground Instructor Advanced/
 Instrument, 1300 hours
AIRPLANE: Beechcraft Bonanza C33A, 285 h.p.
SPONSOR: Airport Flying School, Addison, Texas

This is the fourth TAR for Pat who is the owner of the Airport Flying School. She was a link instructor in the USAF for three years, has flown several Skylady Derbys winning first in 1960, the IAR and other races. She has two children and has served as International Secretary of the Ninety-Nines. Memberships: AOPA, NAA, NATA, Dallas Redbird Chapter - 99's.

Elinor is flying her fourth TAR. She has flown the IAR, several Skylady's, and placed first in a Dallas Doll Derby. Her husband, Rowland, is a pilot and they have four children and two grandchildren. Memberships: Dallas Redbird Chapter - 99's. (Currently Chairman)



No. 3

PILOT (L): PAM VANDER LINDEN, Fallbrook, California
RATINGS: Commercial, Instrument, SEL, 1560 hours
CO-PILOT (R): JEAN SCHULZ, Santa Rosa, California
RATINGS: Commercial, SEL, 368 hours
AIRPLANE: Bellanca Super-Viking 17-31A 290 h.p.
SPONSORS: Fallbrook Real Estate Company, Fallbrook, California;
 Redwood Empire Ice Arena, Santa Rosa, California

Pam, who is flying her seventh TAR, is a broker-owner of Fallbrook Real Estate. Her husband, Victor, and their three children are all pilots. Pam and Victor have sixteen grandchildren. She was awarded Woman Pilot of the Year in the Southwest Section. Memberships: AOPA, NPA, National Real Estate Fliers Association, California Realtors Association, Baja Bush Pilots, Palomar Chapter - 99's.

Jean is flying her third TAR and does her flying for recreation. Her husband, Charles, is not a pilot but IS the famous cartoonist, creator of PEANUTS. Jean was awarded the Civic Appreciation Award in Santa Rosa in 1968. The Schultz's have two children. Memberships: AOPA, Santa Rosa Chapter - 99's.





No. 4

PILOT (R): **NORMA L. FUTTERMAN**, Beverly Hills, California
RATINGS: Commercial, Instrument, SMEL, Commercial Glider, 1525 hours

CO-PILOT (L): **VIRGINIA V. SHOWERS**, Los Angeles, California

RATINGS: Commercial, Instrument, SMEL, 1135 hours

AIRPLANE: Piper PA-28 Warrior, 150 h.p.

SPONSOR: Los Angeles Chapter of 99's.

This is the second TAR for Norma who has flown the IAR, PAR and several other local races. Her husband, Charles, does not fly. They have two children, Anne and Arthur, who is a pilot. Memberships: AOPA, Los Angeles Chapter - 99's.

Virginia is flying her fifth TAR and has flown the IAR, PAR, and other local races. She is self-employed in property management and is Secretary-treasurer of Stained Glass Spectrum. Virginia has two sons. Memberships: AOPA, Los Angeles Chapter - 99's.

No. 5

PILOT (R): **MARY LYNN CAMPBELL**, Fort Wayne, Indiana

RATINGS: Commercial, SEL, Flight Instructor 400 hours

CO-PILOT (L): **MARY H. MILLER**, Wolcottville, Indiana

RATINGS: Private, SEL, 210 hours

AIRPLANE: Piper Arrow II, 200 h.p.

This will be Mary Lynn's first TAR. She became interested in flying through her pilot husband, Thomas. After teaching school for six years, she decided that teaching flying would be the ultimate. She is now a flight instructor and Flight Director at Consolidated Airways, Inc. and has one son. Memberships: AOPA, Indiana Chapter - 99's.

This will also be the first TAR for the second Mary in this team. She also works for Consolidated Airways, Inc. as an Office Manager. Her husband, John, is a pilot and they have two children. She has flown several local races and serves as Director for Public Awareness on the Indiana Aeronautics Commission. Memberships: Aviation Association of Indiana, Indiana Chapter - 99's.



No. 6

PILOT: **LOIS LETZRING**, Saratoga, California

RATINGS: Private, Instrument, SEL, 260 hours

AIRPLANE: Cessna Skyhawk 172M, 150 h.p.

SPONSORS: William J. Letzring, Jr., Saratoga, California; Arch and Margaret Morton, Marine City, Michigan; Skyline Pilots Center, Inc., San Jose, California

Lois is flying her first TAR with great encouragement from her non-pilot husband, William, and her parents. She has flown the PAR and is an aide in the business education department of Cupertino High School. Lois and William have two daughters. Memberships: NAA, Santa Clara Valley Chapter - 99's.



No. 7

W.D.R.

PILOT: **NANCY R. CREWS**, Hawthorne, California

RATINGS: ATR, SMEL, Flight Instructor Airplane/Instrument, Commercial Glider, Flight Instructor Glider, Advanced Ground Instructor, hours: LOTS!

AIRPLANE: Piper Super Cub PA-18, 150 h.p.

SPONSORS: Great Western Soaring School, Pearblossom, California

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Nancy is flying her fourth TAR and has flown the IAR and Palms to Pines. She was in the Civilian Pilot Training Program and was a WASP for two years. Her husband, Paul, is not a pilot and they have two sons and one daughter. Nancy works as a receptionist for Northrup Corporation and as a glider tow pilot. Memberships: WASP, Long Beach Chapter - 99's.



No. 8**PILOT (R):** **MARLYN DONAGAN**, Madison, Wisconsin**RATINGS:** Commercial, Instrument, SEL, 550 hours**CO-PILOT (L):** **CAROLINE MOREY**, Verona, Wisconsin**RATINGS:** Private, SEL, 85 hours**AIRPLANE:** Cessna Skyhawk 172M, 150 h.p.**SPONSOR:** Morey Airplane Co., Inc., Middleton, Wisconsin

This is the first TAR for Marlyn who placed first in the 1973 Illi-Nines Air Derby. She is vice president of Ridge Madison Company. Her husband, Michael, is a pilot and they have three children. She also enjoys sailing and skiing.

Memberships: Wisconsin Chapter - 99's.

Caroline is also flying her first TAR. She is a registered nurse in the operating room at Madison General Hospital, placed second in the Nebraska Air Race, and is a holder of numerous Sport's Car Racing Awards. She learned to fly from her instructor husband, Field and they have two children. **Memberships:** Wisconsin Chapter - 99's.

**No. 9****PILOT (L):** **JOAN STEINBERGER**, Goleta, California**RATINGS:** Commercial, Instrument, SEL, Glider, 1700 hours**CO-PILOT (R):** **EVALEE TREEN**, Santa Barbara, California**RATINGS:** Private, SMEL, 450 hours**AIRPLANE:** Aero Commander 112A, 200 h.p.**SPONSORS:** Omni Aviation Managers, Inc., Van Nuys, California;

The Great Atlantic and Pacific Aeroplane Co., Van Nuys,

California; Wayne Airframe, Van Nuys, California

This is Joan's seventh TAR. She flies for pleasure with her pilot husband, Norman, and flies medical supplies for DRF (Direct Relief Foundation). In the 1969 PPD she was given the FAA/DOT Award after forfeiting her chances of winning by helping a fellow contestant who lost radio contact. She works as a bookkeeper and mechanic and has two children. **Memberships:** AOPA, Professional Race Pilots Association, Santa Barbara Chapter - 99's.

Evie is flying her second TAR with Joan. She follows all types of races involving WW II aircraft having developed the interest in these while working for an aerial survey company using P-38's. Her husband, George, is a pilot and a commercial diver. They have two children. **Memberships:** AOPA, PRPA, Santa Barbara Chapter - 99's.

No. 10**PILOT (L):** **ESTHER E. BENNETT**, Leonidas, Michigan**RATINGS:** ATR, Commercial, Instrument, SMEL, Flight Instructor
Airplanes/Instrument, Commercial Helicopter, Ground Ratings, 4500 hours**CO-PILOT (R):** **MAISIE STEARS**, Kalamazoo, Michigan**RATINGS:** Commercial, Instrument, SMEL, SES, 850 hours**AIRPLANE:** Comanche PA-24 260**SPONSORS:** Krum Pump Co. and Hybels Produce, Inc. of Kalamazoo, Michigan, RKN Enterprises and Kitty Hawk Restaurant of Battle Creek, Michigan

This is Esther's first TAR. She has been a corporate pilot flying a PA-33 and an Aerostar 600. In 1973 she won the Whirly-Girl Scholarship. She is self-employed as Chief Pilot for Bennett Aviation. **Memberships:** AOPA, NAC, NAA, Whirly Girls, Lake Michigan Chapter - 99's.

Maisie is flying her third TAR and has flown the Angel Derby and many local and proficiency races, placing in the top ten many times. Her husband, James, is a pilot and supports her flying activities. They have two sons. **Memberships:** AOPA, Lake Michigan Chapter - 99's.

**HANG IN THERE # 8****From Field & Mike**



No. 11

PILOT (R): **JEANNE L. RUMM**, North Hollywood, California
 RATINGS: Private, Instrument, SEL, 425 hours
 CO-PILOT (L): **JAN DREYFUS**, Beverly Hills, California
 RATINGS: Private, SEL, 250 hours
 AIRPLANE: Piper Arrow PA-28R, 200 h.p.
 SPONSOR: Red Baron Flying Service, Roberts, Idaho

This is the second TAR for Jeanne. She is Vice President of Aircraft Spark Plug Service in North Hollywood, placed second in the 1973 Pacific Air Race, and first in the 1974 Palms to Pines race. Memberships: AOPA, Los Angeles Chapter - 99's.

Jan is flying her first TAR but has known the excitement of winning in the PAR and Palms to Pines races when she teamed up with Jeanne. Jan is a supervisor in the trust department of the Bank of California, N. A. Memberships: AOPA, Los Angeles Chapter - 99's.

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No. 12

PILOT: MARGARET RINGENBERG, Grabill, Indiana
RATINGS: Commercial, Instrument, SMEL, FII, FIA, 16,000+ hours
AIRPLANE: Mooney M20C, 180 h.p.

Margaret is flying her seventeenth TAR. A former WASP, she is a flight instructor/charter pilot for Consolidated Airways. Her husband, Morris, is not a pilot but Margaret taught her daughter, Marsha, to fly and they have flown the race as a mother-daughter team. Margaret and Morris also have a son and are expecting to be grandparents before the start of the race. Memberships: AOPA, NAA, WASP, Indiana Chapter - 99's.

No. 13

PILOT (R): BETTY B. HOOD, St. Petersburg, Florida
RATINGS: Commercial, Instrument, SMEL, 1352 hours
CO-PILOT (L): ETHEL GIBSON, St. Petersburg, Florida
RATINGS: Private, SEL, 700 hours
AIRPLANE: Bellanca Viking 17-31-A, 300 h.p.

Pilot Betty will be flying her second TAR. She and her pilot husband, Dr. Douglas W. Hood, have five children and four grandchildren. They enjoy tennis and water skiing along with their flying. Memberships: AOPA, CAP, FFA, NPA, Florida Suncoast Chapter-99's, Florida Grasshoppers.

This is Ethel's sixth TAR. As a registered nurse, Ethel does surgical nursing, freelance air ambulance nursing and office nursing. Her husband, Walter, is a pilot and they have one child and two grandchildren. Ethel is working for her instrument rating. Memberships: AOPA, FFA, NAA, Florida Grasshoppers, Flying Nurses, American Nurses Association, Cessna Skylane Society, Florida Suncoast Chapter-99's.



No. 14

PILOT (L): VIRGINIA (TILLIE) GILREATH, Charlotte, N. Carolina
RATINGS: Commercial, Instrument, SMEL, 1650 hours
CO-PILOT (R): CAROLYN M. PILAAR, Greenville, South Carolina
RATINGS: Commercial, Instrument, CFII, SMEL, Glider, A&P, 2250 hours
AIRPLANE: Piper Arrow PA-28R, 200 h.p.

SPONSORS: Gill Manufacturing Company, Charlotte, N. Carolina

This is the second TAR for Tillie. She and her pilot husband, Edwin, have one daughter and two grandchildren. She has flown in local races and has won two Safety Awards. Memberships: AOPA, CAP, NAA, NPA, WNAA, Sky Queens, Piedmont Pilot Association, Blue Ridge Chapter-99's.

Carolyn is flying her first TAR and is actively working as a flight instructor. She has a degree in Chemistry and Aviation from Western Michigan University. Memberships: AOPA, EAA, NPA, SSA, National Flight Instructors Association, (in which she won their achievement award 1970), Blue Ridge Chapter-99's.

No. 15

PILOT (L): JACKIE LUKE, Wichita, Kansas
RATINGS: Private, Instrument, SEL, 440 hours
CO-PILOT (R): PAT MLADY, Wichita, Kansas
RATINGS: Private, Instrument, SEL, 250 hours
AIRPLANE: Beechcraft Musketeer Sierra A24R, 200 h.p.
SPONSOR: Van Dusen Aircraft Supplies, Inc., Wichita, Kansas and Narco.

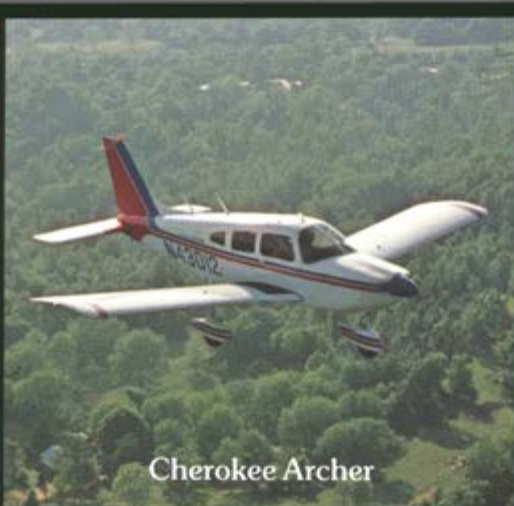
Jackie is flying her second TAR. She flies for pleasure and is a part-time medical secretary. She has two children. Memberships: AOPA, FFA, NPA, Kansas Chapter-99's.

This will be the first TAR for Pat who is the Chairman of the Kansas Chapter of Ninety-Nines. Pat is an executive secretary to an executive vice-president at Cessna Aircraft Company. Her husband, Frank, is also a pilot.





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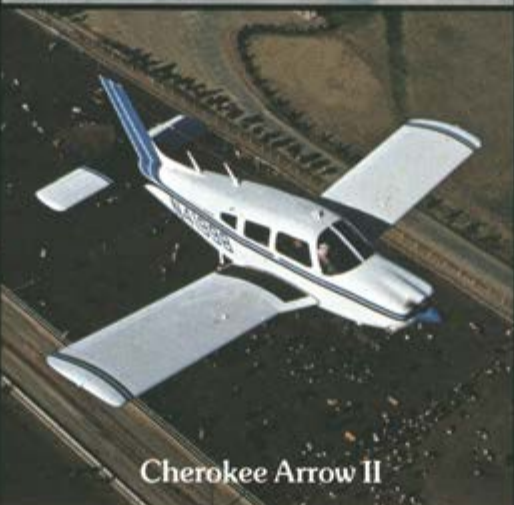
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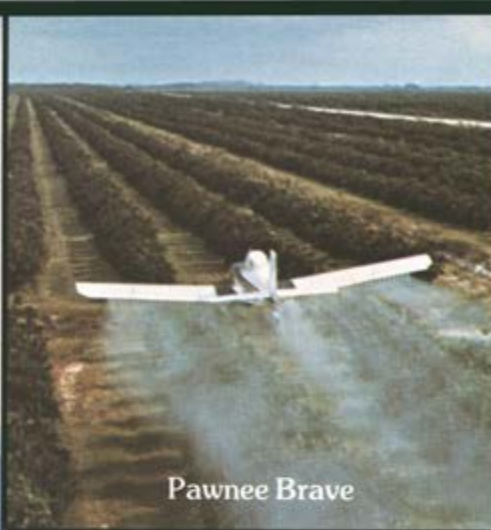
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No. 16

PILOT (L): **ESTHER P. WRIGHT**, Thomasville, Georgia
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 3000 hours
CO-PILOT (R): **VIRGINIA S. McKEE**, Greenwood, Florida
RATINGS: Commercial, SMEL, 1010 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSORS: Holiday Inns, Memphis, Tennessee

This is the seventh TAR for Esther. She is a co-innkeeper for her sponsors and is a member of Holiday Inns Intl. Board of Directors. She has two daughters and has flown the Angel, Int. Cont., Fair Lady, and Rebel 600 races. Memberships: AOPA, NAA, Deep South Chapter-99's.

This is Virginia's first TAR. Her husband, Murry, is a pilot and they have two children and four grandchildren. She has flown the Angel Derby, Int. Cont., Fair Lady races. Memberships: AOPA, Indiana Chapter-99's.

Both Esther and Virginia have received "Pilot of the Year" Awards.

**No. 17**

PILOT **MARION P. JAYNE**, Palantine, Illinois
RATINGS: ATR, Commercial, Instrument, Flight Instructor, SMEL, 2450 hours
CO-PILOT (**NANCY L. JAYNE**, Palantine, Illinois
RATINGS: Private, SEL, 60 hours
AIRPLANE: Piper Twin Comanche PA-30, 320 h.p.
SPONSORS: Cal-Mor of the Midwest, Palatine, Illinois; Cal-Mor Livestock Equipment, Inc., Rancho California, Ca.

This mother-daughter team is piloted by Marion flying her seventh TAR. She has placed in three AWTARs, has won an Angel Derby, and flown many local races, placing in most of them. She is self-employed as a professional horsewoman and has four children. Memberships: NAA, Chicago Area Chapter-99's.

Nancy is flying her second TAR with her mother. She was the winner of the 1973 AWIAR. Nancy works as a sales representative for Wang Laboratories.

No. 18

PILOT: **SHIRLEY E. WEINHARDT**, Williamsport, Pennsylvania
RATINGS: Commercial, SEL, BGI, 620 hours
AIRPLANE: Piper Cherokee PA-28, 180 h.p.
SPONSORS: Northwood Estates, Williamsport, Pennsylvania and Weinhardt Electric, Inc., Williamsport, Pennsylvania

This is the fourth TAR for Shirley. She is the president of Northwood Estates in Williamsport and Vice-president for her husband's firm. Henry, Shirley's husband, flies too and they have four children and five grandchildren. Memberships: AOPA, CAP, EAA, several Civic Organizations, Central Pennsylvania Chapter-99's.

**No. 19**

PILOT (R): **JEAN McLAUGHLIN**, Peoria, Illinois
RATINGS: ATR, Commercial, Instrument, Flight Instructor
 Airplanes/Instruments, SMEL, SES, Ground Instructor Ratings, 6500 hours
CO-PILOT (L): **KAY MARTENS**, Peoria, Illinois
RATINGS: Private, SEL, 110 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.

This is the second TAR for Jean who learned to fly from her husband, Francis, and together with him runs the flight department at Byerly Aviation, Inc. She is an instructor and charter pilot for the firm. Jean is the mother of three children and grandmother to one. Memberships: Navioneers, Central Illinois Chapter-99's.

Kay is flying her first TAR. She is a beautician and the owner of Beau du Monde. Memberships: AOPA, Central Illinois Chapter-99's.



No. 20

PILOT (R): LORRAINE NEWHOUSE, Tucson, Arizona
RATINGS: Commercial, SEL, 1200 hours
CO-PILOT (L): WYN HAYWARD, Tucson, Arizona
RATINGS: Commercial, SEL, 380 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSORS: Tucson Airport Authority, Tucson, Arizona;

Porters Western

Store, Tucson, Arizona; Skyliners Flying Club, Tucson, Arizona; Bill Brock Dodge, Valley National Bank, Ashton Construction Co., Gil Lamb Construction Company, all of Tucson, Arizona.

This will be the sixth TAR for Lorraine who flies for business and pleasure. Her husband, Raymond, is a pilot for American Airlines and they have seven children and seven grandchildren. The luck of the number might be hers this year. Memberships: AAA, Tucson Chapter-99's.

Wyn is flying her first TAR. She has raced in local races and placed first in the Kachina Doll in 1974, and received the Barry Goldwater Trophy. She and her pilot husband, Jason, are also active in boat racing.

They have two children. Memberships: AOPA, Aerobatic Club of America, Tucson Chapter-99's.

No. 21

PILOT (L): ELSIE C. WAHRER, Barrington, Illinois
RATINGS: Private, Instrument, SEL, 900 hours
CO-PILOT (R): JULIA KONGER, Hampshire, Illinois
RATINGS: Private, SEL, 285 hours
AIRPLANE: Beechcraft Bonanza S-35, 285 h.p.

This will be the first TAR for Elsie who started flying because her husband, Walter, was "always flying" and they progressed on together both receiving their instrument ratings in 1958. She is looking forward to a hot air balloon rating after having one lesson. The Wahrs have two children. Memberships: AOPA, North Central Chapter ABS, Illinois Air Pilots Association, American Bonanza Society, Chicago Area Chapter-99's.

Julia is also flying her first TAR. She and her pilot husband, Alfred, have done a lot of flying to other countries. Julia has flown in several local races. Memberships: North Central Chapter ABS, American Bonanza Society, Chicago Area Chapter-99's.



No. 22

PILOT (L): EVELYN SNOW, Bossier City, Louisiana
RATINGS: Commercial, Instrument, SEL, Flight Instructor, Ground Instructor Basic, 617 hours
CO-PILOT (R): JERE SAUR, Shreveport, Louisiana
RATINGS: Commercial, Instrument, SEL, Flight Instructor, Ground Instructor Basic, 640 hours
AIRPLANE: Piper Cherokee PA-28-140B, 150 h.p.

Evelyn is flying her second TAR. She works as a flight instructor and teaches ground school to CAP cadets. She and her pilot husband, Dan, have four children and two young grandchildren. Their daughter, Betty, is a pilot and Chairman of the Abilene Chapter-99's. Memberships: CAP, Ark-La-Tex Airmen's Association, Shreveport Chapter-99's.

This will also be the second TAR for Jere who is active with her pilot husband, Henry, in CAP. Jere teaches CAP cadet ground school, works as a flight instructor, and is also an organist-piano teacher. Memberships: CAP, Ark-La-Tex Airmen's Association, Shreveport Chapter-99's.



No. 23

PILOT: HELEN WILKE, Dallas, Texas
RATINGS: Commercial, Instrument, SEL, Hot Air Balloon, 1600 hours
AIRPLANE: Beechcraft Bonanza V-35, 285 h.p.

Helen, going solo this year, is flying her sixth TAR. Teamed with Kathy Long, she placed fourth in 1972 and second in 1973. There's only one better to go for Helen, a veteran racer, who has flown 6 AWIARs, Dallas Doll Derby, and Skylady Derby. Her husband, Dr. Joseph E. Wilke, is also a pilot and they have two sons. Memberships: Dallas Redbird Chapter-99's, Goodyear Blimp Club.



No. 24

PILOT: GINI RICHARDSON, Yakima, Washington
RATINGS: ATR, Commercial, Instrument, Flight/Instrument
 Flight Instructor, SMELS, Commercial/Instructor Helicopter, Ground
 Instructor Ratings, 21,500 hours
AIRPLANE: Aero Commander 112, 200 h.p.
SPONSORS: Richard Aviation, Yakima, Washington; Gini's Flying
 School, La Verne, California

Gini won the 1971 POWDER PUFF DERBY and is now flying her twenty-second TAR. She has placed third and fourth in previous TARs. She owns and operates her own flight school. Her husband, Ralph, is a pilot and they have one daughter, Jill, who Gini taught to fly. Gini served six years on the FAA Women's Advisory Commission on Aviation. Memberships: AOPA, NAA, Whirly Girls, Yakima Valley Chapter-99's.

**No. 25**

PILOT (R): JOYCE WELLS, Larkspur, California
RATINGS: Commercial, Instrument, SEL, 900 hours
CO-PILOT (L): ALMA JERMAN HINDS, Redding, California
RATINGS: Commercial, Instrument, SMEL 15,500 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSORS: H & H Air Service, Inc. dba Cal-Todd Aviation, Redding, California

This is Joyce's fourth TAR and she has flown the PAR and Palms to Pines races. Her husband, Harold, is a pilot and they have two sons and two daughters. Memberships: AOPA, California Nurses Association, Bay Cities Chapter-99's.

Alma is flying her second TAR. She started flying in 1939 and was trained by the CPT prior to WWII. She joined the WASPS in 1943. Returning to civilian flying, she operated H & H Flying Service until 1969 when she retired from active business management. She has three children and seven grandchildren. Memberships: AOPA, WASP, Soroptimists.

No. 26

PILOT (R): SHIRLEY TANNER COTE, Newport Beach, California
RATINGS: Commercial, Instrument, SMEL, Flight Instructor, 1400 hours.
CO-PILOT (L): JOAN TANNER PAYNTER, Bakersfield, California
AIRPLANE: Beechcraft Bonanza F33A 285 h.p.
SPONSORS: Skytronics, El Segundo, California; George Cote Aviation, Santa Ana, California; Sun Giant, Rio Bravo Tennis Ranch & Irrigation Supply, Bakersfield, CA., Guderian Bros. Nut Co., Los Hills, CA.

This sister team is flying their third TAR, and the second together. Shirley learned to fly from her sponsor-husband, George, and they have five children. She flies aerobatics and has logged 300 hours in her Citabria. Memberships: AOPA, EAA, NAA, Aerobatic Club of America, Orange County Chapter-99's.

Wife of an architect and mother of two teenagers, Joan has been flying for eight years and has logged over 1400 hours. She is corporate pilot for her husband's firm, and flies charter for Bakersfield Aviation Services. Memberships: AOPA, NPA, Bakersfield 99's.

**No. 27**

PILOT (L): BARBARA JENNINGS, Valparaiso, Indiana
RATINGS: Commercial, Instrument, SEL, 1100 hours
CO-PILOT (R): TINA STURDEVANT, Valparaiso, Indiana
RATINGS: Commercial, Instrument, Flight/Instrument Instructor, 1135 hours
AIRPLANE: Piper Cherokee PA-28, 180 h.p.

Barbara is flying her first TAR. She has flown several local races and has placed in one. Her husband, Harry, is not a pilot but likes to travel with his wife. They have three children. Memberships: AOPA, NAA, Porter County Pilots Association, Indiana Chapter-99's.

This is the first TAR for Tina who has also flown in local races and taught her daughter to fly. Her husband, Dr. Frank Sturdevant, is a pilot and they have three children. Tina is a housewife and part time instructor. Memberships: AOPA, NAFI, Porter County Pilots Association, Indiana Chapter-99's.



No. 28

PILOT (L): EMILY C. CLETSOWAY, San Luis Obispo, California
RATINGS: Commercial, Instrument, SEL, 754 hours
CO-PILOT (R): JUDI GORHAM, Paso Robles, California
RATINGS: Commercial, SEL, 221 hours
AIRPLANE: Cessna Cardinal 177RG, 200 h.p.
SPONSOR: Richard Bouton & Associates, Morro Bay, California

Emily has flown two previous TARs. She is a homemaker for her pilot husband, Dr. Richard W. Cletsoway, and their two children. This family participates in skiing, skin diving, and photography. Memberships: AOPA, San Luis Obispo Pilots Association, Sheriff's Aero Squadron, San Luis Obispo Chapter-99's.

Judi, also a homemaker, is flying her first TAR. She serves on the Paso Robles Airport Advisory Board. Her husband, Richard, is not a pilot, they play tennis, and have two children. Memberships: AOPA, EAA, Los Angeles Aerobatic Club, San Luis Obispo Pilots Association, Sheriff's Aero Squadron, San Luis Obispo Chapter-99's.

No. 29

PILOT (L): MARIE McMILLAN, Las Vegas, Nevada
RATINGS: Commercial, Instrument, SEL, Flight Instructor, Private Glider, 1001 hours
CO-PILOT (R): RENE CROW, Las Vegas, Nevada
RATINGS: Commercial, SEL, 240 hours
AIRPLANE: Cessna Centurion 210H, 285 h.p.

Marie is flying her second TAR. She retired from real estate and is now working as a flight instructor. Her dentist husband, James, is a pilot and they have four children and two grandchildren. She was Las Vegas Woman Pilot of the Year in 1974. Memberships: AOPA, CAP, Soaring Society of America, Nevada Safety Council-Aviation Commission, Las Vegas Chapter-99's.

This is the first TAR for Rene. She is a homemaker for her pilot husband, Peter, and their two young children. Memberships: Las Vegas Chapter-99's.



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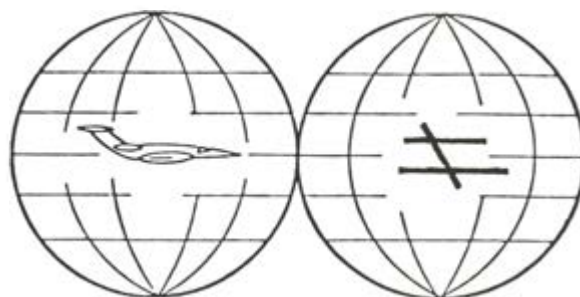
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No. 30

PILOT (R): **JAN GAMMELL**, Denver, Colorado
 RATINGS: Commercial, Instrument, SMEL, 3800 hours
 CO-PILOT (L): **ILOVENE POTTER**, Des Moines, Washington
 RATINGS: ATR, FAA Examiner, Commercial, Instrument, SMELS,
 Flight/Instrument Instructor, Helicopter Instructor, Ground School
 Ratings, 5000 hours
 AIRPLANE: Piper Comanche PA-24, 260 h.p.
 SPONSORS: Silver Instruments, Hayward, California; Combs Gates
 Aircraft, Denver, Colorado

Jan is flying her eleventh TAR. She has placed third and eighth three times. She has flown the IAR, PAR, and other races placing first in three of them. Her husband, Hank, is a pilot and they have four children and five grandchildren. Memberships: AOPA, NAA, International Comanche Society, Colorado Pilots, Colorado Chapter-99's.

This will be the sixth TAR for Ilovene who, with Jan, placed in 1971. She has worked as flight instructor, Chief Pilot, FAA Examiner, in sales, and charter and "retired" this year, if one this active can retire! Her husband, Leslie, also retired is a pilot and they have three children and three grandchildren. Ilovene taught her husband to fly the helicopter and her three sons basic training. Their other interests are in boats and car racing. Memberships: AOPA, Whirly Girls, Washington Pilots, WACOA, Greater Seattle Chapter-99's.

No. 31

PILOT (L): **DIANE SHAW**, Wildwood, New Jersey
 RATINGS: Commercial, SEL, 550 hours
 CO-PILOT (R): **MARY ROSE MYERS**, Atlantic City, New Jersey
 RATINGS: Commercial, SEL, 892 hours
 AIRPLANE: Piper Cherokee PA-28, 180 h.p.
 SPONSOR: Shawcrest Mobile Home Park, Wildwood, New Jersey

Diane is flying her second TAR. She and her non-pilot husband, Dick, own the sponsoring Shawcrest Mobile Home Park, a "summer resort on the inland waterway." Diane also owns her own insurance company. Memberships: AOPA, Garden State Chapter-99's.

This is also the second TAR for Mary Rose who teamed with Diane in their first one. Her husband, William, is a pilot for Allegheny Airlines. They enjoy golfing and boating together. Memberships: AOPA, Zonta, Garden State Chapter-99's.



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No. 32

PILOT (L): LYNN H. BARTHEL, San Rafael, California
RATINGS: Commercial, Instrument, SMEL, 500 hours
CO-PILOT (R): SHERILYN (SHERRY) KNIGHT, Windsor, California
RATINGS: Private, SEL, 200 hours
AIRPLANE: Grumman American Tiger, 180 h.p.
SPONSORS: Senor Alfredo Mexican Restaurant, Inc., San Rafael, California Cloverleaf Aviation, Santa Monica, California, Spectrum Air, Inc., Novato, California

Lynn has flown the PAR, and will be flying her second TAR. She started flying under the encouragement of her pilot husband, Alfred, and flies medical supplies for DRF. Lynn and Alfred have two daughters. Memberships: AOPA, Santa Rosa Chapter-99's.

This will be the first TAR for Sherry who is a first-year law student. She and her husband, Oren, were married in the air in his Cessna 195 and she learned to fly from him. Memberships: AOPA, EAA, Santa Rosa Chapter-99's.

**No. 33**

PILOT (R): BARBARA A. GOETZ, Fair Oaks, California
RATINGS: Commercial, Instrument, SEL, 650 hours, Aircraft Powerplant Mechanic
CO-PILOT (L): GERALDINE (GERRY) MICKELSEN, Sacramento, Ca.
RATINGS: Private, SEL, 2000 hours
AIRPLANE: Piper Comanche PA-24, 260 h.p.

This is the third TAR for Barbara who has been an active CAP member since 1950 and won the 1969 CAP "Woman of the Year" Award and she started flying search missions after obtaining her flying license in 1970. She has a BS in Aeronautical Maintenance Engineering and is a corporate secretary-treasurer for A. Goetz & Son, Inc. She and her husband, Michael, learned to fly together. Memberships: AOPA, CAP, Sacramento City College Aero Club, Fun Flyers, San Jose State Aero Club, Sacramento Valley Chapter-99's.

Gerry, a former WASP, will be flying her eighth TAR. She was the 99 International President in 1953-1955. After WW II, she bought a PT-19, which must have afforded her much pleasure. Gerry is a retired teacher. Memberships: SW, WASP, OX-5 Club, Sacramento Valley Chapter-99's.

No. 34

PILOT (R): PAT FORBES, Crystal Lake, Illinois
RATINGS: Commercial, Instrument, SEL, 750 hours Basic Ground
CO-PILOT (L): CAROLYN ZAPATA, Belmont, California
RATINGS: Commercial, Instrument, SEL, 425 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSOR: Forbes Enterprises, Crystal Lake, Illinois, Monarch Electric Company, San Francisco, California

This will be the fourth TAR for Pat who has flown in several PARs and Palms to Pines races and the "Angel Derby". She was co-Chairman for the 1972 P.P.D. start. She is the co-owner with her pilot husband, David, of Forbes Enterprises. They are raising two daughters. Memberships: AOPA, EAA, Professional Race Pilots Association, Golden West Chapter-99's.

Carolyn raced in the 1974 "Mini" Derby, and is flying her first TAR. She is a pilot-observer for CAP and works as a sales associate for J. C. Penny Company. Her husband, Louis, is not a pilot. They have five children and two grandchildren. Memberships: AOPA, CAP, Golden West Chapter-99's.

**No. 35**

PILOT (L): LAURA THOMAS LITTLE, San Diego, California
RATINGS: Commercial, SEL, 807 hours
CO-PILOT (R): SHIRLEY A. WOLF, San Diego, California
RATINGS: Private, SEL, 430 hours
AIRPLANE: Piper Cherokee PA-28, 150 h.p.
SPONSORS: A. R. Boileau, San Diego, California

Laura is flying her third TAR and has flown three Pacific Air Races. She is a real estate salesperson for Village Properties. Memberships: NPA, National Real Estate Flyers Association, San Diego Chapter-99's.

This is the second TAR for Shirley. She is an administrative services officer at the University of California and has one child. Memberships: AOPA, San Diego Chapter-99's.



No. 36

PILOT (R): PAT McEWEN, Wichita, Kansas
RATINGS: Commercial, Instrument, SMEL, Flight Instructor, 5000 hours
CO-PILOT (L): MARILYN F. COPELAND, Wichita, Kansas
RATINGS: Private, Instrument, SEL, 835 hours
AIRPLANE: Beech Bonanza V-35A, 285 h.p.
SPONSORS: Steffens Dairy Foods Co., Wichita, Kansas; Dr. John W. Copeland, Wichita, Kansas; Mac-Air, Wichita, Kansas

This is the thirteenth TAR for the current President of the Ninety-Nines, Inc. Pat has a long history of serving aviation on every level from local chapter chairman through offices on national and international levels, and on to chairing the presidential-appointed committee, The Women's Advisory Committee on Aviation. She is active in the Accident Prevention Program, participates in many charitable programs in which she and her plane can be helpful, and has time to give to her proud family, pilot husband, Owen, and seven children including twins. She flies as corporate pilot for her husband's firm, Steffen's Dairy Foods. Memberships: AOPA, EAA, IFFA, NAA, NPA, ACA, ICA, NFIA, Kansas Flight Instructors Association, Kansas Chapter-99's.

This busy pair has teamed together in previous PPDs. Marilyn, the Chairman for the new Ninety-Nine Headquarters and past governor of the South Central Section, is flying her eighth TAR. A former Home Economics teacher, she is now a Dental Assistant for her husband, Dr. John W. Copeland, also a pilot, and they have two children. Memberships: AOPA, International Comanche Society, Auxiliary to American Dental Association, American Dental Assistants Association, Kansas Chapter-99's.

No. 37 D N S

PILOT (L): PAULINE L. MALLARY, College Park, Georgia
RATINGS: Commercial, Instrument, SMELS, Flight Instructor, 2950 hours
CO-PILOT (R): BETTY JO HAMMER, Taloga, Oklahoma
RATINGS: Private, SEL, 250 hours
AIRPLANE: Beechcraft Musketeer C-23, 180 h.p.

Pauline is flying her fifth TAR. As a co-pilot in previous TARs, she placed in two of them. She has instructed, flown charter, and was "girl Friday" for a crop dusting service. Her husband, Peter, is an airline pilot and they have a young daughter. Pauline works with the Accident Prevention Program, volunteering her time to the Atlanta GADO. She was the recipient of the Governor's Award as winner of the 1972 Atlanta Flying Rebel "600" Air Race. Memberships: AOPA, North Georgia Chapter-99's.

This will be the second TAR for Betty Jo who learned to fly from her son. She was a Piper Dealer in 1970 in Enid, Oklahoma. She and her husband, Ray, (who is not a pilot) have two children and three grandchildren. Memberships: Oklahoma Chapter-99's.



No. 38

PILOT (R): MARY S. CWALINA, Pleasant Hill, California
RATINGS: Private, Instrument, SEL, 370 hours
CO-PILOT (L): LILLYS CWALINA, Pinole, California
RATINGS: Private, SEL, 248 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.
SPONSOR: BankAmerica Travelers Cheques, San Francisco, Ca.

This mother-daughter team is piloted by the daughter, Mary, who is flying her first TAR. She is an attorney and works as an assistant counsel in the Bank of America in San Francisco. She received part of her education in Edinburgh, Scotland. Memberships: AOPA

Mother of this duo is Lillys flying her first TAR. She is a registered nurse working at Pinole Medical Center. Her husband, Dr. Thaddeus Cwalina, is not a pilot. They have four children and one grandchild. Memberships: AOPA.



No. 39

PILOT: EDITH "MICKI" THOMAS, Pompton Lakes, New Jersey
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 1060 hours
AIRPLANE: Cessna 210-J, 285 h.p.
SPONSOR: Chatham Aviation, Inc., Morristown, New Jersey

This is the sixth TAR for Micki. She works as a bookkeeper, has three children and is the grandmother of two. Memberships: Palisades Chapter-99's.

No. 40

PILOT (L): SUZY PARKER, Port Huron, Michigan
RATINGS: Private, Instrument, SMEL, 500 hours
CO-PILOT (R): ELNA BLASS, Pleasant Ridge, Michigan
RATINGS: Private, SEL, 178 hours
AIRPLANE: Piper Twin Comanche PA-30, 320 h.p.

Suzy is flying her first TAR. She and her husband, Dr. George M. Parker, learned to fly together in 1971. They have a daughter and two sons. Memberships: AOPA, Flying Physicians Michigan Chapter-99's.

This is also a first TAR for Elna who is an Industrial Relations Administrator. She has flown several smaller races and ready to try her luck in the big one. Memberships: Michigan Chapter-99's.

**No. 41**

PILOT (L): MARI HURLEY, El Centro, California
RATINGS: Commercial, Instrument, SMELS, 623 hours
CO-PILOT (R): LYNN COULTHARD, El Cajon, California
RATINGS: Commercial, Instrument, SEL, 902 hours
AIRPLANE: Cessna Skylane, 230 h.p.
SPONSORS: Cliff Hurley Ranch Realty, Imperial Farms Land and

Cattle Co., Inc., and Stoker Company, all of El Centro, California. Mari, a charter member of the Baja Bush Pilots, is flying her first TAR. She considers her seaplane rating her most exciting having learned in Ketchikan, Alaska from "a real Alaskan bush pilot". She was the first woman to qualify for the Two Holer. She's had articles published in Western Aviation Newspaper and one coming out in Plane & Pilot Magazine. She is making a filmstrip on aviation to interest intermediate school children. Her husband, Clifton, is not a pilot. Memberships: AOPA, Baja Bush Pilots.

Lynn is flying her third TAR. She is a Dental Hygienist and flies monthly to the Clinica Salubridad de Campesinos as a Hygiene Consultant. She has flown many trips with the Flying Samaritans, Inc. to clinics in Baja California, coordinates their trips, and is on the Board of Directors. Lynn's husband was a Navy pilot and she has two children. Memberships: AOPA, CAP, Flying Samaritans, Inc.

No. 42

PILOT (R): DOROTHY NIEKAMP, Bloomington, Indiana
RATINGS: Private, Instrument, SEL, 330 hours
CO-PILOT (L): PAMALIE W. REYNOLDS, Bedford, Indiana
RATINGS: Private, SEL, 135 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.

Dorothy is flying her first TAR. She placed first in the Indiana FAIR Race in 1973. She works as an assistant librarian and senior cataloger for the Indiana University. Her husband, Walter, is also a pilot. Memberships: AOPA, NPA, Monroe County Pilots Association, Indiana Chapter-99's.

This will be the first TAR for Pam too. She and her husband, Jack, fly for pleasure and on camping trips. Memberships: Lawrence County Aviation Association, Indiana Chapter-99's.

**No. 43 D N G**

PILOT (L): MARY H. WAITE, Pittsburgh, Pennsylvania
RATINGS: Private, Instrument, SMEL, 420 hours
CO-PILOT (R): HELEN DAVISON, Gibsonia, Pennsylvania
RATINGS: Commercial, Instrument, SEL, 450 hours
AIRPLANE: Aero Commander 112, 200 h.p.
SPONSORS: Keystone Aviation Sales, Allegheny County Airport, West Mifflin, Pennsylvania

This is the second TAR for Mary who is a housewife and whose husband, Paul, is also a pilot. They have six children ranging in ages from 10 through 20. Memberships: AOPA, EAA, Condor Aero Club, Greater Pittsburgh Chapter-99's.

Helen flew as the pilot of this team in 1973. Her engineer husband, Ellison, is also a pilot and they have two sons. She is a Home Economics and English teacher at Shaler Senior High in Glenshaw, Pa. Memberships: AOPA, NAA, Greater Pittsburgh Chapter-99's.



No. 44

PILOT (R): VELDA KING MAPELLI, Denver, Colorado
RATINGS: Commercial, Instrument, SEL, 1160 hours
CO-PILOT (L): STEPHANIE MAPELLI BEUCHAT, Broomfield, Colorado
RATINGS: Private, SEL, 249 hours
AIRPLANE: Piper Comanche PA-24B, 260 h.p.
SPONSOR: Eugene M. Mapelli, Denver, Colorado

Velda is flying her third TAR and the second as a mother-daughter team. Velda and her husband, Eugene, started to fly at the same time and they also have a son, Eugene II. They are proud grandparents of one grandchild. Memberships: AOPA, CAP, Colorado Pilots Association, Colorado Chapter-99's.

Stephanie is flying her second TAR having flown with her mother in 1972 and taking time out to make her mother a grandmother. Stephanie's husband, John, is a student pilot and their young child is a daughter. Memberships: Colorado Chapter-99's.

No. 45

PILOT (R): JOY JOHNSON, Sugar Land, Texas
RATINGS: Private, Instrument, SEL, 450 hours
CO-PILOT (L): PAT JAMES, Houston, Texas
RATINGS: Commercial, Instrument, SEL, 395 hours
AIRPLANE: Beechcraft Bonanza P-35, 260 h.p.
SPONSOR: Larry D. Johnson Commercial Real Estate, Houston, Tx.

This is Joy's first TAR. She has flown several local races and was chosen Houston Chapter-99's Outstanding Member in 1974. Her sponsoring husband, Larry, is also a pilot and they have three children. Memberships: AOPA, American Bonanza Society, Houston Chapter-99's.

Pat is flying her second TAR. She has flown in several local races, placing second in the Baytown Air Race in 1973. She is an office manager and secretary for Darnell & Associates, Inc. and is working on her instructor's rating which she intends to use. Memberships: AOPA, NPA, Houston Chapter-99's.



No. 46

PILOT (R): EMMA MCGUIRE, Santa Monica, California
RATINGS: Commercial, Instrument, SMEL, FIA, SES, Glider, 6150 hours
CO-PILOT (L): RITA POLEN, Los Angeles, California
RATINGS: Commercial, Instrument, SMEL, FII, FIA, Glider, AGI, 2655 hours
AIRPLANE: Cessna Skylane 182P, 230 h.p.
SPONSORS: Ralph B. McGuire, Fireside Market, Santa Monica, Ca.

This is the fourteenth TAR for Emma who is a bookkeeper for her sponsor husband's Fireside Market. She also instructs at the Claire Walters Flight Academy and is teaching some of her thirteen grandchildren to fly. Husband, Ralph, is not a pilot but a good co-pilot. Memberships: AOPA, NAA, NPA, SSA, ACA, USCG, PRPA, Santa Monica Bay Chapter-99's.

Rita, who is an Air Traffic Controller in the Santa Monica Tower, is flying her first TAR. She flew the palms to Pines race in 1974. Memberships: PATCO, Santa Monica Bay Chapter-99's.

No. 47

PILOT (L): GINNY WEGENER, Santa Rosa, California
RATINGS: ATR, Commercial, Instrument, Flight/Instrument Instructor, SMELS, Ground School Ratings, 8000 hours
CO-PILOT (R): LYNN CARY, Santa Rosa, California
RATINGS: Commercial, Instrument, SEL, Ground Instructor Ratings, 500 hours
AIRPLANE: Cessna 180 J 230 h.p.
SPONSOR: Roos-Atkins Retail Clothing Stores, San Francisco, Ca.

Ginny, who placed third in 1973, is flying her tenth TAR. She owned and operated a flight school, was an FAA Examiner for two years, and has taught two of her three daughters to fly. She received the Regional Flight Instructor of the Year Award in 1972, was the Santa Rosa 99's Professional Pilot of the Year in 1974, and is presently instructing at Let's Fly, Inc. Memberships: AOPA, Santa Rosa Chapter-99's.

This is Lynn's second TAR and, teamed with Ginny in 1973, placed third in her first PPD. She is the owner and operator of Sonoma County Air Ambulance, Inc. and teaches ground school. She has two sons and two daughters, and was Santa Rosa 99's Woman Pilot of the Year in 1974. Memberships: AOPA, Santa Rosa Chapter-99's.



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No. 48

PILOT (R): **DOTTIE PORTS**, Shreveport, Louisiana
RATINGS: Commercial, Instrument, SEL, 750 hours
CO-PILOT (L): **MARY JO VOSS**, Shreveport, Louisiana
RATINGS: Private, SEL, 150 hours
AIRPLANE: Cessna 177 Cardinal, 180 h.p.
SPONSORS: Gene Allen Mobil Realty, Shreveport, Louisiana; Bridges Mortgage & Insurance, Jackson, Mississippi; Dottie Ports Realty, Shreveport, Louisiana

This is Dottie's second TAR. She learned to fly from her husband, Bud, and they have a daughter and two grandsons. Dottie is the owner of a real estate business and flies for business and pleasure. She has flown several Skylady Derbys and the Dallas Doll Derby. Memberships: AOPA, Ark-La-Tex Airmen's Association, Associate Member-International Aerobatic Club, Shreveport Chapter-99's.

Mary Jo is flying her first TAR. She, too, learned to fly from her husband, Benjamin, and in a nostalgic Luscombe. They have three children and two young grandchildren. Memberships: CAP, Ark-La-Tex Airmen's Association, Shreveport Chapter-99's.

**No. 49**

PILOT: **VALERA G. JOHNSON**, St. Clair, Missouri
RATINGS: Commercial, Instrument, SELS, Flight Instructor, 4250 hrs.
AIRPLANE: Beechcraft Bonanza V-35B, 285 h.p.
SPONSOR: Belmont Industries, St. Clair, Missouri

This will be the eighth TAR for Valera who flies charter for the sponsoring Belmont Industries and St. Clair Flying Service. She was a WAVE Gunnery Instructor and flew fire patrol for the National Forestry. Her husband, Belmont, is a pilot and they have flown to the Bahamas on several Treasure Chest Hunts. Memberships: AOPA, NPA, Greater St. Louis Chapter-99's.

No. 50

PILOT: **ESTHER GRUPENHAGEN**, Anaheim, California
RATINGS: ATR, Commercial, Instrument, Flight Instructor/
Instrument, SMELS, Ground Instructor Ratings, 3500 hours
AIRPLANE: Beechcraft Bonanza V-35B, 285 h.p.
SPONSOR: Aviation Facilities, Inc., Fullerton, California

Esther is flying her fourth TAR. As No. 66 in 1973, she placed sixth. Her pilot husband, Max, talked her into learning to fly and once started, she just didn't stop except "between babies." They have three sons. Esther is Chief Flight Instructor-Primary and charter pilot for Aviation Facilities, Inc. She was Orange County's "Pilot of the Year" in 1972. Memberships: EAA, NAA, NIFA, IAC, Fullerton Chapter-99's.

**No. 51** *W.D.R.*

PILOT (L): **MAYBELLE FLETCHER**, Houston, Texas
RATINGS: FAA Examiner, Commercial, Instrument, Flight
Instructor/Instrument, SMELS, 6700 hours
CO-PILOT (R): **MARY BYERS**, Pasadena, Texas
RATINGS: Private, SEL, 800 hours
AIRPLANE: Cessna Centurion 210H, 285 h.p.
SPONSORS: Diamond Machine Shot, Pasadena, Texas; La Porte Aero, Inc., La Porte, Texas

Maybelle is flying her seventh TAR. She and her pilot husband, Larry, own Fletcher Aviation, Inc. where she works as an instructor. She taught one of their three children to fly and they have two grandchildren. Memberships: Southwest Flying Club of Houston, Space City Women Pilots of Houston, Houston Aviation Advisory Council, Houston Chapter-99's.

This is Mary's fifth TAR. Her husband, Buddy, taught her to fly and she is the vice-president of La Porte Aero, Inc. which they own together. They have two children and six grandchildren. Mary has won and placed in several small races and has some aviation awards. Memberships: AOPA, NPA, Texas Private Flyers, WNAA, Space City Women Pilots of Houston, Houston Aviation Advisory Council, Houston Chapter-99's.



No. 52

PILOT (R): CYNTHIA McGARY, San Antonio, Texas
RATINGS: Commercial, Instrument, SEL, Flight Instructor
 Instrument/Airplanes, Ground Instructor Ratings, 500 hours
CO-PILOT (L): DOROTHY COLVARD, San Antonio, Texas
RATINGS: Private, SEL, 170 hours.
AIRPLANE: Mooney Executive 21, 200 h.p.
SPONSOR: Alcor Aviation, San Antonio, Texas

This is Cynthia's first TAR. She is a registered pharmacist and works at Nix Memorial Hospital. She does part time instructing for General Aero, Inc. Memberships: CAP, San Antonio Chapter-99's.

Dorothy is also flying her first TAR. She works in public relations as assistant to the president of Alcor Aviation. Memberships: AOPA, has applied for membership San Antonio-99's.

No. 53

PILOT (L): JAN HEINS, Lincoln, Nebraska
RATINGS: Commercial, Instrument, SEL, 1300 hours
CO-PILOT (R): SHIRLEY AMEN, Lincoln, Nebraska
RATINGS: Commercial, Instrument, CFI, SEL, SES, 1115 hours
AIRPLANE: Piper Comanche PA-24, 260 h.p.
SPONSORS: Harry J. Amen, President, Lincoln Welding Supply

Company, Lincoln, Nebraska

Jan is flying her fourth TAR and has flown in the Skylady Derby and Illinois and Nebraska Air Races. Her husband, Dr. Robert, does not fly, they have two sons and two daughters. Memberships: AOPA, Nebraska Chapter-99's Chairman.

This will be the first TAR for Shirley who taught two of her five children to fly. Her husband, Harry, is also a pilot and they enjoy skiing together too. Memberships: AOPA, American Bonanza Society, Nebraska Chapter-99's.



No. 54

PILOT (R): CHARLENE FALKENBERG, Hobart, Indiana
RATINGS: Commercial, Instrument, SMEL, 1050 hours, Ground
 Instructor Ratings
CO-PILOT (L): JOAN KERWIN, Wheaton, Illinois
RATINGS: Private, Instrument, SEL, 457 hours
AIRPLANE: Mooney Executive M20F, 200 h.p.

This is the sixth TAR for Charlene who learned to fly from her husband, Walter, and though at the time had to be coaxed into it, went on to get advanced ratings and to become a FAA Accident Prevention Safety Counselor. She teaches an aviation class at a local high school and has developed a slide presentation on the PPD and gives 10 to 12 lectures a year. Memberships: AOPA, NAC, NAA, NPA, Sigma Alpha Chi Sorority, Chicago Area Chapter-99's.

This is the first TAR for Joan, a former airline stewardess. Her airline pilot husband, Walter, encouraged her to learn to fly and all three of their children plan to fly too, the youngest already having logged time in gliders. Joan is secretary-treasurer of Kewi Aircraft Enterprises, Inc. Memberships: Chicago Area Chapter-99's.

No. 55

PILOT: MARION BROWN, Tyler, Texas
RATINGS: ATR, Commercial, Instrument, SMEL, Flight
 Instructor Instrument/Airplane, Commercial Glider, Ground
 Instructor Ratings, 9000 hours.
AIRPLANE: Beechcraft C-33A, 285 h.p.

Marion is flying her tenth TAR. She learned to fly in the Civilian Pilot Training Program and is an ex-WASP. She was the chief flight instructor for E. C. Aviation in Columbus, Ohio before moving to Texas in 1974 where she met and married her old flight instructor whom she had not seen for 30 years. She had two children and taught her Air Force son to fly. Memberships: AOPA, WASP, Dogwood Chapter-99's.



No. 56

PILOT (L): LAURA CONNER, Meridian, Idaho
RATINGS: FAA Examiner, Commercial, Instrument, Flight Instructor Instrument/Airplane, SMEL, 9610 hours
CO-PILOT (R): DR. JANE B. McKEWEN, Boise, Idaho
RATINGS: Commercial, Instrument, SEL, 350 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.

Laura is flying her fifth TAR. She taught her daughter to fly who flew with her as co-pilot in the Idaho Air Derby (they placed first), and her sister was her co-pilot in the 1961 AWTAR. Laura works as the Chief Flight Instructor and charter pilot for Gem State Aviation. She was awarded Idaho's Flight Instructor of the Year in 1974.

Dr. Jane is flying her first TAR and proudly says she learned to fly at the age of fifty for pleasure. She is a self-employed physician. Memberships: AOPA, Idaho Chapter-99's.

**No. 57**

PILOT (R): DOROTHY WALTZ, Mission Viejo, California
RATINGS: Commercial, Instrument, SEL, Commercial Glider, 705 hours

CO-PILOT (L): BONNIE ZRUST, Torrance, California

RATINGS: Commercial, SEL, 240 hours

AIRPLANE: Piper Cherokee PA-28-235, 235 h.p.

SPONSOR: Aircraft Tank Services, Inc., Burbank, California

Dorothy, whose main interest in flying is racing, is flying her third TAR. She placed eighth in her first PPD in 1971 and won with Margaret Mead in the Angel Derby in 1972. Her husband, Ken, is not a pilot but is her biggest promoter and minds their five children while she races. Memberships: AOPA, WNAA, Long Beach Chapter-99's.

This is a first TAR for Bonnie who is a first grade teacher at John Adams Elementary School. Her daily progress in the race will be phoned to the principal who will tape it and play it the following day to the class. Bonnie thinks the children will get a meaningful geography lesson and she will get 30 fan letters at Boyne Falls. She is a scuba diver and is working for a hot air balloon rating. Memberships: AOPA, Long Beach Chapter-99's.

**No. 58**

PILOT (R): MARY A. LOWE, Greenville, Illinois
RATINGS: Commercial, Instrument, SMEL, Private Glider, 1400 hrs.
CO-PILOT (L): ETHEL "TEX" WICKENHAUSER, Godfrey, Illinois
RATINGS: Commercial, Instrument, SEL, 2000 hours
AIRPLANE: Piper Arrow PA-28R, 200 h.p.

This will be the fourth TAR for Mary. She flew two previous PPDs with two of her three daughters. Her husband, James, is a pilot too and an avid rooster for his flying family. Memberships: AOPA, SSA, DAR, Greater St. Louis Chapter-99's.

Tex is flying her third TAR. Now a housewife, she was formerly a Public Relations Officer for Volunteer Public Relations, largest womens' non-profit educational organization. She and her pilot husband, Joseph, have six children and six grandchildren. Memberships: AOPA, International Toastmistress, Greater St. Louis Chapter-99's.

**No. 59**

PILOT: DOT ETHERIDGE, Greenville, Mississippi
RATINGS: Commercial, Instrument, SMEL, Flight Instructor, Basic Ground School, 3500 hours

AIRPLANE: Beechcraft Bonanza V-35, 285 h.p.

SPONSOR: Husband Robert, Industrial Hardware, Greenville, Miss.

Dot is flying her fourth TAR. She flies two aerobatic planes and has placed third in the U. S. National Aerobatic competition. Her husband, Bob, is a pilot and so is their son who Dot taught to fly. She is a part time instructor "to keep sharp." Memberships: AOPA, NAA, Aerobatic Club of America, Mississippi Chapter-99's.



No. 60

PILOT (R): GLORIA M. HUFFMAN, Riverside, California
RATINGS: Private, Instrument, SEL, 234 hours
CO-PILOT (L): TOOKIE HENSLEY, Riverside, California
RATINGS: Private, SEL, 199 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSOR: Riverside Chamber of Commerce, Riverside, California

This is the first TAR for Gloria. She is an accountant and the controller for two corporations, Roy O. Huffman Roof Company and S. M. Singletary, Inc. Her husband, Clarence, is also a pilot and they have two daughters and two grandchildren — and one due. Memberships: AOPA, American Society of Women Accountants, Inland California Chapter-99's.

Tookie is also flying her first TAR. Working around "flying people" created her interest in flying. She is a bookkeeper for Parflite, Inc. Her husband, Don, is a pilot, they have two children and one grandchild. Memberships: Inland California Chapter-99's.

No. 61

PILOT (L): LOIS L. BROYLES, Leonard, Michigan
RATINGS: Private, Instrument, SEL, 712 hours
CO-PILOT (R): KATHLEEN J. GERHOLD, Corunna, Michigan
RATINGS: Private, SEL, Basic Ground Instructor, 200 hours
AIRPLANE: Cessna Cardinal 177RG, 200 h.p.
SPONSORS: Owosso Aviation, Inc., Owosso, Michigan; Marty Broyles, Doctors, and Friends

Lois is flying her first TAR. She and her husband, Marty, also a pilot, have flown in the Bahamas Flying Treasure Hunt placing third in 1972. They have six daughters, two sons, and four grandchildren. Lois is a Staff Anesthetist for Crittenton Hospital. She has flown many local races. Memberships: EAA International Aerobatic Club, Inc., Michigan Chapter-99's.

Kathleen has flown one TAR making this her second. She is a Real Estate Associate for Newell Real Estate, Inc. Her husband, Jack, is not a pilot. They have four children. Kathleen has flown in several local races. Memberships: Michigan Chapter-99's.



No. 62

PILOT (R): LORETTA JONES, Independence, Missouri
RATINGS: Commercial, Instrument, SMEL, Flight Instructor
 Airplane/Instrument, Ground School Ratings, 4500 hours
CO-PILOT (L): HELEN HAMILTON, Blue Springs, Missouri
RATINGS: Private, SEL, 90 hours
AIRPLANE: Cessna 182, 230 h.p.
SPONSOR: Blue Springs Bank, Blue Springs, Missouri

Loretta is flying her fourth TAR. She learned to fly from her late husband, Garnett, and then taught their son, Jack, to fly. She is a flight instructor and Chief Pilot for East Kansas City Aviation, Inc. and a FAA Accident Prevention Safety Counselor. She was the 1972 WNAA Woman of the Year. Her co-pilot in this race was one of her students. Memberships: EAA, NAC, NPA, WNAA, IAC, MPA, NFIA, CSS, ALPHA, Greater Kansas City Chapter-99's.

Helen is flying her first TAR with her instructor as pilot. She works as secretary and line girl for East Kansas City Aviation, Inc. Her husband, John, is a pilot and they have four children, two sons, two daughters. Memberships: Greater Kansas City Chapter-99's.

No. 63

PILOT (R): VICTORIA BRUCE, Mesa, Arizona
RATINGS: Commercial, Instrument, SEL, Flight Instructor, 1100 hrs.
CO-PILOT (L): PAM MARLEY, Phoenix, Arizona
RATINGS: Private, SEL, 170 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSOR: Southwest Airline, Scottsdale, Arizona

Victoria is flying her first TAR. She works as a part time instructor and in Public Relations with respiratory patients. In 1974 she placed third in the Kachina Doll race. Memberships: Phoenix Chapter-99's.

Pam, a former first grade teacher, is flying her first TAR. Her pilot husband, Kemper, encouraged her to learn to fly. Teamed with Victoria in 1974 she shared the excitement of placing third in the Kachina Doll race. Memberships: Phoenix Chapter-99's.



No. 64

PILOT (L): SONDRA RIDGEWAY, Topeka, Kansas
RATINGS: Commercial, Instrument, SEL, 485 hours
CO-PILOT (R): BARBARA ELDRED, Little Rock AFB, Arkansas
RATINGS: Private, SEL, 115 hours
AIRPLANE: Cessna Skyhawk 172, 145 h.p.
SPONSORS: Forrest Eldred, Little Rock AFB, Arkansas; Ferguson Farms,

Windsor, Missouri; Frank Ridgeway & Son, Inc., Topeka, Kansas
 This is the first TAR for Sondra, who flies for pleasure with her pilot husband, Dale. They have four children. She works at servicing aircraft at the Topeka Municipal Airport and has flown several proficiency races. Memberships: NPA, Topeka Chapter-99's.

Barbara, too, is flying her first TAR. She is a bank teller at First Jacksonville Bank and enjoys flying with her pilot husband, Forrest, and their three children.

**No. 65**

PILOT (R): CATHERINE BOURNE GROVER, Baltimore, Maryland
RATINGS: Commercial, Instrument, SMEL, Ground Instructor
 Ratings, 1100 hours

CO-PILOT (L): JEANE M. WOLCOTT, Columbus, Ohio

RATINGS: Private, SEL, 540 hours

AIRPLANE: Piper PA-28 Cherokee 180 h.p.

SPONSOR: Scot/Air, Cedar Rapids, Iowa

Catherine is flying her third TAR. She is a secretary at Johns Hopkins University. Her husband, Thomas, is not a pilot but encourages her flying together with their son, John. Catherine is a past queen of the Maryland Flying Farmers and a Red Cross Water Safety Instructor. Memberships: FFA, Maryland Chapter-99's.

This is the first TAR for Jeane who is an Advisor of the U. S. Army Reserves. She holds the rank of Lt. Colonel, U. S. Army, Adjutant General Corp. and has held several offices, including president, of the Aberdeen Proving Ground Flying Club. Memberships: AOPA, Aberdeen Proving Ground Flying Club, All-Ohio Chapter-99's.

**No. 66**

PILOT (L): JAN MILLION, Gaithersburg, Maryland
RATINGS: Commercial, Instrument, SEL, 560 hours
CO-PILOT (R): NANCY SMITH, Oklahoma City, Oklahoma
RATINGS: Private, SEL, 315 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.
SPONSOR: Million Associates, Norman, Oklahoma

Jan is flying her second TAR. She flies her non-pilot husband, E. Z., on business trips and has flown political campaigners to their rallies. They have two children. Jan was a former Assistant Dean of Woman at the University of Oklahoma. She has flown the IAR and several small and local races and placed first in one. Memberships: AOPA, CAP, Sooner Aero Club, Inc., Oklahoma Chapter-99's.

Flying with Jan is Nancy on her first TAR. She is a manager of the Parts Department of Catlin Aviation. Her pharmacist husband, Richard, is also a pilot and they have two children. Nancy has also flown in several smaller races placing first in one. Memberships: AOPA, Sooner Aero Club, Inc., Oklahoma Chapter-99's.

**No. 67**

PILOT (R): PATTI JOHNSON, Portland, Oregon
RATINGS: Commercial, Instrument, SMEL, 450 hours
CO-PILOT (L): KAREN NEILSON, Portland, Oregon
RATINGS: Private, SEL, 300 hours

AIRPLANE: Piper Twin Comanche 320 h.p.

SPONSOR: Hillsboro Aviation Company, Hillsboro, Oregon

Pilot Patti will be flying her first TAR. She started flying in late 1970 and has received a new rating every year since. She is a registered nurse in critical care at Emanuel Hospital. Memberships: AOPA

Karen is also flying her first TAR. Her surgeon husband, Robert, is a pilot too. Karen is a bookkeeper for Sivers Construction Company and is also currently working on a commercial license. Memberships: AOPA



No. 68

PILOT: **MARTHA B. GAUNCE**, Williston, North Dakota
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 1800 hrs.
CO-PILOT: **JANE RITTER**, East Lansing, Michigan (Not Pictured)
RATINGS: Private, SEL, 86 hours
AIRPLANE: Piper Cherokee PA-28-140, 150 h.p.

Martha, a former WASP, is flying her seventh TAR. She taught her three children to fly and has another potential student in her one grandchild. She has flown several Angel Derbies. Memberships: WASP

This is the first TAR for Jane, who is a dispatcher for the Michigan State University Police Department in E. Lansing. Her husband, Michael, is a student at MSU.

No. 69

PILOT (L): **MARY E. CLARK**, Jackson, Michigan
RATINGS: Commercial, SEL, 1600 hours
CO-PILOT (R): **JEAN P. REYNOLDS**, Montrose, Michigan
RATINGS: Commercial, Instrument, SMEL, Flight Instructor
 Airplane/Instrument, 3000 hours
AIRPLANE: Piper Cherokee PA-28, 235 h.p.
SPONSORS: John Crowley Boiler Works, Inc., Jackson, Michigan;
 B. Steadman

Mary, who placed first as co-pilot in 1966, is flying her tenth TAR. She has flown several IARs and other small and local races. She is Secretary-Treasurer for John Crowley Boiler Works, Inc. Memberships: AOPA, NAA, Zonta, Lake Michigan Chapter-99's.

Flying co-pilot for Mary is Jean who is flying her sixth TAR and this team won the 1970 Illinine Derby. Her husband, Edward, is a pilot and they have two sons. Jean has flown the IAR and many smaller races. Memberships: Michigan Chapter-99's.



No. 70

PILOT (R): **PEGGY NAUMANN**, West Caldwell, New Jersey
RATINGS: FAA Examiner, ATR, Commercial, Instrument, SMEL, SES, Flight Instructor Airplane/Instrument, Ground Instructor Ratings, 4000 hours
CO-PILOT (L): **CLARICE M. BELLINO**, North Caldwell, New Jersey
RATINGS: Private, SMEL, 200 hours
AIRPLANE: Piper Cherokee PA-28, 300 h.p.

This is the sixth TAR for Peggy, a former home economics teacher and now the owner and operator of her own flight school, Liberty Aviation, Inc. She taught her three brothers to fly. Her husband, Richard, is a pilot and they have two small daughters. Memberships: AOPA, American Home Economics Association, Kappa Delta Pi, National Education Honor Society, Palisades Chapter-99's.

Clarice is flying her first TAR. She was formerly a registered nurse and now flies for fun and family travel with her husband, Dr. Joseph Bellino, and their three children. Memberships: Mountainside Hospital Alumnae Association, Palisades Chapter-99's.

No. 71

PILOT: **ALI SHARP**, Grants Pass, Oregon
RATINGS: Private, Instrument, SEL, 609 hours
AIRPLANE: Cessna Cardinal 177B, 180 h.p.
SPONSOR: Gaffney Way, Grants Pass, Oregon

Ali, flying solo, is having a go at her first TAR. She has flown PARs, Palms to Pines, and an Angel Derby. She is a girl Friday for her pilot husband, Bill, in his manufacturing business, W. A. Sharp Industrial Lanterns. They have four children and four grandchildren. Memberships: Oregon Pilots Association, Southern Oregon Chapter-99's.



No. 72

D N S

PILOT (R): THELMA NICKELSON, Irvine, California
RATINGS: Commercial, Instrument, SEL, 1229 hours
CO-PILOT (L): DORENE CHRISTENSEN, Santa Ana, California
RATINGS: Private, Instrument, SEL, 490 hours
AIRPLANE: Piper Comanche, PA-24C, 260 h.p.
SPONSORS: Riverside Air Service, Riverside, California; Warren Francis, Jr., DDS., Arlington, California; Myron Nickelson, MD, Westminster, California; Duayne Christensen, DDS, Westminster, Ca.

Thelma is flying her second TAR. She is a volunteer for and a member of the board of Liga Int., Inc. giving her time and her airplane to flying on projects of mercy to the interior of Mexico. She and her doctor husband, Myron, make these flights together with Thelma flying in and out of Mexico and Myron handling the bush piloting. They have three children. Memberships: AOPA, NAA, Orange County Chapter-99's.

Dorene is also in her second TAR. She and her dentist husband, Duayne, received their private licenses on the same day. They have three children, all interested in becoming pilots with one having already soloed. Dorene is a registered nurse. Memberships: AOPA, Orange County Chapter-99's.

**No. 73**

PILOT (R): BEBE RAGAZ, Marion, North Carolina
RATINGS: Commercial, SEL, 694 hours
CO-PILOT (L): SUSAN RAGAZ, Marion, North Carolina
RATINGS: Private, SEL, 50 hours
AIRPLANE: Cessna Cardinal 177 RG, 200 h.p.

This will be the fifth TAR for Bebe but her fourth as a mother-daughter team. Her daughter, Kathy, flew three with her and Amelia will have a turn to team with her mother in the future. Bebe's husband, Dr. F. J. Ragaz, is also a pilot and they do a lot of pleasure flying together. Memberships: AOPA, NAA, North Carolina Aero Club, South Carolina Aero Club, Carolinas Chapter-99's.

Susan, flying with her mother as next in line, is on her first TAR. She is a student at the University of Tennessee. Memberships: North Carolina Aero Club, South Carolina Aero Club, Carolinas Chapter-99's.

**No. 74**

PILOT (R): DELL HINN, Salinas, California
RATINGS: Commercial, SMEL, SES, Commercial Glider, 4050 hrs.
CO-PILOT (L): GAIL CHAMPLIN, Salinas, California
RATINGS: Private, SEL, 75 hours
AIRPLANE: Piper Comanche, PA-24-260, 260 h.p.

This is the first grandmother/granddaughter team in AWTAR history. Dell, the grandmother, is flying her eighth TAR. She placed sixth in 1962. Her husband, Dr. George Hinn, is not a pilot and they have two children and five grandchildren. Dell is a Monterey County Deputy and transports female prisoners by air for the Sheriff's Department. Memberships: AOPA, NAC, NPA, Silver Wings, Monterey Bay Chapter-99's.

Granddaughter Gail, a senior in high school, is aiming big and flying her first TAR. She learned to fly from an uncle and is planning to enter college next year.

**No. 75**

PILOT (R): JEAN "SUNNY" SCHIFFMANN, Palos Verdes Estates, California
RATINGS: Commercial, Instrument, SEL, SES, Flight Instructor, Basic Ground Instructor, 1825 hours.
CO-PILOT (L): KAREN SHERMAN, Rancho Palos Verdes, California
RATINGS: Private, SEL, 625 hours
AIRPLANE: Cessna Cardinal 177B, 180 h.p.
SPONSORS: Southwest Skyways, Inc., Torrance, California; Day and Squires Insurance, Santa Barbara, California

This is the sixth TAR for "Sunny". She is a flight instructor for Southwest Skyways, Inc. and taught one of her four sons to fly. Her husband, Pat, is a pilot and they are proud owners of a Meyers 145, one of 12 left flying in the country. They have one young granddaughter. Jean has been the recipient of the AE Scholarship Award and several other aviation and civic awards. She's flown many local races. Memberships: AOPA, AAA, NPA, SSA, Long Beach Chapter-99's.

Karen is flying a first TAR for her. She is a co-owner and sales manager of Cessna Dealer, Southwest Skyways, Inc. and not only encouraged Jean to get her CFI but even hired her. This team has flown the local races together and placed third in two of them. Karen formerly raised and trained horses and taught riding. She has three children. Memberships: Long Beach Chapter-99's.



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No. 76

PILOT (L): GENIE RAE O'KELLEY, Knoxville, Tennessee
RATINGS: Commercial, Instrument, SMEL, Flight Instructor
 Airplanes/Instrument, Ground Instructor Ratings, 2350 hours
CO-PILOT (R): MARY ANN McALLISTER, Cleveland, Tennessee
RATINGS: Commercial, SEL, 300 hours
AIRPLANE: Cessna Cardinal 177 RG, 200 h.p.
SPONSOR: Executive Airways, Inc., Alcoa, Tennessee

This is the first TAR for Genie who was a former school teacher and now instructs for the sponsoring Executive Airways, Inc. She also teaches ground school courses at the University of Tennessee and Cleveland State Community College. Her pilot-chemist husband, Dr. G. Davis O'Kelley, encouraged her flying. They have two children and one grandchild. Memberships: AOPA, NAFI, Tennessee Chapter-99's.

Mary Ann, whose doctor husband, Gary, also started her flying, is on her first TAR too. They have two young children and together with this responsibility, Mary Ann still has time to upgrade herself with an enrollment in Cleveland State Community College and working toward her instrument rating. Memberships: AOPA, Tennessee Chapter-99's.

No. 77

PILOT (R): FRANCESCA S. DAVIS, Freeport, Grand Bahama Island
RATINGS: Private, Instrument, SEL, 575 hours
CO-PILOT (L): BARBARA V. CHUB, Udall, Kansas
RATINGS: Private, SEL, 150 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.
SPONSORS: Horton Stol-Craft, Inc., Wellington, Kansas

Francesca flew her first TAR in 1973 as co-pilot. She was a TWA stewardess for six years and married TWA Captain Rufus Davis. Two daughters were added to the family of four which she acquired at the time of her marriage, and she boasts of two grandchildren. Memberships: AOPA, several flying clubs, Grand Bahamas Women's Club, 99's Member-at-large.

This is a first TAR for Barbara. She is vice-president for her sponsoring company and flies co-pilot on engineering tests.



No. 78

PILOT: TRINA ADELA JARISH, Costa Mesa, California
RATINGS: Commercial, Instrument, SMEL, SES, Flight Instructor
 Airplane/Instrument, 2500 hours
AIRPLANE: Beechcraft Bonanza A-36, 285 h.p.
SPONSOR: Collins Radio Group, Cedar Rapids, Iowa

Trina, flying her eighth TAR, placed third in 1970 and tenth in 1972 as co-pilot and fourth in 1973 when she went solo. She has raced in the IAR, AWNEAR and small races, placing in several of them. She served on the Womens Advisory Committee on Aviation in 1972 and is employed as Customer Service Manager for the sponsoring Collins Radio Group. Memberships: AOPA, NAA, Orange County Chapter-99's.

No. 79

PILOT: SALLY ALLEN, Santa Paula, California
RATINGS: Commercial, Instrument, SEL, Basic Ground Instructor,
 606 hours
AIRPLANE: Champion Citabria 7KCAB, 150 h.p.
SPONSOR: Michael Dewey Aviation, Inc., Santa Paula, California

Sally, flying solo, is flying her first TAR. She has flown the PAR, Mini Derby, and Palms to Pines races and has made one parachute jump (on purpose). The sponsoring Michael Dewey Aviation, Inc. employs her as a charter pilot, she has three children, and enjoys some of the quiet things too like reading and needle-point. Memberships: AOPA, EAA, Santa Paula Chapter-99's.



No. 80

PILOT: **LORRIE BLECH**, Los Angeles, California
RATINGS: Commercial, Instrument, SMEL, Flight Instructor,
 1050 hours

AIRPLANE: Mooney Ranger M20C, 180 h.p.

SPONSOR: Hollywood Dental Lab., Los Angeles, California

This is the second TAR for Lorrie. Her father taught her to fly, stimulating an interest at the age of 14. She has flown the IAR, PARs, and Palms to Pines races. Memberships: AOPA, San Fernando Valley Chapter-99's.

**No. 81**

PILOT (R): **PATRICIA GLADNEY**, Los Altos, California
RATINGS: Commercial, Instrument, SMEL, SES, Flight Instructor
 Airplane/Instrument, 14,000 hours

CO-PILOT (L): **JEANNE McELHATTON**, San Francisco, California

RATINGS: Private, Instrument, SMEL, 2110 hours

AIRPLANE: Cessna Skylane 182, 230 h.p.

SPONSOR: Spirit of Palo Alto Aviation, Inc., Palo Alto, California

This is the twenty-second TAR for Pat. She has been flying since 1935 and was the first winner of the 99 AE Scholarship Award. She taught flying during WW II before joining the WASPs. She is office manager and flight instructor at Spirit of Palo Alto Aviation, Inc. and has two children. Memberships: AOPA, WASPs, Santa Clara Valley Chapter-99's.

Jeanne is flying her tenth TAR. She participates in the Direct Relief Flights of Medical Supplies. Her husband, Dave, is a pilot and well known radio personality for KCBS and keeps San Francisco current on the daily progress of the PPD each year as he hears it from Jeanne. They have three children. Memberships: AOPA, CAEA, Santa Clara Valley Chapter-99's.

No. 82

PILOT (R): **RENE HIRTH**, Deming, New Mexico
RATINGS: Commercial, Instrument, SEL, Flight Instructor

Airplane, 1000 hours, Basic Ground Instructor

CO-PILOT (L): **D'AUN WEST**, Silver City, New Mexico

RATINGS: Private, SEL, 115 hours

AIRPLANE: Cessna Skyhawk 172, 150 h.p.

SPONSORS: Deming Flying Service, Deming, New Mexico; H. L. Storie Construction, Deming, New Mexico; Merchants from Deming and Silver City, New Mexico "Mr. Ed's" & Foothills Arabian, Silver City, New Mexico

This is a first TAR for Rene who is the manager and flight instructor for the sponsoring Deming Flying Service. Her husband, Bill, is not a pilot, they have four children, and a son-in-law with a new private license. Memberships: AOPA, NBAA, New Mexico Aviation Association, Chaparral Chapter-99's.

D'Aun is flying her first TAR too. Her husband, Bert, is not a pilot but goes in for rodeo as a hobby. It won't take too long for D'Aun to rack up the flying time in that New Mexico flying weather.

**No. 83**

PILOT (R): **SUSAN S. ADLER**, LaJolla, California

RATINGS: Commercial, Instrument, SEL, 650 hours

CO-PILOT (L): **MARY E. SANTOSUOSSO**, Vista, California

RATINGS: Private, SEL, 380 hours

AIRPLANE: Piper PA-28 Cherokee, 180 h.p.

Susan is flying her first TAR. She and her husband, Neil, were attracted because they were both pilots. Susan is at the moment, a graduate student, working on her masters degree in Physical Therapy at the University of Southern California. Memberships: AOPA, American Physical Therapy Association, Palomar Chapter-99's.

This is the first TAR for Mary who learned some of her flying from her pilot husband, Ron. Mary is a reservations manager for LaCosta Hotel in Carlsbad, California. Memberships: AOPA, NPA, Palomar Chapter-99's.



No. 84

PILOT (R): VI CHAMBERS, El Cajon, California
RATINGS: Commercial, Instrument, SMEL, 675 hours
CO-PILOT (L): DORIS RITCHEY, San Diego, California
RATINGS: Commercial, SEL, Flight Instructor/ground, 579 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.
SPONSOR: A R Realty, La Mesa, California

Vi is flying her first TAR. She is a budget analyst at the San Diego Naval Station. Her husband, Larry, is a pilot and they have two children, ten grandchildren, and one great-grandchild. Vi is a FAA Safety Counselor and received the award for her 99 chapter's Pilot of the Year for 1971. She has flown the PAR and Angel Derby and many local races. Memberships: AOPA, El Cajon Valley Chapter-99's.

This is also the first TAR for Doris who is a fifth grade teacher and an active member of Civil Air Patrol. Her husband, Frank, is not a pilot, they have three children. Doris has also flown the PAR and Palms to Pines. Memberships: CAP, El Cajon Valley Chapter 99's.

No. 85

PILOT (L): ALICE MARKEE, Goodrich Michigan
RATINGS: Commercial, Instrument, SEL, 550 hours
CO-PILOT (R): JUDY AAGESEN, Burton, Michigan
RATINGS: Private, SEL, 150 hours, Ground Instructor Advanced
AIRPLANE: Aero Commander 112, 200 h.p.
SPONSORS: Markee Electric, Genessee Valley Aviation, and McGregor Aviation of Flint, Michigan.

Alice is flying her third TAR as pilot having flown the PPD in 1969 and 1970 as co-pilot. She has flown in the Michigan Small Race. Her pilot husband, Don, and three sons at home are her rooting section. Memberships: Michigan Chapter-99's.

Judy is flying her first race of any kind and going for the big one. She is a pharmacist and manager for Zemar Drug in Holly, Michigan. Memberships: Michigan Chapter-99's.



No. 86

PILOT (R): MARJORY S. ROBBINS, Los Angeles, California
RATINGS: Commercial, Instrument, SMEL, Flight Instructor, 880 hrs.
CO-PILOT (L): BEVERLY MAHONEY, Chino, California
RATINGS: Private, SEL, 320 hours
AIRPLANE: Piper Cherokee PA-28, 180 h.p.

This is the second TAR for Marjory who was given her instructions in her advanced ratings by her instructor-attorney husband, Richard, including her multi-engine. She has flown the IAR, PAR, and local races and was awarded the Woman Pilot of the Year in 1974 by her 99 chapter. She is a housewife, mother, and part-time instructor. Memberships: AOPA, NPA, San Fernando Valley Chapter-99's.

Beverly is trying her first TAR. She has also flown the IAR, PAR, and small races. Learning to fly for Beverly was a matter of "telling a lot of lies" since she worked at it for four months without the knowledge of her pilot husband, Leslie (Mickey). She wanted to surprise him and did. They have two children and Beverly manages a bowling center. Memberships: AOPA, Pilots International Association, San Gabriel Chapter-99's.



No. 87

PILOT (L): PAULINE GLASSON, Corpus Christi, Texas
RATINGS: Commercial, Instrument, SMEL, SES, Glider Private, Ground Instructor Ratings, 23,900 hours
CO-PILOT (R): GLORIA L. WHITTINGTON, Corpus Christi, Texas
RATINGS: Private, SEL, 80 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.

This is the twenty-second TAR for Pauline who is a self-employed flight instructor and aerial photographer. Her husband, Claude is a pilot and pipeline patroller. Pauline has the record for the most number of co-pilots since each year she encourages a newly licensed pilot of her teaching by taking her as co-pilot in the PPD. Pauline also holds the individual record for more airmarkers than anyone else in the country. Memberships: Tip of Texas Chapter-99's.

This year's "first timer" with Pauline is Gloria who is a secretary at the Corpus Christi Army Depot. She has two children and three young grandchildren.



No. 88

PILOT (L): MERLE ANN STARER, Philadelphia, Pennsylvania
RATINGS: ATR, Commercial, Instrument, SMEL, Flight Instructor, Airplanes/Instrument, 4000 hours
CO-PILOT (R): ANN P. LEMMON, Gladwyne, Pennsylvania
RATINGS: Private, SEL, 283 hours
AIRPLANE: Beechcraft Bonanza V-35, 285 h.p.

This will be number five TAR for Merle Ann who placed fourth in two of them. She comes from a flying family, mother, father, etc. and received her license on her seventeenth birthday. Her husband, Robert, is a pilot and their one-year-old daughter accompanies them on most of their flying trips. She has flown the Bahamas Flying Treasure Hunt. Merle has been charter pilot, demonstration pilot, flying insurance representative, and free-lance instrument instructor. Memberships: AOPA, Eastern Pennsylvania Chapter-99's.

Ann is flying her first TAR. She learned to fly when she bought a FBO in 1967 and operated it until very recently when she sold out allowing herself some time to fly in the PPD and more time with her non-pilot husband, George, and their four children.

**No. 89**

PILOT: F. E. (BETH) FUHRMAN, Richmond, California
RATINGS: Commercial, SMEL, 875 hours
AIRPLANE: Piper Cherokee PA-28-180, 180 h.p.
SPONSOR: Fuhrman Printing & Litho, Richmond, California

This is Beth's second TAR. She is a business partner in her sponsoring husband's firm. Kenneth is not a pilot but he and their three children cheer their flying mom as she goes into another big one. Memberships: AOPA, EAA, Mt. Diablo Chapter-99's.

No. 90

PILOT (L): LT. JG ROSEMARY BRYANT CONATSER, Virginia Beach, Virginia
RATINGS: Commercial, Instrument, SMEL, Flight Instructor Airplanes/Instrument, 1100 hours
CO-PILOT (R): LT. JG JOELLEN M. DRAG, Coronado, California
RATINGS: Commercial, Instrument, SEL, Commercial Helicopter, 350 hours
AIRPLANE: Cessna Skyhawk 172, 150 h.p.
SPONSOR: Naval Aviation Museum, Pensacola, Florida

This will be the first TAR for this team of Navy women pilots. Rosemary is the first woman graduate of Purdue University's Professional Pilot Techniques Program. She entered the Navy in 1973, earned her Navy wings in 1974 and is presently stationed in NAS Oceana with VC-2 where she flies the US-2C Tracker and the A-4 Skyhawk. Her husband, Douglas, is also a Navy pilot. Memberships: Virginia Chapter-99's.

Joellen, flying her first TAR, is the Navy's first woman helicopter pilot. She joined the Navy in 1973 after graduating from California State University with a BA degree in Political Science. She is with the Helicopter Combat Support Squadron Three in San Diego and flies the H-46 Sea Knight helicopter and the T-28 Trojan airplane. This military team, being our first, will add some new excitement to the PPD.

**No. 91**

PILOT (R): SALLY GREEN, Monroe, Louisiana
RATINGS: Commercial, Instrument, SMEL, Flight Instructor Airplane/Instruments, Basic Ground Instructor, 1600 hours
CO-PILOT (L): LETA POWELL DRAKE, Lincoln, Nebraska
RATINGS: Private, SEL, 150 hours
AIRPLANE: Citabria KCAB, 150 h.p.
SPONSORS: Waneks of Crete, Crete, Nebraska; EASI Air Monroe, Louisiana

Sally, who placed eighth in 1973, is flying her third TAR. She instructs for the sponsoring Executive Aero Space, Inc. Sally's husband, Dr. Allan E. Green, Jr., is a pilot too and they have four children. Memberships: AOPA

This is also the third TAR for Leta who was Sally's co-pilot in 1973 when they placed eighth. She is a television personality for KOLN-TV in Lincoln hosting two live shows daily and in 1971 won the award for best locally produced commercial in the United States. Memberships: AOPA, Nebraska Chapter-99's.



No. 92

W. Andrew D. R.
PILOT: **BERNI STEVENSON**, North Hollywood, California
RATINGS: Commercial, Instrument, SMEL, SES, Commercial
 Glider, 3000 hours

AIRPLANE: Mooney Executive M20F, 200 h.p.

This is the fourth TAR for Berni who placed third in 1972 and won the 1973 Palms to Pines. Berni and her pilot husband, Jim, are pylon racers, Berni having been first in two of them. They have two children and four grandchildren. Berni is working on her ATR. Memberships: AOPA, EAA, NAA, Professional Race Pilots Association, Los Angeles Chapter-99's.

No. 93

PILOT (L): **MARION BARNICK**, San Jose, California
RATINGS: Commercial, Instrument, SMEL, Flight Instructor, 8500 hrs.
CO-PILOT (R): **MARY DIAN WARD**, San Jose, California
RATINGS: Commercial, Instrument, SMEL, Flight Instructor
 Airplane/Instruments, 2100 hours

AIRPLANE: Grumman American AA-5, 150 h.p.

Marion is flying her fourth TAR. She was a member of the CPT program during WW II and was a co-pilot in 1971 in the Great Race from London to British Columbia. She is a partner and flight instructor/manager at Gee Bee Aero and has taught one of her two children to fly. Memberships: AOPA, NPA, Silver Wings, Santa Clara County Airman's Association, Santa Clara Valley Chapter-99's.

This will be the first TAR for Mary. She started flying while she was in Germany in 1970. Mary is a flight instructor for Dee Thurmond Flight Service. Memberships: Santa Clara Valley Chapter-99's.



No. 94

PILOT (R): **MARY M. PEARSON**, Valley Center, California
RATINGS: FAA Examiner, Commercial, Instrument, SMEL, SES,
 Flight Instructor Airplane/Instruments, Basic Ground Instructor,
 10,000 hours

CO-PILOT (L): **HARRIETT P. BOOTH**, Rancho Santa Fe, California
RATINGS: Private, SEL, 165 hours

AIRPLANE: Bellanca Citabria 7KCB, 150 h.p.

Mary will be flying her ninth TAR. She is the vice-president of Flight Trails owned by her pilot husband, Bradford. They have four children and six grandchildren. Mary has had many of her students fly the Powder Puff. Memberships: NPA, Palomar Chapter-99's.

This is the second TAR for Harriett, her first being in 1973 with Mary. She and her pilot husband, Harry, have three children and four grandchildren. Harriett has flown the PAR and local races. Memberships: Palomar Chapter-99's.

No. 95

PILOT (R): **CHIYOKO MURAKAMI**, Castlegar, B. C., Canada
RATINGS: ATR, Instrument, SMEL, Flight Instructor Airplanes/
 Instruments, Instrument Ground Instructor, 2200 hours

CO-PILOT (L): **YAE NOZOKI**, Tokyo, Japan

RATINGS: Commercial, SEL, Flight Instructor, 1000 hours

AIRPLANE: Piper Cherokee PA-28-140, 150 h.p.

SPONSOR: Japan Woman's Aeronautical Association, Tokyo, Japan

Chiyoko is flying her first TAR and first American race. She has an interesting flying history. Chiyoko soloed in Paris, France, received her license in Montreal, Canada, and her ATR in Toronto, Canada, all of which suggests an interesting series of aircraft. She is a flight instructor at Selkirk College. Memberships: COPA.

This is a first American TAR for Yae, who is the president of the sponsoring Japan Woman's Aeronautical Association. She started to fly before WW II and was one of Japan's first Ninety-Nines. It pleases us that our race attracts foreign teams like this. Memberships: Japanese Ninety-Nines, Inc.



No. 96

PILOT (R): EVA L. McHENRY, San Diego, California
RATINGS: Private, Instrument, SEL, 280 hours
CO-PILOT (L): JOANRUTH KINGSBURY BAUMANN, San Diego, Ca.
RATINGS: Private, SEL, Private Glider, 200 hours
AIRPLANE: Piper Cherokee PA-28-180, 180 h.p.
SPONSOR: Foodmaker, Inc., San Diego, California

Eva will be flying her first TAR. Her husband, Scott, is also a pilot and they have one child. This is the first of any kind of race for Eva but she believes in starting out big. Memberships: NAA, San Diego Chapter-99's.

This will be a first TAR for Joanruth who comes from a family of pilots. Her father, father-in-law and husband, Scott, have been her influences. She has flown in air shows in which Bob Hoover appeared and studied aerobatics at Michael Dewey Aviation. She is active in CAP, and was a quality engineer and analyst for Rohr Industries, Inc. Memberships: CAP, Southern California Aerobatic Association, San Diego Chapter-99's.

**No. 97**

PILOT: CLEDITH L. BRUNER, Santa Rosa, California
RATINGS: Commercial, SEL, 213 hours
AIRPLANE: Piper Cherokee PA-28-180, 180 h.p.

This is the first TAR for Cledith who is a teacher at Piner Elementary School. Her husband, William, is not a pilot. They have two sons. Cledith is also making her first race the big one. Memberships: Santa Rosa Chapter-99's.

No. 98

PILOT (L): LAVERNE GUDGEL, Chowchilla, California
RATINGS: Commercial, Instrument, SEL, 1300 hours
CO-PILOT (R): DOROTHY McALLISTER, Portola Valley, California
RATINGS: Private, Instrument, SEL, 771 hours
AIRPLANE: Beechcraft Bonanza A-36, 285 h.p.
SPONSOR: Gudgel's Aero-AG Service, Chowchilla, California

This is the fifth TAR for Laverne who learned to fly from her husband, Robert, owner of the sponsoring Gudgel's Aero-Ag Service. They have two sons, both pilots and Laverne works as a part-time bookkeeper and pilot for her husband's firm. She has flown the IAR and several PARs, placing first in 1969. Memberships: AOPA, FFA, San Joaquin Valley Chapter-99's.

Dorothy is flying her third TAR, having placed sixth in 1971. She got her instrument rating with her husband, Eugene, as her instructor. They have one son. Dorothy keeps busy as a housewife and flies in races such as the PAR and Palms to Pines. Memberships: San Joaquin Valley Chapter-99's.

**No. 99**

PILOT (L): SAMMY McKAY, Grand Blanc, Michigan
RATINGS: Commercial, SEL, 1800 hours
CO-PILOT (R): IRIS CRITCHELL, Claremont, California
RATINGS: Commercial, Instrument, SMEL, SES, Flight Instructor
 hours Lots, Airplanes/Instruments, Commercial Glider, Ground
 School Instructor Ratings
AIRPLANE: Cessna Centurion 210-J, 285 h.p.

SPONSOR: "Dear Old Dad" — Superior Pontiac Cadillac, Flint, MI.

This is the seventeenth TAR for Sammy and the sponsoring Dear Old Dad is really her husband, George, who is not a pilot himself. They have a son, George, too. Sammy has flown the IAR, the Angel Derby, and many small and local races. Memberships: AOPA, Michigan Chapter-99's.

Iris, a former WASP, is flying her fourteenth TAR, and was co-pilot of the winning airplane in 1957. She is an aeronautics teacher and chief flight instructor for Bates Foundation at Harvey Mudd College. Her husband, Howard, is a pilot and they have two children, one of whom Iris taught to fly. Memberships: WASP, Long Beach Chapter-99's.



No. 100

PILOT: (L) **BEA BARRIS**, Cleveland, Ohio
RATINGS: Commercial, Instrument, SMEL, 575 hours
CO-PILOT: **LYDIA ROGERS**, Broadview Heights, Ohio — (Not Pictured)
RATINGS: Private, SEL, 150 hours
AIRPLANE: Grumman American AA5B, 180 h.p.

This is the second TAR for Bea. She and her pilot husband, Robert, learned to fly together. They have three children. Bea is a secretary and office manager for Hupp Well & Pump Company and also a student at Cuyahoga Community College. She received the 1974 Pilot of the Year Award. Memberships: AOPA, SPA, Lake Erie Chapter-99's.

Lydia is flying her first TAR. She is a homemaker for her non-pilot husband, Russel and their two children. They like fishing and cycling together.

No. 101

PILOT: (R) **KATHY LEIDIGH**, Harrisburg, Pennsylvania
RATINGS: Commercial, SEL, 247 hours
CO-PILOT: (L) **BETTY PARTHEMER**, Harrisburg, Pennsylvania
RATINGS: Private, SEL, 156 hours
AIRPLANE: Piper Cherokee PA-28-140, 150 h.p.
SPONSOR:

Kathy is flying her first TAR. Her interest in flying was come by naturally from her father who owns five airports. She is a secretary-receptionist for Keystone Aviation, Inc. and is currently working on her CFI. Memberships: Central Pennsylvania Chapter-99's.

This is a first TAR for Betty too. She is the owner and manager of a retail business. Her husband, Richard, is not a pilot. They have two children. Betty is currently working on her commercial with instrument. Memberships: AOPA, Central Pennsylvania Chapter-99's.



No. 102

PILOT: **YVETTE HORTMAN**, New Hope, Pennsylvania
RATINGS: ATR, Commercial, Instrument, SMEL, Flight Instructor
 Airplanes/Instruments, Ground Instructor Ratings, 2500 hours
AIRPLANE: Grumman American Tiger, 180 h.p.
SPONSOR: Hortman Aviation, Inc., Bristol, Pennsylvania

Yvette, a former TWA stewardess, is flying her seventh TAR. She earned all her advanced ratings with her late husband, Norman, as her instructor. She is now the president and manager of Hortman Aviation and is the mother of three children. Memberships: NAA, NATA, Zonta, Eastern Pennsylvania Chapter-99's.

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33 USED AIRCRAFT FOR SALE
 (22 GRUMMAN)

HANDICAPS

To be eligible to race the airplane must have been manufactured on or after January 1, 1963. Handicaps apply only to specific airplanes, engine models and propeller combinations stated. Handicaps for fixed gear airplanes are for planes with speed fairings (wheel pants and/or struts). Airplanes without speed fairings - subtract 2 MPH from handicap shown. Speed fairings are considered optional by AWTAR, Inc.

The AWTAR Board of Directors handicaps airplanes at the engine limits as approved by the Federal Aviation Administration for each airplane certified.

To be eligible, airplanes must be approved to operate at their highest power available continuously.

When maximum power is approved only for take-off for 1 to 5 minutes duration, no adequate reliable means for monitoring a contestant's use of power exists. Therefore, the Board of Directors of AWTAR, Inc. has ruled that any airplane that cannot be operated at its maximum power available continuously shall be ineligible to compete.

Manufacturer	Years	Horsepower	Handicap (MPH)
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ROCKWELL AERO COMMANDER

200 A B C	1963 - 1964	260	188
200 D	1965 - 1968	285	191
100 Darter	1966 - 1969	150	108
112		200	146
112A	1974 - 1975	200	150

AMERICAN

Traveler	1972 - 1973	150	123
Traveler	1975	150	129
Tiger	1975	180	143

BEECHCRAFT

Travel Air B-E-95	1963 - 1968	360	188
Bonanza P	1963	260	179
Bonanza S	1964 - 1965	285	185
Bonanza V-35, V-35A,			
V-35B	1966 - 1973	285	184
Bonanza 36, A-36	1968 - 1973	285	179
Bonanza C-33A, E33A,			
F33A	1966 - 1973	285	182
Bonanza G-33	1972	260	179
Bonanza E-33, F-33	1968 - 1970	225	169
Debonair B-33, C-33	1963 - 1967	225	169
Musketeer A-24-R, Sierra	1970 - 1973	200	145
Musketeer A-23-24	1966 - 1971	200	132
Musketeer Custom,			
Sundowner	1969 - 1973	180	125
Musketeer A23	1963 - 1968	165	123
Musketeer 23	1963	160	119
Musketeer A-23-19,			
Sport B19	1965 - 1973	150	116

BELLANCA

260A thru C	1963 - 1968	260	171
Super Viking	1969 - 1971	290	175
Super Viking	1971 - 1973	300	176

CESSNA

Skymaster 336	1964	420	158
Skymaster A B C D E 337	1965 - 1973	420	176
Skymaster G	1975	420	184
210 B-C	1963	260	172
210 D-E Centurion	1964 - 1965	285	178
210 F Centurion	1966	285	177
210 G Centurion	1967	285	182
210 H-J Centurion	1968 - 1969	285	183
U 206 4 seats minimum	1964 - 1966	285	154
P 206 4 seats minimum	1965 - 1972	285	154
205 - 205A 4 seats	1963 - 1964	260	147
185 Skywagon 4 seats	1963 - 1966	260	154
182 Skylane	1963 - 1974	230	144
182 Skylane P	1975	230	146
180	1963 - 1973	230	145
177 Cardinal	1968	150	122
177 Cardinal (fixed pitch)	1969	180	130
177 Cardinal (constant speed)	1970 - 1974	180	131
177 Cardinal (constant speed)	1975	180	136
177 Cardinal RG	1971	200	154
177 Cardinal RG	1972 - 1973	200	155

Manufacturer	Years	Horsepower	Handicap (MPH)
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CESSNA

175 Skylark	1963	175	126
172 Skyhawk	1963 - 1968	145	117
172 Skyhawk	1968 - 1973	150	119
172 Skyhawk	1974 - 1975	150	122
Cardinal RG	1974 - 1975	200	159

CHAMPION - CITABRIA

7GCCA no flaps, not inverted system	150	111
7GCBC with flaps, not inverted	150	109
7KCAB no flaps, inverted system.	150	111

MAULE

M4 Strata Rocket	Franklin	220	139
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MOONEY

Mark 21 M20C	1963 - 1968	180	153
Ranger M20C	1968 - 1969	180	153
Aerostar 200	1970 - 1971	180	153
Super 21 M20E	1964 - 1967	200	164
Chaparral M20E	1968 - 1969	200	164
Aerostar 201	1970 - 1971	200	164
Executive 21 M20F	1966 - 1969	200	161
Aerostar 220	1970 - 1971	200	161
Master M20D	1963 - 1967	180	125
Statesman M20G	1968 - 1970	180	151

PIPER

Seneca	1972 - 1973	400	178
Twin Comanche PA-30..	1963 - 1970	320	187
Twin Comanche PA-30			
C/R	1963 - 1970	320	187
Twin Comanche PA-39..	1970 - 1973	320	189
Comanche PA-24-400 ..	1964 - 1965	400	200
Comanche PA-24-260 ..	1965	260	178
Comanche PA-24-260B ..	1965 - 1969	260	179
Comanche PA-24-260C ..	1969 - 1972	260	180
Comanche PA-24-250 ..	1963 - 1964	250	172
Comanche PA-24-180 ..	1963 - 1964	180	149
Arrow PA-28-R ..	1967 - 1969	180	150
Arrow PA-28-R ..	1969 - 1971	200	155
Arrow II ..	1972 - 1975	200	156
Cherokee 6 PA-32-300 ..	1966 - 1973	300	154
Cherokee 6 PA-32-260 ..	1965 - 1973	260	146
Cherokee PA-28-235			
(constant speed)	1964 - 1975	235	147
Cherokee PA-28-235			
(fixed pitch)	1964 - 1975	235	148
Cherokee PA-28-180 ..	1963 - 1973	180	132
Cherokee PA-28-160 ..	1963 - 1969	160	125
Cherokee PA-28-140, 150	1963 - 1973	150	122
Super Cub PA-150 ..	1963 - 1975	150	109

WINDECKER	1973	285	190
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AWARDS

FIRST PLACE

AWTAR Trophy for Pilot and Co-Pilot. \$5,000 Cash. Name inscribed on Perpetual Trophy on display in National Air Museum Washington, D. C. (Donated in 1950 by San Diego Chapter 99's). Plaque donated by Michigan Aeronautics Commission Jeppesen FC 104 Flight Case to Pilot and Co-pilot.

SECOND PLACE

AWTAR Trophy for Pilot and Co-pilot. \$3,000 Cash. Jeppesen Regional Airway Manual Service for one year to Pilot and Co-pilot.

THIRD PLACE

AWTAR Trophy for Pilot and Co-pilot. \$2,000 Cash. Jeppesen IH-LWD Deluxe Instrument Hood to Pilot and Co-pilot.

FOURTH PLACE

AWTAR Trophy for Pilot and Co-pilot. \$1,000 Cash.

FIFTH PLACE

AWTAR Trophy for Pilot and Co-pilot. \$500 Cash.

SIXTH PLACE

AWTAR Trophy for Pilot and Co-pilot. \$400 Cash.

SEVENTH PLACE

AWTAR Trophy to Pilot and Co-pilot. \$300 Cash.

EIGHTH PLACE

AWTAR Trophy to Pilot and Co-pilot. \$100 Cash.

NINTH PLACE

AWTAR Trophy to Pilot and Co-pilot. \$100 Cash.

TENTH PLACE

AWTAR Trophy to Pilot and Co-pilot. \$75 Cash.

HIGHEST SCORE BY A SOLO PILOT

Microphone (donated by Narco Avionics)

HIGHEST SCORE BY A CREW WHOSE COMBINED TIME IS 700 HOURS OR LESS.

Weekend Ground School Course for pilot and co-pilot (donated by AOPA Air Safety Foundation.)

HIGHEST SCORE FOR A PILOT RACING SOLO FOR THE FIRST TIME

\$75 Cash and a Barometer (Donated by Volney G. Bennett Lumber Co., Camden, N. J.).

HIGHEST SCORE BY A TEAM FLYING THE AWTAR FOR THE FIRST TIME.

Engraved Silver Bowls for Pilot and Co-pilot. (Donated by Dallas Redbird Chapter of the Ninety-Nines, Inc.)

HIGHEST SCORE OF A CREW FROM A COUNTRY OTHER THAN THE U. S.

\$70 cash donated by First National Bank, Fix Prop Shop, Owl Aviation "Fly by Night", National Aviation Underwriters, Seth Boynton, and Superior Aviation, all of Lincoln, Nebraska. Engraved silver bowl (donated by AWTAR, Inc.)

HIGHEST SCORE BY A MOTHER/DAUGHTER TEAM.

\$75 Cash (donated by N. S. Smith Trucking Service, Los Angeles, Ca.).

DAILY OVERALL TOP SCORE FOR 1ST, 2ND AND 3RD DAY OF RACE.

Engraved Silver Bowl (donated by AWTAR, Inc.).

HIGHEST SCORE IN EACH CLASS OF AIRCRAFT OF WHICH THERE ARE AT LEAST THREE IN COMPETITION.

145 – 165 h.p.

166 – 199 h.p.

200 – 239 h.p.

240 – 284 h.p.

285 – 450 h.p.

Engraved Silver Bowl (donated by AWTAR, Inc.)

HIGHEST SCORE BY A MICHIGAN PILOT

Engraved Plaque (donated by Michigan Aeronautics Commission).

AWARDS (Continued)

CHAMPION SPARK PLUG AWARDS

(To be presented to the winners if they are using CHAMPION SPARK PLUGS)

First Place	\$300 Cash
Second Place	200 Cash
Third Place	100 Cash
Fourth Place	50 Cash
Fifth Place	25 Cash

(Presented by CHAMPION SPARK PLUG CO., Toledo, Ohio)

AC SPARK PLUG AWARDS

(To be presented to winners if they are using AC SPARK PLUGS)

First Place	\$300 Cash
Second Place	200 Cash
Third Place	100 Cash
Fourth Place	50 Cash
Fifth Place	25 Cash

(Presented by AC SPARK PLUG DIVISION, Flint, Michigan)

PIPER AIRCRAFT CORPORATION AWARDS

\$1000 if Contestant wins 1st place in a PIPER

500 if Contestant wins 2nd place in a PIPER

250 if Contestant wins 3rd place in a PIPER

BEECHCRAFT AWARDS

A. If a BEECHCRAFT Airplane wins the Powder Puff Derby:

1. \$1,500 Cash or two weeks use of a Beechcraft Bonanza, all expenses paid (in Continental U.S.A.)

2. To Beechcraft placing Second highest in the race: \$500 or Equivalent in Training at winner's local Beechcraft Aviation Center.

B. If a Competitive Airplane wins:

1. To Beechcraft placing HIGHEST in the race: \$1,000 Cash or Equivalent in Training.

2. To SECOND Highest Beechcraft \$500 Cash or Equivalent in Training (See A.2).

"Employees of Beechcraft Corporation and its subsidiaries are not eligible for prizes."

CESSNA AIRCRAFT AWARDS

\$500 if Contestant wins 1st place in a CESSNA

\$350 if a Contestant wins 2nd place in a CESSNA

\$250 if a Contestant wins 3rd place in a CESSNA

Contestants flying CESSNAs not placing in top 3 positions: \$100 to Contestant placing highest in the race. \$50 to the next four contestants placing next four highest.

LEG PRIZES

LEG NO.	FROM	TO	PLACE	AWARD	THANKS TO:
1.	RAL	GYR	1st	AeroDesks (for pilot & co-pilot)	SCOT/AIR
2.	GYR	ELP	1st	\$100	La Placita "The most unique shopping experience inside any airport."
3.	GYR	PVW	1st	\$100	Plainview Chamber of Commerce
4.	ELP	PVW	1st	\$100	El Paso International Airport
5.	ELP	RVS	1st	\$100	Hardesty Company
6.	PVW	LNK	1st	\$ 75	Nebraska Chapter of the 99's
7.	RVS	MLI	1st	\$ 75	Tulsa Lease a Plane, Flight Training Center, Omni Air Inc. of Tulsa Sparton School of Aeronautics, Tulsa Piper, Inc., Don Harrington, Builder
			2nd	\$ 40	Tulsair Beechcraft, Inc. Ross School of Aviation
8.	LNK	TOL	1st	\$100	Train Air, Inc. National Flight Service, Inc. Crow, Inc. Top Flight Aero Club
9.	MLI	BFA	1st	\$100	Michigan Aeronautics Commission
			2nd	\$100	Master Chemical Corporation

AWTAR FIRSTS:

FIRST Grandmother/Granddaughter Team

Dell Hinn, of Salinas California, and her granddaughter Gail Champlin started flying together when Gail was 6 weeks old (complete with formula and diaper bucket). As soon as she was old enough to sit up, Gail's crayons were busy on the aeronautical charts, plotting weird and colorful courses. At age 10, she acted as co-pilot for Dell when they picked up a Citabria in Osceola, Wisconsin, and flew it to the West Coast.

Through the years, Gail's goal has become to get her private license and fly the Power Puff Derby. Now she is 18, and hopes to continue training for a commercial license. . . which could mean switching seats with Dell to be pilot in command next year!

Dell has 4,000 hours, and holds Commercial, Instructor, Multi-Engine, Seaplane and Glider ratings. She has flown 9 TARs, the first just 20 years ago with her daughter, whom she had soloed. She is a deputy of the Monterey County (California) Sheriff's Department, and flies female prisoners to court trials or rehabilitation Centers. Wife of a former Flight Surgeon, she has flown Mercy Flights, carrying medical supplies to stricken areas. In 1972, she flew the German Camera Team for filming of a documentary during the race.

All this we know to be true. Then why doesn't she LOOK like a Grandmother?



1975 marks the FIRST ENTRY FROM JAPAN:
YAE NOZOKI, of Tokyo, is co-pilot for TAR No. 95

FIRST NAVY PILOTS:



LT/JGs
Rosemary Conatser (L)
and
Joellen Drag (R)
preflight their aircraft.
This Navy team will be
TAR No. 90



AMATEUR RADIO NETWORK

(A marvelous group to know when the phone is out of order . . .)
For the 22nd year, "Ham" operators have volunteered their services during the AWTAR to spread the word. They relay timers' records from Stops to Terminus Scorers, "Patch" between Airports and Headquarters Hotels, post RONs of racers, and send personal messages for the contestants . . .

Carolyn Currens, W3 GTC has, for the 17th year, arranged and chairmanned this convenient network along the AWTAR route.



Riverside, Ca.
Pictured: Myrtle Cunningham
WA6 ISY
Tom Cunningham
W6 PIF



Tulsa, Ok.
Tom Shaw
K5 OVT



Toledo, Ohio
Pictured: Merle
Kachenmeister
WA8 EWW

Jim Bennough
WA8 CGN

Paul Lentz
W8 TKS



Phoenix, Az.
Tom Moore
W7 F CQ



Moline, Ill.
Leo F. Williams
K9 MVJ



Lincoln, NB
Reynolds Davis
KØ GND



Boyne Mountain, MI.
James Pearson
W8 AYZ



Plainview, Texas
Charlotte Thurman
WA 5 MIQ



El Paso, Texas
Noel C. Olmstead
W5 URT



Resume of Past Races

Year Start & Terminus	Total Statute Miles	Planes Entered	Winners Pilot & Co-Pilot	Aircraft	Horse Power	Average Ground Speed (MPH)
1947 Palm Springs, CA to Tampa, FL	2242	1	P-Carolyn West CP-Beatrice Medes	Ercoupe	85	102.0
1948 Palm Springs, CA to Miami, FL	2540	6	P-Frances Nolde	Navion	185	148.0
1949 San Diego, CA to Miami, FL	2544	16	P-Lauretta Foy CP-Sue Kindred	Piper Clipper	108	121.1
1950 San Diego, CA to Greenville, SC	2460	33	P-Jean Parker CP-"Boots" Seymour	Taylor- craft	65	123.0
1951 Santa Ana, CA to Detroit, MI	2348	44	P-Claire McMillen CP-Frances Bera	Cessna 140	85	121.16
1952 Santa Ana, CA to Teterboro, NJ	2355	41	P-Shirley Blocki CP-Martha Baechle	Cessna 140	85	119.0
1953 Lawrence, MA to Long Beach, CA	2678	49	P-Frances Bera CP-Marcella Duke	Stinson 165	165	119.37
1954 Long Beach, CA to Knoxville, TN	1986	51	P-Ruth Deerman CP-Ruby Hays	Cessna 140A	90	121.99
1955 Long Beach, CA to Springfield, MA	2787	47	P-Frances Bera CP-Edna Bower	Cessna 180	180	175.0
1956 San Mateo, CA to Flint, MI	2366	50	P-Frances Bera CP-Edna Bower	Beechcraft Bonanza E35	225	183.0
1957 San Mateo, CA to Philadelphia, PA	2567	49	P-Alice Roberts CP-Iris Critchell	Beechcraft Bonanza C35	205	188.53
1958 San Diego, CA to Charleston, SC	2177	69	P-Frances Bera CP-Evelyn Kelly	Beechcraft Bonanza A35	205	177.87
1959 Lawrence, MA to Spokane, WA	2470	66	P-Aileen Saunders CP-Jerelyn Cassell	Cessna 172	145	127.2
1960 Torrance, CA to Wilmington, DE	2509	85	P-Aileen Saunders CP-June Douglas	Cessna 172	145	136.0
1961 San Diego, CA to Atlantic City, NJ	2709	101	P-Frances Bera	Beechcraft Bonanza E35	225	182.2
1962 Oakland, CA to Wilmington, DE	2546	54	P-Frances Bera CP-Edna Bower	Beechcraft Bonanza E35	225	196.41
1963 Bakersfield, CA to Atlantic City, NJ	2460	47	P-Virginia Britt CP-Lee Winfield	Piper Cherokee 180	180	158.8
1964 Fresno, CA to Atlantic City, NJ	2573	61	P-Mary Ann Noah CP-Mary Aikins	Piper Cherokee 160	160	130.17
1965 El Cajon, CA to Chattanooga, TN	2407	79	P-Mary Ann Noah CP-Mary Aikins	Piper Cherokee 160	160	144.55
1966 Seattle, WA to Clearwater, FL (via Portland, OR)	2875	91	P-Bernice Steadman CP-Mary Clark	Piper Comanche 260	260	208.86
1967 Atlantic City, NJ To Torrance, CA (via Baltimore, MD)	2497	76	P-Ludy Wagner	Beechcraft Bonanza K35	250	200.24
1968 Van Nuys, CA to Savannah, GA	2469	81	P-Margaret Mead CP-Billie Herrin	Bellanca Cruisemaster	230	174.46
1969 San Diego, CA to Dulles, Wash., DC	2515	95	P-Mara Culp	Piper Comanche 260	260	210.39
1970 Monterey, CA To Bristol, PA	2760	98	P-Margaret Mead CP-Susan Oliver	Piper Comanche 260	260	202.10
1971 Calgary, CANADA to Baton Rouge, LA	2442	150	P-Gini Richardson	Cessna 210-J	285	207.70
1972 San Carlos, CA to Toms River, NJ	2616	106	P-Marian Banks CP-Dottie Sanders	Piper Comanche 260	260	207.21
1973 Carlsbad, CA to Elmira-Corning, NY	2542	108	P-Marian Burke CP-Ruth Hildebrand	Cessna 182	230	163.07

IN THE 27TH AWTAR . . .

Turbulence and headwinds prevailed at all altitudes from Carlsbad, California to Elmira-Corning New York. Many racers spent two nights at the first stop, hoping for a change, but when time grew short, there was a push to the finish.

Just 25 minutes before the official deadline, the last plane crossed the timing line at the Terminus and won the race. In her 16th try, Marian Burke of San Antonio, Texas, and her co-pilot Ruth Hildebrand of Houston had top score with a mere +19.073.

Another Texas team had been the FIRST to arrive, and, in the final scoring, took second place. Helen Wilke of Dallas, and Kathy Long of Irving, always top contenders, made a plus 17.057 in Helen's Bonanza V-35.

Keen Competitor Ginny Wegener and co-pilot Lynn Cary, both of Santa Rosa, California, took third place in a Cessna Skymaster, followed closely by solo Trina Jarish in her Bonanza V-35 and Cool-Ray sunglasses. Nudging the "pros" was first-time racer Mary Krautkramer, Bristol Wisconsin, flying first-time Messerschmitt Monsun, and, with her co-pilot Pat Friedman, Highland Park Illinois, was in fifth place.

A slim .015 behind came another solo, Esther Grupenhagen of Anaheim, California who pulled 6th in an American Traveler. Sophia Payton, Coraopolis, Pennsylvania, who has been in the top ten 3 times, flew her 9th TAR with glamorous grandmother Pat Fairbanks of Cincinnati, Ohio. They won 7th place and Best of Class award in a Mooney M-20C.

Sally Green of Monroe, Louisiana, and Leta Drake, Lincoln, Nebraska, were each flying their 2nd TAR. In the only Citabria entered, they made the best daily overall score on the second day of the race with a plus 21. In the final score, they were in 8th place.

Carolyn Luhta and Pat Collier, veteran racers from Ohio, logged a +14.924 to place 9th in a Piper PA-28.

In tenth place was Pauline Glasson of Corpus Christi, Texas, flying her 21st TAR with her 21st co-pilot, Marion Scanio, Woodsboro Texas. Pauline is a warm friend of AWTAR and a dedicated flight instructor who believes the Powder Puff Derby is good training. Each year, she chooses one of her students to "go along".

And that's the way it was in 1973.



1973 WINNERS

SEATED: Pilots (L. to R.) Connie Luhta (9th), Sophia Payton (7th), Mary Krautkramer (5th), Ginny Wegener (3rd), Marian Burke (1st), Helen Wilke (2nd), Trina Jarish (4th), Esther Grupenhagen (6th), Sally Green (8th), Pauline Glasson (10th).

STANDING: Co-pilots (L. to R.) Pat Collier (No. 9), Pat Fairbanks (No. 7), Pat Friedman (No. 5), Lynn Cary (No. 3), Ruth Hildebrand (No. 1), Kathy Long (No. 2), Leta Drake (No. 8), Marion Scanio (No. 10).



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GLOSSARY

AAA—Antique Airplane Ass'n.
ACA—Aerobatic Club of America
AFA—Air Force Ass'n.
AHS—American Helicopter Society
AOPA—Aircraft Owners and Pilots Ass'n.
ATC—Air Traffic Control
ATR—Airline Transport Rating
AWNAR—All-Woman New England Air Race
AWTAR—All-Woman Transcontinental Air Race
CAP—Civil Air Patrol
CPT—Civilian Pilot Training
EAA—Experimental Aircraft Ass'n.
FAA—Federal Aviation Agency
FAI—Federation Aeronautique Internationale
FFA—Flying Farmers Ass'n.

FIA—Flight Instructor Airplane
FII—Flight Instructor Instrument
FSS—Flight Service Station
GADO—General Aviation District Office
IAR—International Air Race
ILS—Instrument Landing System
IRA—Instrument Rating
MEL—Multi-engine Land
MES—Multi-engine Sea
MIC—Meteorologist in Charge
NAA—National Aeronautic Ass'n.
NAEC—National Aerospace Education Council
NAFI—National Ass'n. Flight Instructors
NATA—National Aviation Trades Ass'n.
NBAA—National Business Aircraft Ass'n.

NIFA—National Intercollegiate Flying Ass'n.
NPA—National Pilots Ass'n.
PPD—Powder Puff Derby
PRPA—Professional Racing Pilots Ass'n.
RON—Remain Over Night
SEL—Single Engine Land
SES—Single Engine Sea
SPA—Sportsman Pilots Ass'n.
SSA—Soaring Society of America
TAR—Transcontinental Air Race (PPD)
VFR—Visual Flight Rules
WACOA—FAA's Women Advisory
Committee on Aviation
WASP—Women's Airforce Service Pilots
WIAA—Women's Int'l. Ass'n. of Aeronautics

American dreamer.



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