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.

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

Contestants (Alphabetical Listing) ................................................. 2
Guest Editor — Richard Bach ................................................... 3
The Race Course ........................................................................ 4
General Race Fund Contributors ............................................. 5
AWTAR Board of Directors ...................................................... 6, 7
Message From the 99 President ................................................ 8
1975 PPD Woman of the Year (Kay A. Brick) .......................... 9
99 Chapters and Sections contributing to 1974 & 1975 race ...... 11
Trailblazing ............................................................................. 12
Among our many helpers ......................................................... 13
Official NAA Start and Terminus Timer/Judges ....................... 14
First Day Drawing .................................................................. 15
Inspection and Impound ........................................................... 18
Honorary and Official Starters ................................................ 19
1975 Race Start — Riverside, California ................................. 20, 21
Enroute Stops .......................................................................... 22, 24
Official NAA Enroute Tower Timers ...................................... 25
1975 Terminus — Boyne Mountain Lodge, Boyne Falls, MI. .... 26, 27
Contestants ............................................................................. 29, 60
Handicaps .............................................................................. 61
Awards and Leg Prizes ............................................................ 62, 63
AWTAR Firsts ......................................................................... 64
Amateur Radio Network .......................................................... 65
Resume of Past Races ............................................................... 66
1973 Winners .......................................................................... 67

RACE SCHEDULE

Western Take—Off Barbeque — Indian Hills Convention Center — Riverside, CA. — July 2, 1975
Awards Banquet — Boyne Mountain Lodge, Boyne Falls, MI. — July 9, 1975
# Listing of Contestants

<table>
<thead>
<tr>
<th>TAR No.</th>
<th>TAR No.</th>
<th>TAR No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>85 AAGESSEN, JUDY</td>
<td>50 GRUPENHAGEN, ESTHER</td>
<td>67 NEILSON, KAREN E.</td>
</tr>
<tr>
<td>83 ADLER, SUSAN S.</td>
<td>98 GUDGE!., LAVERN A.</td>
<td>20 NEWHOUSE, LORRAINE V.</td>
</tr>
<tr>
<td>79 ALLEN, SALLY L.</td>
<td>62 HAMILTON, HELEN L.</td>
<td>42 NIEKAMP, DOROTHY R.</td>
</tr>
<tr>
<td>53 AMEN, SHIRLEY</td>
<td>37 HAMMER, BETTY JO</td>
<td>95 NOZOKI, YAE</td>
</tr>
<tr>
<td>93 BARNICK, MARION</td>
<td>20 HAYWARD, WYN</td>
<td>76 O’KELLEY, GENIE RAE</td>
</tr>
<tr>
<td>100 BARRIS, BERNICE</td>
<td>53 HEINS, JAN</td>
<td>40 PARKER, SUZY</td>
</tr>
<tr>
<td>32 BARTHEL, LYNN HOWARD</td>
<td>60 HENSLY, TOOKIE</td>
<td>101 PARTHEMEN, BETTY</td>
</tr>
<tr>
<td>96 BAUMANN, JOAN RUTH K.</td>
<td>25 HINDS, ALMA HERMAN</td>
<td>26 PAYNTER, JOAN T.</td>
</tr>
<tr>
<td>70 BELLINO, CLARICE M.</td>
<td>74 HINN, DELL</td>
<td>94 PEARSON, MARY M.</td>
</tr>
<tr>
<td>10 BENNETT, ESTHER E.</td>
<td>82 HIRTH, RENE</td>
<td>14 PILAR, CAROLYN MARIE</td>
</tr>
<tr>
<td>44 BUCHERT, STEPHANIE M.</td>
<td>13 HOOD, BETTY B.</td>
<td>46 POLEN, RITA JEAN</td>
</tr>
<tr>
<td>40 BLASS, ELNA L.</td>
<td>102 HORTMAN, YVETTE</td>
<td>48 PORTS, DOTTIE</td>
</tr>
<tr>
<td>80 BLECH, LORRIE</td>
<td>60 HUFFMAN, GLORIA M.</td>
<td>30 POTTER, ILOVENE N.</td>
</tr>
<tr>
<td>94 BOOTH, HARRIET P.</td>
<td>41 HURLEY, MARI</td>
<td>73 RAGAZ, BEBE</td>
</tr>
<tr>
<td>55 BROWN, MARION S.</td>
<td>45 JAMES, PATRICIA</td>
<td>73 RAGAZ, SUSAN</td>
</tr>
<tr>
<td>61 BROYLES, LOIS L.</td>
<td>78 JARISH, TRINA A.</td>
<td>69 REYNOLDS, JEAN P.</td>
</tr>
<tr>
<td>63 BRUCE, VICTORIA</td>
<td>17 JAYNE, MARION P.</td>
<td>42 REYNOLDS, PAMALIE W.</td>
</tr>
<tr>
<td>97 BRUNER, CLEDIETH L.</td>
<td>17 JAYNE, NANCY</td>
<td>24 RICHARDSON, GINIS</td>
</tr>
<tr>
<td>51 BYERS, MARY M.</td>
<td>27 JENNINGS, BARBARA F.</td>
<td>64 RIDGEWAY, SONDRA</td>
</tr>
<tr>
<td>85 CAMPBELL, MARY LYNN</td>
<td>2 JETTON, PAT</td>
<td>12 RINGENBERG, MARGARET</td>
</tr>
<tr>
<td>47 CARY, LYNN P.</td>
<td>2 JOHNSON, ELINOR</td>
<td>84 RITCHLEY, DORIS</td>
</tr>
<tr>
<td>84 CHAMBERS, VI</td>
<td>45 JOHNSON, JOY R.</td>
<td>88 RITTER, JANE</td>
</tr>
<tr>
<td>74 CHAMPLIN, GAIL</td>
<td>67 JOHNSON, PATRICIA C.</td>
<td>86 ROBBINS, MARJORY S.</td>
</tr>
<tr>
<td>72 CHRISTENSEN, DORENE</td>
<td>49 JOHNSON, VALERI G.</td>
<td>100 ROGERS, LYDIA</td>
</tr>
<tr>
<td>77 CHUB, BARBARA V.</td>
<td>62 JONES, LORETTA JUNE</td>
<td>11 RUMM, JEANNE L.</td>
</tr>
<tr>
<td>69 CLARK, MARY E.</td>
<td>54 KERWIN, JOAN ANGELA</td>
<td>83 SANTOSUOSSO, MARVIN E.</td>
</tr>
<tr>
<td>28 CLETSOWAY, EMILY C.</td>
<td>32 KNIGHT, SHERILYN D.</td>
<td>22 GAUR, JERE</td>
</tr>
<tr>
<td>52 COLVARD, DOROTHY E.</td>
<td>21 KONGER, JULIA</td>
<td>75 SCHIFFMAN, JEAN &quot;SUNNY&quot;</td>
</tr>
<tr>
<td>90 CONATSER, ROSEMARY B.</td>
<td>101 LEIDIGH, KATHY</td>
<td>3 SCHULZ, JEAN</td>
</tr>
<tr>
<td>56 CONNER, LAURA</td>
<td>88 LEMMON, ANN P.</td>
<td>71 SHARP, ALICE K. &quot;ALI&quot;</td>
</tr>
<tr>
<td>36 COPELAND, MARILYN</td>
<td>6 LETZRING, LOIS M.</td>
<td>31 SHAW, DIANA</td>
</tr>
<tr>
<td>26 COTIE, SHIRLEY TANNER</td>
<td>35 LITTLE, LAURA THOMAS</td>
<td>75 SHERMAN, KAREN</td>
</tr>
<tr>
<td>41 COUTHARD, LYNN</td>
<td>58 LOWE, MARY A.</td>
<td>4 SHOWERS, VIRGINIA V.</td>
</tr>
<tr>
<td>7 CREWS, NANCY B.</td>
<td>15 LUKE, JACKIE</td>
<td>66 SMITH, NANCY</td>
</tr>
<tr>
<td>99 CRITCHELL, IRIS</td>
<td>86 MAHONEY, BEVERLY JEAN</td>
<td>22 SNOW, EVELYN</td>
</tr>
<tr>
<td>29 CROW, RENE SUE</td>
<td>37 MALLARY, PAULINE L.</td>
<td>88 STARE, MERLE ANN</td>
</tr>
<tr>
<td>38 CWALINA, LILLYS B.</td>
<td>44 MAPPELL, VELDA KING</td>
<td>10 STEARS, MAISIE R.</td>
</tr>
<tr>
<td>39 CWALINA, MARY SOPHIA</td>
<td>85 MARKEE, ALICE</td>
<td>9 STEINBERGER, JOAN</td>
</tr>
<tr>
<td>77 DAVIS, FRANCESCA S.</td>
<td>63 MARLEY, FAM</td>
<td>92 STEVENSON, BERNI</td>
</tr>
<tr>
<td>43 DAVISON, HELEN</td>
<td>19 MARTENS, KAY BAER</td>
<td>27 STURDEVANT, TINA</td>
</tr>
</tbody>
</table>
| 8 DONAGAN, MARLYN | 98 McALLISTER, DOROTHY F. | 39 THOMAS, EDITH "MICKI"
| 90 DRAG, JOELLEN M. | 76 McALLISTER, MARY ANN | 9 TREEN, EVALEE "EVIE" |
| 91 DRAKE, LETA POWELL | 81 McELHATTION, JEANNE | 3 VANDER LINDEN, PAMELA |
| 11 DREYFUS, MARY F. | 36 MCWEN, PATRICIA Z. | 48 VOS, MARY JO |
| 64 ELDRED, BARBARA | 52 MCGARY, CYNTHIA C. | 21 WAHRER, ELSIE |
| 59 ETHERIDGE, DOT | 1 MCGEE, HELEN M. | 43 WAITE, MARY H. |
| 54 FALKENBERG, CHARLENE H. | 46 MCGUIRE, EMMA | 57 WALTZ, DOROTHY A. |
| 51 FLETCHER, MAYBELLE | 96 MCHenry, EVA L. | 93 WARD, MARY DIAN |
| 34 FORBES, PATRICIA ANNE | 99 MCKAY, SAMMY | 47 WEGENER, GINNY |
| 89 FHUHRMAN, FLORENCE E. | 16 MCKEE, VIRGINIA S. | 18 WEINHARDT, SHIRLEY E. |
| 4 FU TTERMANN, NORMA L. | 56 MCKWEN, JANE B. | 25 WELLS, JOYCE |
| 30 GAMMELL, JAN | 19 MCLAUGHLIN, JEAN W. | 82 WEST, D’AUN |
| 68 GAUNCE, MARTHA B. | 29 McMILLAN, MARIE E. | 87 WHITTINGTON, GLORIA |
| 61 GERHOLD, KATHLEEN J. | 33 MCKEELSEN, GERALDINE W. | 58 WICKENHAUSER, ETHEL "TEX" |
| 12 GIBSON, ETHEL | 72 MICHelson, THELM La | 23 WILKE, HELEN |
| 14 GILREATH, VIRGINIA N. | 5 MILLER, MARY H. | 65 WOLCOTT, JEANE M. |
| 81 GLADNEY, PATRICIA | 66 MILLION, JAN | 35 WOLF, SHIRLEY A. |
| 87 GLASSON, PAULINE | 15 MLADY, PAT | 16 WRIGHT, ESTHER POWELL |
| 33 GOETZ, BARBARA A. | 8 MOREY, CAROLINE | 34 ZAPATA, CAROLYN ANN |
| 28 GORHAM, JUDITH ANN | 95 MURAKAMI, CHIYOKO | 57 ZRUST, BONNIE |
"TO THE REAL JONATHAN SEAGULL
who lives within us all"

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

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

"You'll touch your goddess
trusting, gently, and with joy
excellence, flying, happy flying -
from
Richard 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.

1. RIVERSIDE MUNICIPAL AIRPORT, Riverside, Ca.
2. PHOENIX/LITCHFIELD MUNICIPAL AIRPORT, Goodyear, Az.
3. EL PASO INTERNATIONAL AIRPORT, El Paso, Texas
4. HALE COUNTY AIRPORT, Plainview, Texas
5. RIVERSIDE AIRPORT, Tulsa, Oklahoma
6. LINCOLN MUNICIPAL AIRPORT, Lincoln, NB.
7. QUAD CITY AIRPORT, Moline, Illinois
8. TOLEDO EXPRESS AIRPORT, Toledo, Ohio
9. BOYNE MOUNTAIN LODGE, Boyne Falls, Mi.

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.
SCOT/AIR

SPECIAL SERVICES
SIMPLEX TIME RECORDER COMPANY
JEPESEEN TIMES MIRROR
AERO PUBLISHERS, INC.
THE FLYING TIGER LINE, INC.
ANALOG TRAINING COMPUTERS, INC.
NATIONAL AVIATION TRADES ASSOCIATION
HANGAR FLYING
"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.

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
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. N.J. 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, N.J., 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 comaraderie 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 48 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 'Gents' 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 fusilage, 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 end, 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 synonomous with The Powder Puff Derby.
Way to go! Gulf

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

99 Contributions to AWTAR, 1974, 1975

<table>
<thead>
<tr>
<th>Australian Section</th>
<th>British Section</th>
<th>Middle East Section **</th>
<th>NY-NJ Section</th>
<th>Abilene Chapter</th>
<th>Alameda County</th>
<th>Alaska</th>
<th>Alberta</th>
<th>Albuquerque +</th>
<th>All-Ohio</th>
<th>Aloha +</th>
<th>Arkansas</th>
<th>Bakersfield</th>
<th>Bay Cities **</th>
<th>Cape Girardeau</th>
<th>Central Illinois **</th>
<th>Central Pennsylvania</th>
<th>Chicago Area ** +</th>
<th>Cimmaron</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coachella Valley **</td>
<td>Coastal Bend</td>
<td>Colorado ** +</td>
<td>Connecticut</td>
<td>Dallas **</td>
<td>Dallas Redbird</td>
<td>Eastern New England</td>
<td>Eastern Pennsylvania</td>
<td>Eastern Ontario</td>
<td>El Cajon Valley</td>
<td>El Paso ** +</td>
<td>First Canadian</td>
<td>Florida Suncoast **</td>
<td>Fort Worth **</td>
<td>Fresno</td>
<td>Garden State ** +</td>
<td>Golden Triangle</td>
<td>Golden West **</td>
<td></td>
</tr>
<tr>
<td>Greater Kansas City **</td>
<td>Greater New York ** +</td>
<td>Greater St. Louis +</td>
<td>Greater Seattle ** +</td>
<td>Greater Winnipeg **</td>
<td>High Sky</td>
<td>Houston **</td>
<td>Hudson Valley</td>
<td>Indiana ** +</td>
<td>Iowa ** +</td>
<td>Kansas +</td>
<td>Kentucky Bluegrass</td>
<td>Kitty Hawk</td>
<td>Long Beach</td>
<td>Long Island ** +</td>
<td>Los Angeles</td>
<td>Lubbock</td>
<td>Maple Leaf</td>
<td>Michigan **</td>
</tr>
<tr>
<td>Memphis</td>
<td>Minnesota</td>
<td>Montana</td>
<td>Monterey Bay **</td>
<td>Mount Diablo</td>
<td>Nebraska **</td>
<td>NY Capital District **</td>
<td>North Dakota</td>
<td>Oklahoma</td>
<td>Omaha Area</td>
<td>Orange County **</td>
<td>Palomar</td>
<td>Quad City Area</td>
<td>Redwood Empire</td>
<td>Reno Area **</td>
<td>Sacramento Valley **</td>
<td>San Antonio **</td>
<td>San Diego **</td>
<td>San Fernado Valley</td>
</tr>
</tbody>
</table>
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 consistently 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 Harvela 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

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

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

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

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

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

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

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
Kathy Long
Pat Jetton
Hazel Jones
Elinor Johnson

Margie Barr
Dottie Sanders
Irene Rogers
Elizabeth Russell
Vera Brady

Carolyne Callen
Pat Evans & Del Hinn
(who did the official "biogs")

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, 1930 hrs.; Formed, and was first chr. El Cajon Valley; 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, chaired several Terminuses. She is the talented artist who did the Race Program covers 1966-1973. AWTAR Board member, 10 years. Greater NY 99's.

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.


EVELYN BRAESE, Timer. Com'l., SMEL, IRA, FIA, 3750 hrs.; AWTAR Timer 7 yrs. Has been Chairperson, 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  CANADA  FINLAND  FRANCE  GERMANY  INDIA
ISRAEL  JAPAN  MEXICO  SCANDINAVIA  SOUTH AFRICA  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
- 172/Skyhawk
- Grumman American
- Bonanza
- Seneca/SIX
- Baron
- Aztec
- Navajo
- Cessna 150
- 336/337/Skymaster
- 182/Skylane
- Cherokee/Arrow
- 205/206/210/Centurion
- 177/Cardinal/RG
- 310/320
- Cessna 400 Series
- Sport/Sundowner/Sierra
- Bonanza (early model)
- Cherokee (early model)
- Viking
- Mooney (early model)
- Comanche/
- Twin Comanche

You need Narco’s Panel Planner Kit.
See what you get for $5.

A full-size official panel blueprint for the aircraft of your choice—the one you own, or the one you want. Take your pick from the list above.

Full-size, full-color Narco faceplate cut-outs. Peel off their self-sticking backing, and place them on the blueprint to design the custom panel you want most.

Pilot operating handbooks for our popular DME, HSI’s and RNAV systems. Guides to help you get the most from your avionics panel.

A complete, detailed buyer’s guide to avionics, with head-to-head comparisons of Narco vs. published performance specs of the competition. 16 pages, fully illustrated, with the facts you need to pick the right system.

I want my own Narco Panel Planning Kit, complete with all the information I’ll need to make the best avionics choice—and have fun doing it. Enclosed is $5 for each kit.

(Please print or type.)

NAME
ADDRESS
CITY STATE ZIP

Please send a Narco Panel Planning Kit for
Make Model

PD6-K

NARCO AVIONICS
Commerce Drive
Fort Washington, Pennsylvania 19034
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 combustive gases blast away fouling deposits.

Two Champion fine-wire types (platinum and iridium) are the plugs to combat excessive fouling and severe lead attack conditions.

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.

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

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 glamourous, 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 rev'd, 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.
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; 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 Peglarine, Take-Off Breakfast.

Special thanks to:

- Aero Publishers, Inc., Ernie Gentle
- Air California
- Air Force Reserve Officers’ Training Corps, Riverside & Orange Counties
- Benny Benerati
- 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 Velton, 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 ...)

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.

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.

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.

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.

GROUND CREWS
(The 99’s who arrange to make it pleasant)

L. to R.:
Kathy Nickoilsen, 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.

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

Not pictured:
Marge Mitchell, Chairman
Angela Boren, Co-Chairman
Mack Hunter and John Skagg's, Public Relations

L. to R.:
Deanna Robertson, Operations; Jan Mauritsen, Housing, Timer; Earline Biles, Stop Chr.; Carol Brown, Stop Co-Chr.; Judy Guess, Operations Co-Chr.
Some relief from rpm's, altimeters, and flaps awaits the 99's at El Paso International Airport. So settle back and relax as a courtesy bus takes you to the little marketplace in the main terminal — La Placita. (And don’t worry about your aircraft, it’s in capable hands with our Fixed Base Operators.)

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.

So plan to deplane. And deplain.

LA PLACITA
THE LITTLE MARKET IN THE AIRPORT

---

Smooth Performer.

Around the World, T. W. Smith has earned a reputation for remanufactured engines you can depend on, profit from. Engines that meet new engine tolerances, pass more than 500 separate scientific tests during and after assembly, and backed by a written warranty good anywhere. A FAA Certificate of Airworthiness is supplied with export engines. Shipment from our complete stock of Lycoming engines O-235-C1, C18 thru TIGO-541-E, and Continental engines C-90-8F, 12F, 14F, 16F thru GTSIO-520-H, can be made within 24 to 48 hours. Parts and accessories also available. Write, wire or call for a firm price.

Depend on it.

T. W. SMITH ENGINE COMPANY, INC.
4490 COOPER ROAD
CINCINNATI, OHIO 45242, U.S.A.
Telephone: 513-891-1532 / Telex: 21-4573

FAA CERTIFIED REPAIR STATION 1045
MORE STOPS AND CREWS

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.

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.

Just 17 miles South-West of Toledo is the busy TOLEDO EXPRESS AIRPORT, Managed by DONALD FLETCHER. Two long runways accommodate 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:
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't., IRA, 2000 hrs.
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

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

DOT WARD
(not pictured)
IRA, Instructor
1966 hrs. Timer
since 1968

EL PASO

MARY FRANCES SEIDL
Com't., 1500 hours.
Chapter Sec., Chr.,
Previous AWTAR Timer
El Paso 99's

EVELYN UNDERWOOD
Com't., 550 hrs., Chapter
Sec./Treas., AWTAR
Timer 1965, El Paso 99's

PLAINVIEW

HAZEL JONES, Chief
Com't., IRA, 700 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. 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't., 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't., 350 hours,
Aviation news writer;
All Chapter offices
Tulsa 99's

LINCOLN

PAULIE PERRY, Chief
Com't., IRA, 700 hrs.,
Com't., Gilder 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 ADOCOK
Private License, Gilder
Rtg., 120 hours. Worked
on 5 TARs, Nebraska 99's

MOLINE

HELEN SAILER, Chief
Com't., IRA, 175 hrs.
held many races, flown
4 TARs. Chicago 99's

BARBARA JENISON
SMEL, IRA, 1975 hrs.
serves on Women's
Advisory Committee on
Aviation; Lt. Col., CAP;
held many races
including 10 TARs;
Central III. 99's

TOLEDO

JANICE KUECHENMEISTER, Chief
SEL, Gilder, 720 hours,
Chapter Chr. & V.Chr.,
Special Gov. & Treas.
held many races,
flown 1 TAR. All-Ohio 99's

EDYTHE MAXIM
Com't., SEL, IRA, 1175 hrs.
Former Sec., V. Gov. of
Sel. Chapter, Flown 2 TARs,
Timer 1967 Lake Erie 99's
Welcome to Boyne Mountain

Accommodations are superb. Food is excellent. To our knowledge, no resort complex offers such a wide variety of sports facilities and activities - five golf courses, offering 72 holes of championship golf . . . huge golf driving ranges, several putting greens and pitch practice areas . . . tennis on 9 championship grass- and hard- surfaced courts . . . sailing, fishing, five heated outdoor swimming pools, saunas, skeet and trap shooting . . . private lakes . . . shops and stores . . . bicycling and hiking . . . a beach and tennis club . . . bars and

Kathy Lessard
Publicity

Natalie Kreeger, Local Asst.
Inspection Chairman

Bette Crook
Youth Support

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

Dorothy (Dolly) Ross, Registration
Wanda Jubb, Impound
Maretta Simpson, Co-chairman
Sailing, fishing, paddleboating, hiking, bicycling

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

Bus Lines at Boyne Falls and Petoskey. Boyne Mountain is situated one mile off US-131 at Boyne Falls. It has its own 4200-foot paved, lighted airstrip and terminal within walking distance of the Main Lodge. 80F Homer Frequency, 263KC. (BFA).

BOYNE MOUNTAIN
350 rooms in the Main, Boynehof and Edelweiss Lodges, condominiums, and Villas on the shores of Deer Lake - all air-conditioned, luxurious, spacious

HOW TO GET THERE
BOYNE COUNTRY is serviced by North Central Airlines at Pellston, Greyhound Bus Lines at Boyne Falls and Petoskey.

MID AMERICA'S MOST COMPLETE
FOUR SEASONS RESORT
AND CONVENTION CENTER

DOW CHEMICAL U.S.A. IS HAPPY TO SPONSOR
THE CONTROL TOWER AT BOYNE MOUNTAIN
DURING THIS INTERNATIONAL WOMEN'S YEAR

THANKS TO: BOYNE COUNTRY RESORTS
Merle Lutz, West Michigan Tourist Association
Official Greeter

Michigan Aeronautics Commission
James D. Ramsey, Director
Civil Air Patrol: John Widiker, Detroit
David Held, Lansing
FAA — Great Lakes Region
FSS — Pellston
Bob Nichols, Airport Manager
Rengo Brothers, Inc. — Phillips 66

Glen of Michigan
Mardo Crane
Bob Lyjak

Zonta International
Howard Hawkins
Al Lowman

Walter and Marian Oltersdorf
Johnson & Higgins — Jim Corbin
WHEN A CRISIS DECISION COULD BE FATAL... it's no time to disagree with yourself.

SWI’s “Attitude Orienter” brings your senses into accord. You see and feel the way things really are.

This new concept, Gyro Horizon is F.A.A. approved to TSQ-C4c.

The “Attitude Orienter” can be easily installed in your airplane following simple illustrated instructions.

ORDER YOURS TODAY
Only $350 complete

Send for free data package

Southwestern Industries, Inc.
5880 Centinela • Los Angeles, CA. 90045
Phone: (213) 776-1125

M-5 LUNAR ROCKET

SPECIFICATIONS

<table>
<thead>
<tr>
<th>Engine</th>
<th>210 H.P. Continental Fuel Inj.</th>
<th>220 H.P. Franklin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gross Weight</td>
<td>2300 Lbs</td>
<td>2300 Lbs</td>
</tr>
<tr>
<td>Empty Weight</td>
<td>1300 Lbs</td>
<td>1300 Lbs</td>
</tr>
<tr>
<td>Useful Load</td>
<td>1000 Lbs</td>
<td>1000 Lbs</td>
</tr>
<tr>
<td>Configuration</td>
<td>4 Place</td>
<td>4 Place</td>
</tr>
<tr>
<td>Wing Span</td>
<td>30 10’</td>
<td>30 10’</td>
</tr>
<tr>
<td>Length</td>
<td>22 9’</td>
<td>23 1/2’</td>
</tr>
<tr>
<td>Fuel Capacity</td>
<td>42 Gals</td>
<td>42 Gals</td>
</tr>
<tr>
<td>w/ opt. long range tanks</td>
<td>65 Gals.</td>
<td>65 Gals.</td>
</tr>
<tr>
<td>Cruise (75% at Opt. Alt.)</td>
<td>165 MPH</td>
<td>173 MPH</td>
</tr>
</tbody>
</table>

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
Fuel Consumption (75% Power) ....... 9.5 GPH ....... 10 GPH

CONSTRUCTION: Rugged all metal wing; uniform one-piece 4130 steel tubing fuselage covered with lifetime Razorback fiberglass finished with fire-resistant butyrate; double cargo doors (51” wide); synchronized, balanced controls.

MAULE AIRCRAFT CORPORATION
SPENCE AIR BASE
MOULTRIE, GEORGIA 31768
PHONE 912/985-2045
Contestants

“For each of them, the most important thing in living was to reach out and touch perfection in that which they most loved to do, and that was to fly.”

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 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, 2600 hours
CO-PILOT (L): ELINOR R. JOHNSON, Dallas, Texas
RATINGS: Commercial, Instrument, SMEL. Flight Instructor Airplanes/Instruments, Ground Instructor Advanced/Instrument, 1300 hours
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 LINDE, 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, 1526 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 of 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 of 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 11, 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 of 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 of 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 of 99's.

No. 7
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, Barney Frazier Aircraft, Precision Aero Engines, Dwight Carrithers
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 of 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 Marilyn who placed first in the 1973 Ill-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.

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
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.

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.
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
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 FAR 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.

HAVE YOU SEEN THE COMMEMORATIVE ALBUM?

This fascinating history of 27 All-Woman Transcontinental Air Races is a collector's item, a one-time assemblage of pictures and stories about the world's longest and largest speed race, the women who engineered it, raced in it, and the army of enthusiasts who have supported it since the beginning in 1947.

SPECIAL DURING THE RACE, $10.00

To Order: Send Check To: Barbara Evans, 40 Stuart Place, Manhasset, New York 11030.

HOW'S THIS FOR AN INDEX!

we're talking about our brand new full color 16 page booklet telling you all about us!
—Write For It—
IT'S YOURS FREE!

We're THE Cessna Folks!
WALSTON AVIATION, Inc.
“Located Just Across the River From STL”

CIVIC MEMORIAL AIRPORT
Box 242- Wood River, Illinois 62095
OR PHONE

618-259-3230
No. 12
PILOT:  MARGARET RINGENBERG, Grabill, Indiana
RATINGS:  Commercial, Instrument, SMEL, FII, F/A, 16,000+ hours
AIRPLANE:  Mooney M20C, 180 h.p.
Margaret is flying her seventeenth TAR. 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
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, CFI, SMEL, Glider, A&P, 2250 hours
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, 260 hours
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.
Cherokee Cruiser

Agile to learn in, affordable to own. 150 hp. 2/4 place.

Cherokee Warrior

Shopping for your first airplane? The Warrior is designed for you. 4 place, 150 hp, super-responsive performance.

Cherokee Archer

Rugged 180 hp, roomy 4-place. Great for cross-country. Costs only pennies per seat mile to fly.

Cherokee Pathfinder

235 hp 6-cylinder engine for extra performance. Huge useful load.

Cherokee Arrow II

Best selling single-engine retractable...gear thinks for itself. Outstanding operating economy.

Cherokee Six

Luxurious limousine luxury, with 5/7 seats, wide center aisle. Choice of 260 or 300 hp.

Seneca II

New turbocharged 6/7 place twin with superb intermediate/high-altitude performance. Engines rated at 200 hp to 20,000'; 215 hp @ 12,000'.

With this many 1975 Pipers, you can choose your new plane without turning the page.
Here’s the whole family. From sleek single-engines to powerful twins. All these aircraft speed you along high above highways and their confining speed limits. They are all efficient and economical, and many give more miles per gallon of fuel than standard size automobiles. They transport you and your associates with far more convenience and flexibility than scheduled airlines.

Distributed in the United Kingdom by CSE Aviation Limited, Oxford Airport, Kidlington. Or for name of nearest distributor cable collect to Piper Aircraft Corporation, Lock Haven, Pa. USA. Telex 841412.
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 Int’l Board of Directors. She has two daughters and has flown the Angel, Int. Cont., Fair Lady, and Rebel 600 races. Memberships: AOPA, NA, 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, 2460 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.

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, CAF, 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
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

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 Wahrers 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

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 5 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, Whirl Y 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: ACPA, 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: ACPA, 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
          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,
          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. CLETOWAY, 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

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.
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.

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.

GOOD LUCK TO TIGER
from CLOVERLEAF AVIATION

Home of Tiger N1502R
SANTA MONICA AIRPORT,
SANTA MONICA, CALIFORNIA
(213) 397-2188
Fly in to visit us
... by the Pacific

TAR 31
GOOD LUCK
from
SHAWCREST
MOBILE HOME PARK
AND
BILL MYERS
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 Cloveleaf 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 Skyline 182, 230 h.p.
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
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, Steffens' Dairy Foods. Memberships: AOPA, EAA, IFFA, NAA, NFA, 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
PILOT (L): PAULINE L. MALLARY, College Park, Georgia
RATINGS: Commercial, Instrument, SMEL, 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.

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
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

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
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 Glenview, 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
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
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, FI, FIA, Glider, AGI, 2655 hours
SPONSOR: 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: Rocs-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.
# Past Members of the Board of Directors

**ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.**

<table>
<thead>
<tr>
<th>Name</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Andrews, Marion</td>
<td>1963-73</td>
</tr>
<tr>
<td>Bartling, Lois</td>
<td>1957-61</td>
</tr>
<tr>
<td>Bera, Fran</td>
<td>1968-71</td>
</tr>
<tr>
<td>Crane, Mardo</td>
<td>1947-52</td>
</tr>
<tr>
<td>Critchell, Iris</td>
<td>1954-61</td>
</tr>
<tr>
<td>Cronan, Selma</td>
<td>1960-62</td>
</tr>
<tr>
<td>Davidson, Peg</td>
<td>1967-73</td>
</tr>
<tr>
<td>Davis, Arlene</td>
<td>1951-52</td>
</tr>
<tr>
<td>Failing, Joyce</td>
<td>1955-56</td>
</tr>
<tr>
<td>Fairbank, Lois</td>
<td>1963-67</td>
</tr>
<tr>
<td>Gillies, Betty H.</td>
<td>1950-61</td>
</tr>
<tr>
<td>Griffith, Thon</td>
<td>1966-72</td>
</tr>
<tr>
<td>Hammond, Alice</td>
<td>1961-67</td>
</tr>
<tr>
<td>Hart, Jane</td>
<td>1961-63</td>
</tr>
<tr>
<td>Heise, Eugenia</td>
<td>1970-72</td>
</tr>
<tr>
<td>Hyde, Louise</td>
<td>1961-63</td>
</tr>
<tr>
<td>Keaveny, Ruby</td>
<td>1966-67</td>
</tr>
<tr>
<td>Langher, Doris</td>
<td>1959-60</td>
</tr>
<tr>
<td>Lockwood, Gertrude</td>
<td>1960-61</td>
</tr>
<tr>
<td>London, Barbara</td>
<td>1951-65</td>
</tr>
<tr>
<td>Loufek, Betty</td>
<td>1952-56</td>
</tr>
<tr>
<td>Mees, Beatrice</td>
<td>1952-57</td>
</tr>
<tr>
<td>Mennitto, Helen</td>
<td>1969-72</td>
</tr>
<tr>
<td>Nicholson, Claire Hale</td>
<td>1955-59</td>
</tr>
<tr>
<td>Rambo, Anne</td>
<td>1952-53</td>
</tr>
<tr>
<td>Riggs, Barbara</td>
<td>1969-73</td>
</tr>
<tr>
<td>Ross, Margaret</td>
<td>1961-65</td>
</tr>
<tr>
<td>Roth, Sylvia</td>
<td>1959-61</td>
</tr>
<tr>
<td>Sheehy, Ethel</td>
<td>1951-55</td>
</tr>
<tr>
<td>Smith, Louise</td>
<td>1955-58</td>
</tr>
<tr>
<td>Steadman, Bernice T.</td>
<td>1957-59</td>
</tr>
<tr>
<td>Vasques, Theresa</td>
<td>1959-68</td>
</tr>
<tr>
<td>Wilson, Priscilla</td>
<td>1963-69</td>
</tr>
</tbody>
</table>

**Others who served prior to Incorporation in 1951**

Mirian Bertram, Evelyn Briggs, Verna Burke, Clara Davis, Helen Dick, Ellen Gilmour, Helen Hooper Moore, Gladys Pennington, Lola Perkins Ricci, Mary Ring, Vivian Ropes, Ann Ross, Anne Smith, Amalie Stone, Babe Story, Dee Thurmond, Claire Walters, Carolyn West.

---

### AZTEC & APACHE Fiberglass

**HOERNER Tip Tanks**

- Quick Take-Off
- Increased Climb Rate
- Higher Cruise Speed
- Increased Stability

**KIT $1,695 - 48 Gallons Total**

**FIBERGLASS HOERNER WING TIPS ONLY FOR THE FOLLOWING AIRCRAFT:**

- Cessna 140A, 170B, 172, 180, 182, 185 & 210—$159
- Piper PA23 $389—PA24, PA30 $110—PA28 $150
- Beech D and C-18 Series—$395
- Bonanza-35 thru latest models "S" model type—$225
- Apache Dorsal Fin—$195

**Stop n Go Market**

- Village Market
- Palm Desert, California
- 1425 Montana Avenue • 394-5723
- Santa Monica, California
No. 48
PILOT (R): DOTTIE PORTS, Shreveport, Louisiana
RATINGS: Commercial, Instrument, SEL, 750 hours
CO-PILOT (L): MARY JO VOS, 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.
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/Instructor, SMELS, Ground Instructor Ratings, 3600 hours
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
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
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, 467 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 coerced 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 Aero 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.
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 1981 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
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, WAA, 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 phonos for 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
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 rooter 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 women's 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
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 G. 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 Navell 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, IAC, 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 Jeanie 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 TAR 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: MARY E. CLARK, Jackson, Michigan
RATINGS: Commercial, SEL, 1600 hours
CO-PILOT: CLARICE M. BELLINO, North Caldwell, New Jersey
RATINGS: FAA Examiner, ATR, Commercial, Instrument, SMEL, Flight Instructor
AIRPLANE: Piper Cherokee PA-28, 235 h.p.
SPONSOR: 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 Illine 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. 69
PILOT (L): MARY E. CLARK, Jackson, Michigan
RATINGS: Commercial, SEL, 1600 hours
CO-PILOT (R): CLARICE M. BELLINO, North Caldwell, New Jersey
RATINGS: FAA Examiner, ATR, Commercial, Instrument, SMEL, Flight Instructor
AIRPLANE: Piper Cherokee PA-28, 235 h.p.
SPONSOR: B. Steadman

Jean, 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 East Lansing. Her husband, Michael, is a student at MSU.

No. 70
PILOT (R): PEGGY NAUMANN, West Caldwell, New Jersey
RATINGS: FAA Examiner, ATR, Commercial, Instrument, SMEL, Flight Instructor
AIRPLANE: Piper Cherokee PA-28, 300 h.p.
SPONSOR: B. Steadman

Peggy is flying her first 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
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
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

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, 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
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 CPL 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.
We would like to express our admiration to the enthusiastic ladies who fly the Powder Puff Derby.

Van Busen
AIRCRAFT SUPPLIES
Minneapolis, Minnesota

We are happy to serve you—Let us prove it!
RED AIRCRAFT SERVICE, INC.
International Airport, Ft. Lauderdale, Florida

SOUTHWEST SKYWAYS
25321 Bellanca Way
Torrance, Calif. 90505
(213) 325-0131

Day and Squires Insurance
COMPLETE INSURANCE SERVICE
18 East Canon Perdido Santa Barbara, Calif. 93101
Telephone 805-966-0835

GOOD LUCK
JEAN AND KAREN

Pictured is the official Powder Puff Derby pin, designed by Marion Andrews. It can be purchased and worn only by those who have flown the race. $27.50

To order, make check payable to AWTAR, Inc. and send to:

Barbara Evans
40 Stuart Place
Manhasset, N. Y. 11030
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
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
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 1972 when she went solo. She has raced in the IAR, AWNEAR and small races, placing in several of them. She served on the Women's Advisory Committee for 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 needlepoint. 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
SPONSOR: Spirit of Palo Alto Aviation, Inc., Palo Alto, California
This is the 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 WWII before joining the WASPS. She is office manager and flight instructor at Spirit of Palo Alto Aviation, Inc. and has two children. Memberships: AOPA, WASP, 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): DAUN 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.

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 AAGESSEN, Burton, Michigan
RATINGS: Private, SEL, 150 hours, Ground Instructor Advanced
AIRPLANE: Aero Commander 112, 200 h.p.
SPONSORS: Markee Electric, Genesee Valley Aviation, and McGregor Aviation of Flint, Michigan.
Alice is flying her third TAR as co-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 Zemmar 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): MERRLE ANN STATER, 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
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 freelance 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 VQ-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
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 7KCAB, 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 Joannuth 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
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

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.
<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Years</th>
<th>Horsepower</th>
<th>Handicap (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ROCKWELL AERO COMMANDER</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>200 A B C</td>
<td>1963-1964</td>
<td>260</td>
<td>188</td>
</tr>
<tr>
<td>200 D</td>
<td>1965-1968</td>
<td>285</td>
<td>191</td>
</tr>
<tr>
<td>100 Darter</td>
<td>1966-1969</td>
<td>150</td>
<td>108</td>
</tr>
<tr>
<td>112</td>
<td></td>
<td>200</td>
<td>146</td>
</tr>
<tr>
<td>112A</td>
<td>1974-1975</td>
<td>200</td>
<td>150</td>
</tr>
<tr>
<td><strong>AMERICAN</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traveler</td>
<td>1972-1973</td>
<td>150</td>
<td>123</td>
</tr>
<tr>
<td>Traveler</td>
<td>1976</td>
<td>150</td>
<td>129</td>
</tr>
<tr>
<td>Tiger</td>
<td>1975</td>
<td>180</td>
<td>143</td>
</tr>
<tr>
<td><strong>BEECHCRAFT</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Travel Air B-E-95</td>
<td>1963-1968</td>
<td>360</td>
<td>188</td>
</tr>
<tr>
<td>Bonanza P</td>
<td>1963</td>
<td>260</td>
<td>179</td>
</tr>
<tr>
<td>Bonanza S</td>
<td>1964-1965</td>
<td>285</td>
<td>185</td>
</tr>
<tr>
<td>Bonanza G-33</td>
<td>1966-1972</td>
<td>260</td>
<td>179</td>
</tr>
<tr>
<td>Bonanza E-33, F-33</td>
<td>1968-1970</td>
<td>225</td>
<td>169</td>
</tr>
<tr>
<td>Debonair B-33, C-33</td>
<td>1963-1967</td>
<td>225</td>
<td>169</td>
</tr>
<tr>
<td>Musteeter Custom, Sundowner</td>
<td>1969-1973</td>
<td>180</td>
<td>125</td>
</tr>
<tr>
<td>Musteeter A23</td>
<td>1963-1968</td>
<td>165</td>
<td>123</td>
</tr>
<tr>
<td>Musteeter 23</td>
<td>1963</td>
<td>160</td>
<td>119</td>
</tr>
<tr>
<td><strong>BELLANCA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>260A thru C</td>
<td>1963-1968</td>
<td>260</td>
<td>171</td>
</tr>
<tr>
<td>Super Viking</td>
<td>1969-1971</td>
<td>290</td>
<td>175</td>
</tr>
<tr>
<td>Super Viking</td>
<td>1971-1973</td>
<td>300</td>
<td>176</td>
</tr>
<tr>
<td><strong>CESSNA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Skymaster 336</td>
<td>1964</td>
<td>420</td>
<td>158</td>
</tr>
<tr>
<td>Skymaster A B C D E 337</td>
<td>1965-1973</td>
<td>420</td>
<td>176</td>
</tr>
<tr>
<td>Skymaster G</td>
<td>1975</td>
<td>420</td>
<td>184</td>
</tr>
<tr>
<td>210 B-C</td>
<td>1963</td>
<td>260</td>
<td>172</td>
</tr>
<tr>
<td>210 D-E Centurion</td>
<td>1964-1965</td>
<td>285</td>
<td>178</td>
</tr>
<tr>
<td>210 F Centurion</td>
<td>1966</td>
<td>285</td>
<td>177</td>
</tr>
<tr>
<td>210 G Centurion</td>
<td>1967</td>
<td>285</td>
<td>182</td>
</tr>
<tr>
<td>210 H-J Centurion</td>
<td>1968-1969</td>
<td>285</td>
<td>183</td>
</tr>
<tr>
<td>U 206 4 seats minimum</td>
<td>1964-1966</td>
<td>285</td>
<td>154</td>
</tr>
<tr>
<td>P 205 4 seats minimum</td>
<td>1965-1972</td>
<td>285</td>
<td>154</td>
</tr>
<tr>
<td>205 - 206A 4 seats</td>
<td>1963-1964</td>
<td>260</td>
<td>147</td>
</tr>
<tr>
<td>185 Skywagon 4 seats</td>
<td>1963-1966</td>
<td>260</td>
<td>154</td>
</tr>
<tr>
<td>182 Skylane</td>
<td>1963-1974</td>
<td>230</td>
<td>144</td>
</tr>
<tr>
<td>182 Skylane P</td>
<td>1975</td>
<td>230</td>
<td>146</td>
</tr>
<tr>
<td>180</td>
<td>1963-1973</td>
<td>230</td>
<td>145</td>
</tr>
<tr>
<td>177 Cardinal</td>
<td>1968</td>
<td>150</td>
<td>122</td>
</tr>
<tr>
<td>177 Cardinal (fixed pitch)</td>
<td>1969</td>
<td>180</td>
<td>130</td>
</tr>
<tr>
<td>177 Cardinal (constant speed)</td>
<td>1970-1974</td>
<td>180</td>
<td>131</td>
</tr>
<tr>
<td>177 Cardinal (constant speed)</td>
<td>1975</td>
<td>180</td>
<td>136</td>
</tr>
<tr>
<td>177 Cardinal RG</td>
<td>1971</td>
<td>200</td>
<td>154</td>
</tr>
<tr>
<td>177 Cardinal RG</td>
<td>1972-1973</td>
<td>200</td>
<td>155</td>
</tr>
</tbody>
</table>

**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 airplanes 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.

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Years</th>
<th>Horsepower</th>
<th>Handicap (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CESSNA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>175 Skylark</td>
<td>1963</td>
<td>175</td>
<td>126</td>
</tr>
<tr>
<td>172 Skylark</td>
<td>1963-1968</td>
<td>145</td>
<td>117</td>
</tr>
<tr>
<td>172 Skylark</td>
<td>1968-1973</td>
<td>150</td>
<td>119</td>
</tr>
<tr>
<td>172 Skylark</td>
<td>1974-1976</td>
<td>150</td>
<td>122</td>
</tr>
<tr>
<td>Cardinal RG</td>
<td>1974-1975</td>
<td>200</td>
<td>159</td>
</tr>
<tr>
<td><strong>CHAMPION - CITABRIA</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7GCBC no flaps, not inverted system</td>
<td></td>
<td>150</td>
<td>111</td>
</tr>
<tr>
<td>7GCBC with flaps, not inverted</td>
<td></td>
<td>150</td>
<td>109</td>
</tr>
<tr>
<td>7KCAB no flaps, inverted system</td>
<td></td>
<td>150</td>
<td>111</td>
</tr>
<tr>
<td><strong>MAULE</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>M4 Strata Rocket</td>
<td>Franklin</td>
<td>220</td>
<td>139</td>
</tr>
<tr>
<td><strong>MOONEY</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mark 21 M20C</td>
<td>1963-1968</td>
<td>180</td>
<td>153</td>
</tr>
<tr>
<td>Ranger M20C</td>
<td>1968-1969</td>
<td>180</td>
<td>153</td>
</tr>
<tr>
<td>Aerostar 200</td>
<td>1970-1971</td>
<td>180</td>
<td>153</td>
</tr>
<tr>
<td>Super 21 M20E</td>
<td>1964-1967</td>
<td>200</td>
<td>164</td>
</tr>
<tr>
<td>Chaparral M20E</td>
<td>1968-1969</td>
<td>200</td>
<td>164</td>
</tr>
<tr>
<td>Aerostar 201</td>
<td>1970-1971</td>
<td>200</td>
<td>164</td>
</tr>
<tr>
<td>Executive 21 M20F</td>
<td>1966-1969</td>
<td>200</td>
<td>161</td>
</tr>
<tr>
<td>Aerostar 220</td>
<td>1970-1971</td>
<td>200</td>
<td>161</td>
</tr>
<tr>
<td>Master M20D</td>
<td>1963-1967</td>
<td>180</td>
<td>126</td>
</tr>
<tr>
<td>Statesman M20G</td>
<td>1968-1970</td>
<td>180</td>
<td>151</td>
</tr>
<tr>
<td><strong>PIPER</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seneca</td>
<td>1972-1973</td>
<td>400</td>
<td>178</td>
</tr>
<tr>
<td>Twin Comanche PA-30</td>
<td>1963-1970</td>
<td>320</td>
<td>187</td>
</tr>
<tr>
<td>Twin Comanche PA-30</td>
<td>1963-1970</td>
<td>320</td>
<td>187</td>
</tr>
<tr>
<td><strong>WINDECKER</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1973</td>
<td>285</td>
<td>190</td>
<td></td>
</tr>
</tbody>
</table>
AWARDS

FIRST PLACE

SECOND PLACE

THIRD PLACE

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 for Pilot and Co-pilot. $300 Cash.

EIGHTH PLACE
AWTAR Trophy for Pilot and Co-pilot. $100 Cash.

NINTH PLACE
AWTAR Trophy for Pilot and Co-pilot. $100 Cash.

TENTH PLACE
AWTAR Trophy for 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.
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

<table>
<thead>
<tr>
<th>LEG NO.</th>
<th>FROM</th>
<th>TO</th>
<th>PLACE</th>
<th>AWARD</th>
<th>THANKS TO</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>RAL</td>
<td>GYR</td>
<td>1st</td>
<td>AeroDesks (for pilot &amp; co-pilot)</td>
<td>SCOT/AIR</td>
</tr>
<tr>
<td>2.</td>
<td>GYR</td>
<td>ELP</td>
<td>1st</td>
<td>$100</td>
<td>La Pecita “The most unique shopping experience inside any airport.”</td>
</tr>
<tr>
<td>3.</td>
<td>GYR</td>
<td>PVW</td>
<td>1st</td>
<td>$100</td>
<td>Plainview Chamber of Commerce</td>
</tr>
<tr>
<td>4.</td>
<td>ELP</td>
<td>PVW</td>
<td>1st</td>
<td>$100</td>
<td>El Paso International Airport</td>
</tr>
<tr>
<td>5.</td>
<td>ELP</td>
<td>RVS</td>
<td>1st</td>
<td>$100</td>
<td>Hardesty Company</td>
</tr>
<tr>
<td>6.</td>
<td>PVW</td>
<td>LNK</td>
<td>1st</td>
<td>$ 75</td>
<td>Nebraska Chapter of the 99's</td>
</tr>
<tr>
<td>7.</td>
<td>RVS</td>
<td>MLI</td>
<td>1st</td>
<td>$ 75</td>
<td>Tulsa Lease a Plane, Flight Training Center, Omni Air Inc. of Tulsa</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Sparton School of Aeronautics, Tulsa Piper, Inc., Don Harrington, Builder</td>
</tr>
<tr>
<td>8.</td>
<td>LNK</td>
<td>TOL</td>
<td>1st</td>
<td>$100</td>
<td>Tulsair Beechcraft, Inc.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Ross School of Aviation</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Crow, Inc. Top Flight Aero Club</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2nd</td>
<td>$100</td>
<td>Michigan Aeronautics Commission</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>1st</td>
<td>$100</td>
<td>Master Chemical Corporation</td>
</tr>
</tbody>
</table>
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 Bernough
WA8 CGN
Paul Lentz
W8 TKS

Phoenix, Az.
Tom Moore
W7 F CO

Moline, Ill.
Leo F. Williams
K9 MVJ

Lincoln, NB
Reynolds Davis
K0 GND

Boyne Mountain, Mt.
James Pearson
W8 AYZ

Plainview, Texas
Charlotte Thurman
WA 5 M1Q

El Paso, Texas
Noel C. Olmstead
W5 URT

65
### Resume of Past Races

<table>
<thead>
<tr>
<th>Year Start &amp; Terminus</th>
<th>Total Statute Miles</th>
<th>Planes Entered</th>
<th>Winners Pilot &amp; Co-Pilot</th>
<th>Aircraft</th>
<th>Horse Power</th>
<th>Average Ground Speed (MPH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1947 Palm Springs, CA to Tampa, FL</td>
<td>2242</td>
<td>1</td>
<td>P.Carolyn West CP-Beatrice Medes</td>
<td>Ercoupe</td>
<td>85</td>
<td>102.0</td>
</tr>
<tr>
<td>1948 Palm Springs, CA to Miami, FL</td>
<td>2540</td>
<td>6</td>
<td>P-Frances Nolde</td>
<td>Navion</td>
<td>185</td>
<td>148.0</td>
</tr>
<tr>
<td>1949 San Diego, CA to Miami, FL</td>
<td>2544</td>
<td>16</td>
<td>P-Lauretta Fox CP-Sue Kindred</td>
<td>Piper Clipper</td>
<td>108</td>
<td>121.1</td>
</tr>
<tr>
<td>1950 San Diego, CA to Greenville, SC</td>
<td>2460</td>
<td>33</td>
<td>P-Jean Parker CP-&quot;Roots&quot;Seymour</td>
<td>Taylorcraft</td>
<td>65</td>
<td>123.0</td>
</tr>
<tr>
<td>1951 Santa Ana, CA to Detroit, MI</td>
<td>2348</td>
<td>44</td>
<td>P-Claire McMillen CP-Frances Bera</td>
<td>Cessna 140</td>
<td>85</td>
<td>121.16</td>
</tr>
<tr>
<td>1952 Santa Ana, CA to Teterboro, NJ</td>
<td>2355</td>
<td>41</td>
<td>P-Shirley Blocki CP-Martha Baechle</td>
<td>Cessna 140</td>
<td>85</td>
<td>119.0</td>
</tr>
<tr>
<td>1953 Lawrence, MA to Long Beach, CA</td>
<td>2678</td>
<td>49</td>
<td>P-Frances Bera CP-Marcella Duke</td>
<td>Stinson 165</td>
<td>165</td>
<td>119.37</td>
</tr>
<tr>
<td>1954 Long Beach, CA to Knoxville, TN</td>
<td>1986</td>
<td>51</td>
<td>P-Kathleen Deerman CP-Ruby Hays</td>
<td>Cessna 140A</td>
<td>90</td>
<td>121.99</td>
</tr>
<tr>
<td>1955 Long Beach, CA to Springfield, MA</td>
<td>2787</td>
<td>47</td>
<td>P-Frances Bera CP-Edna Bower</td>
<td>Cessna 180</td>
<td>180</td>
<td>175.0</td>
</tr>
<tr>
<td>1956 San Mateo, CA to Flint, MI</td>
<td>2366</td>
<td>50</td>
<td>P-Frances Bera CP-Edna Bower</td>
<td>Beechcraft Bonanza E35</td>
<td>225</td>
<td>183.0</td>
</tr>
<tr>
<td>1957 San Mateo, CA to Philadelphia, PA</td>
<td>2567</td>
<td>49</td>
<td>P-Alice Roberts CP-Iris Critchell</td>
<td>Beechcraft Bonanza C35</td>
<td>205</td>
<td>188.53</td>
</tr>
<tr>
<td>1958 San Diego, CA to Charleston, SC</td>
<td>2177</td>
<td>69</td>
<td>P-Frances Bera CP-Evelyn Kelly</td>
<td>Beechcraft Bonanza A35</td>
<td>205</td>
<td>177.87</td>
</tr>
<tr>
<td>1959 Lawrence, MA to Spokane, WA</td>
<td>2470</td>
<td>66</td>
<td>P-Aileen Saunders CP-Jerelyn Cassell</td>
<td>Cessna 172</td>
<td>145</td>
<td>127.2</td>
</tr>
<tr>
<td>1960 Torrance, CA to Wilmington, DE</td>
<td>2509</td>
<td>85</td>
<td>P-Aileen Saunders CP-June Douglas</td>
<td>Cessna 172</td>
<td>145</td>
<td>136.0</td>
</tr>
<tr>
<td>1961 San Diego, CA to Atlantic City, NJ</td>
<td>2709</td>
<td>101</td>
<td>P-Frances Bera</td>
<td>Beechcraft Bonanza E35</td>
<td>225</td>
<td>182.2</td>
</tr>
<tr>
<td>1962 Oakland, CA to Wilmington, DE</td>
<td>2546</td>
<td>54</td>
<td>P-Frances Bera CP-Edna Bower</td>
<td>Beechcraft Bonanza E35</td>
<td>225</td>
<td>196.41</td>
</tr>
<tr>
<td>1963 Bakersfield, CA to Atlantic City, NJ</td>
<td>2460</td>
<td>47</td>
<td>P-Virginia Brit CP-Lee Winfield</td>
<td>Piper Cherokee 180</td>
<td>180</td>
<td>158.8</td>
</tr>
<tr>
<td>1964 Fresno, CA to Atlantic City, NJ</td>
<td>2573</td>
<td>61</td>
<td>P-Mark Ann Noah CP-Mary Aikins</td>
<td>Piper Cherokee 180</td>
<td>160</td>
<td>130.17</td>
</tr>
<tr>
<td>1965 El Cajon, CA to Chattanooga, TN</td>
<td>2407</td>
<td>79</td>
<td>P-Mark Ann Noah CP-Mary Aikins</td>
<td>Piper Cherokee 180</td>
<td>160</td>
<td>144.55</td>
</tr>
<tr>
<td>1966 Seattle, WA to Clearwater, FL (via Portland, OR)</td>
<td>2875</td>
<td>91</td>
<td>P-Bernice Steadman CP-Mary Clark</td>
<td>Piper Comanche 260</td>
<td>260</td>
<td>208.86</td>
</tr>
<tr>
<td>1967 Atlantic City, NJ to Torrance, CA (via Baltimore, MD)</td>
<td>2497</td>
<td>76</td>
<td>P-Judy Wagner</td>
<td>Beechcraft Bonanza K35</td>
<td>230</td>
<td>200.24</td>
</tr>
<tr>
<td>1968 Van Nuys, CA to Savannah, GA</td>
<td>2469</td>
<td>81</td>
<td>P-Margaret Mead CP-Billie Hennin</td>
<td>Bellanca Cruisemaster</td>
<td>230</td>
<td>174.46</td>
</tr>
<tr>
<td>1969 San Diego, CA to Dulles, Wash., DC</td>
<td>2515</td>
<td>95</td>
<td>P-Mara Culp</td>
<td>Piper Comanche 260</td>
<td>260</td>
<td>210.39</td>
</tr>
<tr>
<td>1970 Monterey, CA to Bristol, PA</td>
<td>2760</td>
<td>98</td>
<td>P-Margaret Mead CP-Susan Oliver</td>
<td>Piper Comanche 260</td>
<td>260</td>
<td>202.10</td>
</tr>
<tr>
<td>1971 Calgary, CANADA to Baton Rouge, LA</td>
<td>2442</td>
<td>150</td>
<td>P-Gimi Richardson</td>
<td>Cessna 210-1</td>
<td>265</td>
<td>207.70</td>
</tr>
<tr>
<td>1972 San Carlos, CA to Joms River, NJ</td>
<td>2616</td>
<td>106</td>
<td>P-Marian Banks CP-Dottie Sanders</td>
<td>Piper Comanche 260</td>
<td>260</td>
<td>207.21</td>
</tr>
<tr>
<td>1973 Carlsbad, CA to Elmira-Corning, NY</td>
<td>2542</td>
<td>108</td>
<td>P-Marian Burke CP-Ruth Hildebrand</td>
<td>Cessna 182</td>
<td>230</td>
<td>163.07</td>
</tr>
</tbody>
</table>
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, Woodboro 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:  Co-pilots (L. to R.) Pat Collier (No. 9), 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:  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).
Registered Trademark

Sanctioned by

NATIONAL AERONAUTIC ASSOCIATION
Conducted under the rules of
FEDERATION AERONAUTIQUE INTERNATIONALE
Endorsed by
THE NINETY-NINES, INC.

GLOSSARY

AAA—Antique Airplane Ass'n.
AFA—Air Force Ass'n.
AHS—American Helicopter Society
AOPA—Aircraft Owners and Pilots Ass'n.
ATC—Air Traffic Control
ATR—Airline Transport Rating
AWNEAR—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—Fédération Aéronautique Internationale
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
MIG—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.
NIFA—National Intercolligate 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—Spouses 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.

He was a farm boy from Tennessee. An Air Corps pilot in World War I. He was a barnstormer. A self-taught engineer. A designer and builder and racer of airplanes. And he and his wife, Olive Ann, founded the Beech Aircraft Company.

They not only believed in the American dream. They lived it every day of their lives.

In 1932, when they started Beech Aircraft, crude oil was selling at 10¢ a barrel. And you could buy GM stock for $8 a share. Only nobody bought.

Hardly a time to put a company together to put airplanes together. But Walter Beech and Olive Ann were not to be denied.

If they could design and build the finest airplanes in the world, they knew they could sell them.

Since the Great Depression, America has seen good times and bad times and in-between times. But Beech management has never lost its faith in the free enterprise system.

They believed then and we believe now that any threat to it can always be met by more initiative, more innovation, more courage.

Perhaps that is why Beech Aircraft Corporation had its best year in 1974. And is looking forward to an even more successful 1975.

Beechcraft airplanes have always been a good investment. Today, some 36,000 airplanes later, they're an even better one.

Beech Aircraft Corporation
Wichita, Kansas 67201

Walter H. Beech
(1891-1950)
Avionics are your key to the airways system. How much of the system you use depends on your avionics capability. How well they do the job. And how well they are serviced. Avionics are not a luxury. Not anymore. Today's flying demands an Avionics Revolution. And one company is doing something about it. Cessna. With a revolution of our own.

We know you'll select your avionics as carefully as you do your airframe. And for the same reasons. Quality. Design. And service. Our Revolution is led by our name—Cessna. We've been building quality and reliable airplanes for 64 years. We understand the business of flying and our Aircraft Radio and Control Division is one of the oldest and largest avionics manufacturing facilities in the world. Where technology and new standards in quality have been developing for years. Where the avionics you buy are tested. Tested. And tested again to make sure they'll operate reliably in your airplane. Cessna Avionics—built by pilots for pilots.

And the Cessna Revolution is coming to your town. To your Cessna Dealer. It's coming with a warranty that is honored at more service locations than any other brand in the world. And every Cessna Avionics shop is supported by factory field engineers. And parts support whenever and wherever it's needed. And make a note; because you won't find this anywhere else in the industry. Your Cessna Avionics Warranty is for a full 12 months. Regardless of aircraft hours. And includes parts. Labor. Removal. And Installation.

The days are over when you had to fly halfway across the country to get service. Cessna Avionics are serviced locally. Avionics are so important to your flying. You can't afford to settle for less than a complete system. Come Join Our Revolution.

Avionics are so important to your flying environment—you can't afford to settle for less than a complete system.

Come Join Our Revolution

Manufactured by Aircraft Radio and Control Division
Cessna Aircraft Company