

9th Annual All Woman Transcontinental

AIR RACE

JULY 2-6

LONG BEACH, CALIF. • SPRINGFIELD, MASS.



Official Program
1955

Thank You

The Board of Directors of All-Woman Transcontinental Air Race, Inc., is deeply grateful to the Cities of Long Beach, Calif., and Springfield, Mass. — our hosts at the Start and Terminus — and to members of the Aircraft Industry and The Ninety-Nines who, because of their interest in the promotion of private aviation, have taken an interest in and given support to this race.

To the City of Long Beach, to the Chamber of Commerce of Springfield, to the membership of The Ninety-Nines, Inc., and to the following members of the Aircraft Industry we wish to express our most sincere thanks for their financial assistance which has made the 9th Annual AWTAR possible.

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

Lavelle Aircraft Corp., Newtown, Bucks County, Pa.
Lockheed Aircraft Corp., Burbank, California.
North American Aviation, Inc., Los Angeles, Calif.
Piper Aircraft Corp., Lock Haven, Pennsylvania.
Rheem Manufacturing Co., Downey, California.
Rohr Aircraft Corp., Chula Vista, California.
Ryan Aeronautical Co., San Diego, Calif.
Slim Kidwell Aviation Co., Torrance, California.
Trans World Airlines, Inc., New York, New York.
United States Aviation Underwriters, Inc., New York, New York.

We Also Wish to Thank

Mrs. Eunice Gordon, W1UKR, and Mrs. Viola Grossman, W2JZX, — Chairman and Co-Chairman respectively — and members of the amateur radio net for providing amateur radio communications for the AWTAR at each designated stop on the route and from coast-to-coast.

The Flying Tiger Line, Inc., for transporting the contestants' baggage from Long Beach to Springfield, free of charge, in order to lighten the load in each aircraft.

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

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

The City of El Paso, The Midland Chamber of Com-

merce, The Wichita Falls Chamber of Commerce, and Farmers and Merchants State Bank through East Tulsans Chamber of Commerce for adding to the prize money by providing leg prizes into their respective cities.

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

The Aero Club of New England for donating the Reading to Springfield leg prize.

Socony Vacuum Oil Company for providing free gasoline and oil at the terminus.

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

John Loufek and Don Elder, of Douglas Aircraft Co., for computing the handicaps.

Bertrand Rhine for his legal counsel.

At Long Beach, California, and at Springfield, Mass., — and at Blythe, Phoenix, Tucson, El Paso, Midland, Wichita Falls, Tulsa, Springfield, Mo., St. Louis, Terre Haute, Dayton, Wheeling and Reading, — Local Chapters of the Ninety-Nines, Inc., the Airport Officials, the City and County Officials, the Senior and Junior Chambers of Commerce, the Civil Air Patrol, The Wing Scouts, Amateur Radio Operators, Civil Aeronautics Ad-

ministration personnel, U. S. Weather Bureau Forecasters and Observers, and a great number of private individuals are working together to make this race a success. We appreciate their wonderful cooperation to the fullest and wish to take this opportunity to thank them all for helping us to put on the 9th Annual All-Woman Transcontinental Air Race.

Board of Directors

Betty Gillies
Kay Brick
Barbara London
Beatrice Medes

Louise Smith

Iris Critchell
Betty Loufek
Claire Hale
Joyce Failing



GLAMOUR GALS GATHER — 1955 Air Race Contestants gather at Long Beach Municipal Airport. (from left) Mrs. Iris Critchell, Mrs. Claire Hale, Mrs. Alice Roberts, race Chairman Mrs. Betty H. Gillies, Mrs. Edna Bowers, Mrs. "Dottie" Sanders, and in front, Mrs. Frances Bera and Mrs. "Dottie" Davis.

THE AIR RACE

Top women pilots of the nation, highly skilled in the art of flying, will line up at Long Beach, Calif., on July 2nd, for the longest race in the series of nine All-Woman Transcontinental Air Races. The 2800-mile race will end July 6th as the final planes flash across the finish line at Barnes-Westfield Airport, Springfield, Mass.

The nearly 100 women pilots have gathered for this famous event from all sections of the United States. To the winner goes prize money, trophies, and the honor of being "Top Woman Pilot of the Nation".

This event began in 1947. The late — and great — Mrs. Dianna Bixby of Long Beach, Calif., suggested that west coast women should have an air race enroute to an east coast air show. Several pilots entered but later withdrew. Take-off day found one airplane, an Ercoupe, with Mrs. Carolyn West (Los Angeles) and Miss Bea Medes (Corona del Mar, Calif.) as pilot and co-pilot. Good sports, they "raced" anyway from Palm Springs, Calif., to Tampa, Florida. The second year, 1948, six aircraft raced from Palm Springs to Miami, Florida. Mrs. Frances Nolde of Reading, Pa., won in a Navion.

In 1949, seventeen planes raced from San Diego to Miami. Mrs. Loretta Foy of Van Nuys, Calif., and Mrs. Sue Kindred of San Diego were winners in a Piper Clipper. In 1950, thirty-three planes raced from San Diego to Greenville, S. C. Pilot Jean Parker and passenger "Boots" Seymour of Arcadia, Calif., won in a Taylorcraft. In 1951 forty-four planes flew from Santa Ana, Calif., to Detroit, Mich.

The winning Cessna 140 pilot was Mrs. Claire McMillen Walters (Westchester, Calif.); co-pilot was Mrs. Frances Bera of Los Angeles.

In 1952, forty light planes took off from Santa Ana for Teterboro, N. J. Winners were Miss Shirley Blocki (Pomona, Calif.), pilot, and co-pilot Martha Baechle (Long Beach), in a Cessna 140. Seventh race, 1953, Mrs. Frances Bera, pilot, and Mrs. Marcella Duke (Inglewood, Calif.), co-pilot, flew a Stinson 165 and won against a field of 49. The race was from Lawrence, Mass., to Long Beach, Calif. In 1954, fifty-one aircraft flew from Long Beach to Knoxville, Tenn. Pilots Mrs. Ruth Deerman and Ruby Hays of El Paso, Texas, won the race in a Cessna 140.

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

The race is open to all qualified women pilots. Aircraft are limited to 300 horsepower or less and must be stock-model, CAA-approved. Two-way radio is mandatory.

LIST OF AWARDS

FIRST PLACE:

1. AWTAR First Place Trophy.
2. \$800.00 Cash.
3. Perpetual rotating Trophy (silver tray), donated in 1950 by the Carolinas Chapter of The Ninety-Nines, Inc.
4. Name inscribed on Perpetual rotating Trophy, donated in 1950 by the San Diego Chapter of The Ninety-Nines, Inc., and now on display in the National Air Museum, Washington, D. C.

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

SECOND PLACE:

1. AWTAR Second Place Trophy.
2. \$500.00 Cash.
3. Perpetual rotating Trophy donated in 1951 by The Air-Oasis Co.

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

THIRD PLACE:

1. AWTAR Third Place Trophy.
2. \$400.00 Cash.

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

FOURTH PLACE:

1. AWTAR Fourth Place Trophy.
2. \$200.00 Cash.

Co-Pilot will receive a duplicate of the AWTAR Fourth Place Trophy.

FIFTH PLACE:

1. AWTAR Fifth Place Trophy.
2. \$100.00 Cash.

Co-Pilot will receive a duplicate of the AWTAR Fifth Place Trophy.

IN ADDITION:

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

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

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

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

LEG PRIZES:

Long Beach, California, to El Paso, Texas. (Presented by the City of El Paso.)

\$60.00 First Place
\$40.00 Second Place
\$25.00 Third Place

Long Beach, California, to Midland, Texas. (Presented by the Midland Chamber of Commerce.)

\$50.00 First Place
\$30.00 Second Place
\$20.00 Third Place

Midland, Texas, to Wichita Falls, Texas. (Presented by the Wichita Falls Chamber of Commerce.)

\$60.00 First Place
\$40.00 Second Place
\$25.00 Third Place

Wichita Falls, Texas to Tulsa, Oklahoma. (Presented by the Farmers and Merchants State Bank through East Tulsans Chamber of Commerce).

\$50.00 First Place
\$30.00 Second Place
\$20.00 Third Place

Reading, Pennsylvania, to Springfield, Massachusetts. (Presented by the Aero Club of New England.)

Silver Revere Bowl — First Place

Midland, Texas to Reading, Pennsylvania. (Presented by the City of Reading, Pennsylvania.)

Silver Tray



1

Pilot: Darline "Dottie" Sanders, Lemon Grove, Calif. Flying a Cessna 140.

Co-Pilot: "Dottie" Davis, La Mesa, Calif.

Sponsor: The Alsynite Co. of America, San Diego. Manufacturers of Alsynite Translucent Fiberglass panels for home, industry and commerce.

"Dottie" Sanders learned to fly at LaPressa Airport, San Diego, Calif., and has logged a total of over 500 hours and holds a Private License. She will be flying her fourth TAR this year. She was born in Buffalo, Wyoming and is now married to Robert Sanders and they live in Lemon Grove, Calif. She is a member of the San Diego Chapter of the Ninety-Nines, Inc., and also an active member of the Civil Air Patrol.

"Dottie" Davis also learned to fly at LaPressa Airport, San Diego, and she has a total of 160 hours and a Private License. She will be flying her first TAR, actually her first competition. She is married to Roy L. Davis and they have three children. She is a member of the San Diego Chapter of the Ninety-Nines, Inc.

2

Pilot: Shirley Blocki Froyd, Inglewood, Calif. Flying a Piper Tri-Pacer.

Co-Pilot: Joyce H. Agee, Inglewood, Calif.

Sponsor: Inglewood Chamber of Commerce, Inglewood, Calif. This air-minded Chamber of Commerce, the "Harbor of the Air", is sponsoring a contestant for the fourth consecutive year.

Shirley is flying her fourth TAR, having won the race in 1952 the first time she entered. She was born in Chicago, Ill. and first started flying when a student at Stephens College, Columbia, Mo. She took her masters degree in Commercial Aviation at the University of Southern California in 1953. She is a Capt. in the Civil Air Patrol and is at present a teacher of Commercial Aviation at Mt. San Antonio College in Pomona, Calif. She holds a Commercial license and has logged over 3000 hours flying time. She has both Instrument and Flight Instructor ratings.

Joyce will be flying her first TAR. She holds a student pilot permit and has logged a total of 40 hours. She started her flying at the East Los Angeles Airport. She is married to James E. Agee, employed by Douglas Aircraft, and they have two children. Her husband is also a pilot.



3

Pilot: Frances S. Bera, Los Angeles, Calif. Flying a Cessna 180.

Co-Pilot: Edna Bower, Long Beach, Calif.

Sponsor: AeroDuct, Inc., Chanute, Kansas. This company manufactures all types of flexible and rigid ducts for both civil and military aircraft. This company has signed Fran Bera to a contract to race for them for a period of five years.

Fran will be entering her fourth TAR. She was co-pilot on the winning aircraft in 1951 and winning pilot in 1953. She has flown a different model aircraft in each TAR that she has entered. She has a total of over 6000 hours flying time and holds a Commercial License with both Instrument and Flight Instructor Ratings. She is currently checking out in a glider. She flies daily as an instructor, CAA examiner and a charter pilot. She is married to Gordon Bera, Douglas employee, who checks her aircraft before she enters any race.

Edna Bower, Fran's Sister, has flown with Fran on several transcontinental flights but is not a pilot herself.



4

Pilot: Alice Roberts, Phoenix, Arizona. Flying a Beechcraft Bonanza.

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

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

Alice will be entering her third TAR. She was born in Bisbee, Arizona and started flying in Phoenix, Arizona in 1953. She has logged a total of 350 flying hours and holds a Private license. She is currently working on her Instrument rating. Alice is married to Charles Roberts, also a pilot and they have two children. She will be flying her own Bonanza named the "Rheem Dream".

Iris will be flying in her fifth consecutive TAR. She started flying in 1939 and has a total of over 3500 hours and a Commercial License, both single and multi-engine, with Instructors rating a Flight Instructors Rating. She was a WASP pilot during WWII and is still in the U. S. Air Force Reserve. She is a member of the Board of Directors of the AWTAR, Inc. which runs the "Powder Puff Derby" each year. She is married to Howard Critchell, a pilot for Western Airlines and they have two children. She is Chairman of the Long Beach Chapter of the Ninety-Nines, Inc. this year.



5

Pilot: Margaret Calloway, Ft. Worth, Texas. Flying a Cessna 140.

Co-Pilot: Lindy Boyes, Piedmont, Calif.

Sponsor: The Dal-Tex Aviation Co., Inc. of Dallas, Texas. This aviation company, who deal in aircraft sales and service, were the winners of the 1955 Cessna Sales Award.

Margaret will be entering her fourth TAR. She has flown in the TAR in 1951, '52, and placed fifth in 1954. She started flying in 1943 and has logged over 2500 hours. She holds a Commercial license with an Instructors rating. She has been instructing students for five years and prior to this performed aerobatics in various air shows. Margaret is married to Richard D. Calloway, a Lt. Col. USAF recently made Commandant of the Air Force Reserve Center in Philadelphia, Pa. They have two girls, 15 and 13 years of age.

Lindy Boyes has logged over 600 hours of flying time and has a Commercial license. She will be flying her fifth TAR. Lindy is the Aviation Editor for the Oakland Tribune and is a Capt. in the Civil Air Patrol, acting as Women's Co-ordinator for the Calif. Wing of the C.A.P. She is also an active member of the Bay Cities Chapter of the Ninety-Nines, Inc.

6

Pilot: Ruby Potter, San Diego, Calif. Flying a Cessna 140.

Co-Pilot: Claire Hale, San Diego, Calif.

Sponsor: The Palomar Foods Co. of San Diego, Calif. This progressive company are processors, packers and distributors of pickles and pickle products.

Ruby started flying in San Diego in 1954 and now has a total of over 225 hours flying time. She has a Private License. This will be her first TAR. Her husband, Stanley Potter, owner-manager of Palomar Foods, is also a pilot and they have three children.

Claire Hale will be flying her sixth TAR. Last year was the first year that she has missed the TAR for she took time off from racing to be an official timer at the finish of the race in Knoxville, Tenn. Claire has logged over 1200 hours since starting to fly in San Diego in 1946 and holds a Commercial license. She is married to Kenneth Hale, who is not an active pilot, and they have a boy 12 years of age and a little girl 1½ years. Claire is the past Chairman of the San Diego Chapter of the Ninety-Nines, Inc.

7

Pilot: Gini S. Richardson, Yakima, Washington. Flying a Stinson 108-3.

Co-Pilot: Pauline Glasson, Corpus Christi, Texas.

Sponsor: The Columbia Asphalt and Paving Co. of Yakima, Washington.

Gini Richardson will be flying her sixth TAR this year having placed 7th in 1951, 4th in 1953, and 8th in 1954. She has logged a total of over 9300 hours since learning to fly in Ft. Worth, Texas in 1942. She holds all ratings, including Airline Transport, Flight Instructor, Instrument, Link Instructor, and Ground Instructor. She flies as a charter pilot, instructor, airline pilot, being one of our most versatile pilots. She now owns and operates a flight school in Yakima, Washington. Her husband Ralph Richardson runs a spraying and dusting operation from the same airport as Gini. She holds the rank of Capt. in the Civil Air Patrol and is active in the Ninety-Nines, Inc.

Pauline Glasson will be flying her fourth TAR. Pauline learned to fly in New York in 1935 and since that time has logged over 7500 hours. She holds a Commercial license with Flight Instructor and also holds all Ground Instructor ratings. Mrs. Glasson and her husband, C. W. Glasson, own and operate an aerial photo business in Corpus Christi, Texas. Pauline is active in the Ninety-Nines, Inc. and also spends much time with the Girl Scouts Wing Scout troop.

8

Pilot: Sylvia Roth, Chicago, Ill. Flying a Cessna 140A.

Co-Pilot: Helen Sailer, Evanston, Ill.

Sponsor: The Palwaukee Aviation Corp., Wheeling, Ill. This is a very active and progressive flight school where Sylvia is the Chief Pilot.

Sylvia will be entering her second TAR this year. She won the "Novice" award in the TAR last year as the crew making the best score who were flying their first TAR. Sylvia learned to fly in Rochester, Indiana in 1944 and now she has logged over 1500 hours and holds a Commercial license with a Flight Instructors Rating. She is working on her Instrument rating at the present time. During WWII she was with the USO in the Pacific Theater. She is a member of the Chicago Area Chapter of the Ninety-Nines, Inc.

Helen Sailer will be entering her first TAR. She started her flying in Springfield, Ill. in 1940 and holds a Private license. She was born in Roseville, Ill. and now is a claims adjuster for the Washington National Insurance Co. in Evanston, Ill. She is a member of the Chicago Area Chapter of the Ninety-Nines, Inc.





9

Pilot: Gladys Muter, Chicago, Ill. Flying a Navion 260.

Co-Pilot: Doris Langher, Chicago, Ill.

Sponsor: The Muter Company of Chicago, Ill. This company is engaged in Electronics Manufacturing.

Gladys will be entering her fourth TAR. Her husband, Leslie F. Muter, President of the Muter Company started Gladys into her flying career. He has been a pilot for many years. She now has over 500 hours flying time and is working on her Instrument rating. They have two grown children and are grandparents.

Doris Langher will be flying her fourth TAR. She has logged over 5000 hours and holds a Commercial License, both land and sea, and Flight Instructor and Instrument ratings. She has a very unique position with United Airlines being an instructor for them in their Flight Simulators on the Convair and the DC-6. She is a member of the Chicago Area Chapter of the Ninety-Nines, Inc.



10

Pilot: Nina Price, Itasca, Ill. Flying a Piper Tri-Pacer.

Co-Pilot: Lois Cassidy, Chicago, Ill.

Sponsor: The John Kupka Aircraft Sales Co. of Midway Airport, Chicago, Ill.

Nina Price will be flying her second TAR this year. She has logged a total of 250 hours and holds a Private License. Nina is married to Leonard Price. She is a member of the Chicago Area Chapter of the Ninety-Nines, Inc.

Lois Cassidy will be entering the TAR for the first time. She started flying in 1954 and has logged a total of 115 hours with a Private License. She learned to fly in her own Navion. Mrs. Cassidy is married to Bernard Cassidy who is a general contractor and is also a pilot. They have three children.



11

Pilot: Irene Leverton, Chicago, Ill. Flying a Cessna 140.

Co-Pilot: Gean Burson, Dyer, Indiana.

Sponsor: Burson's Rexall Drugs, Dyer, Indiana.

Irene Leverton will be entering her second TAR. Irene has logged a total of 3750 hours and holds a Commercial License with Flight Instructor and Instrument ratings. She is a Charter pilot and duster pilot having logged 1000 hours in the air as a duster pilot. She is an active member of the Civil Air Patrol and also of the Chicago Area Chapter of the Ninety-Nines, Inc.

Gean Burson started her flying in Dyer, Indiana in 1946. She has logged a total of 165 hours and has a Private license. Her husband, Marvin J. Burson, is the owner of Burson's Rexall Drug Co. of Dyer, Indiana. Gean enjoys trap-shooting and hunting along with her flying. She is also a member of the Chicago Area Chapter of the Ninety-Nines, Inc.

12

Pilot: Doris Eacret, Elko, Nevada. Flying a Cessna 140.

Co-Pilot: Helen McIntosh, Sunland, Calif.

Sponsor: The Crumley Hotels, of Elko, Nevada. These hotels are owned by the well known sportsman, flyer and Nevada State Senator, Newton Crumley.

Doris Eacret will be flying her fourth TAR. She is Nevada's leading woman pilot and has placed 2nd in 1952 and 3rd in 1953 in the TAR. She does much ranch and business flying and has logged more than 900 hours flying time. She holds a Commercial license. She is Coordinator for Women in the Civil Air Patrol and is an active member of the Utah Chapter of the Ninety-Nines, Inc.

Helen McIntosh will be flying with Doris for the fourth time in the TAR. Helen started flying in Silver Lake, Calif. and has now logged over 1000 hours flying time. She holds a Commercial license and she flies now as a charter pilot and making passenger hops. She is married to Roy McIntosh who is a commercial pilot also. They have two boys age 10 and 7. She is a member of the Las Vegas Chapter of the Ninety-Nines, Inc.





13

Pilot: Isabelle McCrae, Lemon Grove, Calif. Flying a Beechcraft Bonanza.

Co-Pilot: Betty McNeil, La Mesa, Calif.

Sponsor: The McNeil Plumbing and Heating Co. of La Mesa, Calif. and Co-Sponsor: The Aloha Flying Club.

Isabelle will be flying in her sixth TAR this year. She has flown each year since 1949 with the exception of 1954. She has a total of over 1200 hours and holds a Commercial license. She served as a WASP pilot during WWII and later served in the U. S. Air Force as a Flight Nurse. She is an active member of the Civil Air Patrol and also of the San Diego Chapter of the Ninety-Nines, Inc.

Betty McNeil will be flying as co-pilot with Isabelle for the fourth TAR. Betty is not a licensed pilot but has over 400 hours as observer. Mrs. McNeil has two children and 6 grandchildren. Her husband is an active pilot and they do much flying together.



14

Pilot: Maxine S. Smith, San Diego, Calif. Flying a Stinson 108-3.

Co-Pilot: Jean Clark, Fullerton, Calif.

Maxine first started flying in Tulsa, Oklahoma and now has logged over 1900 hours with a Commercial license and Instructors rating. She will be entering her third TAR this year. She was a flight Instructor in Tulsa, Oklahoma and was a WASP pilot during WWII, being stationed at Love Field, Dallas, Texas. Maxine has entered other races and has placed 10th in the TAR in 1954. She is married to Gordon Smith, a Security Specialist who is also a Commercial pilot.

Jean will be flying her first TAR this year. She started her flying in 1953 and now has a Private License with a total of over 100 hours of flying time. She is employed by Met-co-Air, at Fullerton Airport. She is a member of the Long Beach Chapter of the Ninety-Nines, Inc.



15

Pilot: Mickey Clark, Florissant, Mo. Flying a Piper Pacer PA-20.

Mickey Clark will be entering her second TAR. She flew with Maxine Smith of San Diego in the TAR in 1954. Mickey started flying from Kratz Airport in St. Louis, Mo. in 1953 and has now logged over 200 hours flying time and has a Private License. Mickey and her husband, Paul D. Clark, took their checkrides and got their private licenses on the same day. Mickey is employed at Sears, Roebuck & Co. and her husband works for McConnell Aircraft. She is flying the family Piper Pacer.



16

Pilot: Randa Sutherland, Albuquerque, New Mexico. Flying a Piper Tri-Pacer.

Co-Pilot: Jocile B. Eddleman, Albuquerque, New Mexico.

Sponsor: New Mexico Chiropractors.

Randa will be entering her first TAR this year. She started flying in 1954 and has now logged a total of 150 hours. She has a Private license and since learning to fly has traveled all over New Mexico both solo and with her family. She is married to Dr. J. W. Sutherland, a chiropractor and they have three children. Her husband is also a pilot.

Jocile Eddleman will also be flying in her first TAR. She holds a private license and has logged a total of 130 hours. She started flying in Bryan, Texas in 1950. She is married to Capt. A. H. Eddleman, USAF, and they have one child, 1 year old. Her husband is also a pilot. She is a member of the New Mexico Chapter of the Ninety-Nines, Inc.



17

Pilot: Genevieve Brown, Los Angeles, Calif. Flying a Cessna 140.

Sponsor: Mr. Ray Del Pino, Ace Fence Company, San Gabriel, Calif.

Genevieve Brown will be flying her second TAR. She has logged a total of over 3500 hours flying time and holds a Commercial license with an Instrument rating. She also holds a Commercial Helicopter rating and a Glider Rating. Genevieve was born in Seattle, Washington and has entered many races including the Philadelphia Air Cruise, Jim Long Memorial race, and the Henry Ohye Trophy Race. She works for the Los Angeles Police Department and has three children. She was a WASP pilot during WWII and was stationed at the 6th Ferrying Group in Long Beach, Calif.



18

Pilot: Patricia Davis Arnold, Hartford, Conn. Flying a Cessna 140.

Sponsor: The Davis-Arnold Flying Service, Hartford, Conn. A complete flight service and charter facilities, owned and operated by Pat.

"Pat" will be entering her third TAR. She has logged a total of 700 hours flying time since she started flying in Hartford, Conn. in 1948. She has entered several other races including the Ninety-Nines race in New England. She served with the WAVES during WWII for three years. She is an active member of the New England Section of the Ninety-Nines, Inc. She is the owner-operator of the Davis-Arnold Flying Service in Hartford, Conn.



19

Pilot: Esther Gardiner, Millstone, Waterford, Conn. Flying a Bellanca Cruisair.

Co-Pilot: Clarissa Holcomb, Westfield, Mass.

Esther will be flying in her third TAR this year. She flew in the TAR in both 1951 and 1953. Since she started flying in New London, Conn. she has logged a total of 700 hours and holds a Private License. Esther will be flying her own Bellanca again this year. She is married to Henry Gardiner, who is also a pilot and they have two children. Mrs. Gardiner is a member of the Ninety-Nines, Inc.

Clarissa Holcomb will be flying in her first TAR. She started flying in Westfield, Mass. in 1949 and has logged a total of 150 hours and holds a Private License. She is married to Max Holcomb, a car dealer, who is also a pilot. She is a member of the New England Section of the Ninety-Nines, Inc.



20

Pilot: Faye Mefford, Tulsa, Oklahoma. Flying a Cessna 140.

Co-Pilot: Tissie Lawrence, Tulsa, Oklahoma.

Sponsor: The Silver Fox Drilling Company and co-sponsor Russell Cob, Jr. Inc.

Faye Mefford will be flying in her first TAR this year. She learned to fly at Harvey Young Airport, Tulsa, Oklahoma in 1954 and now has a total of 200 hours and holds a Private license. Mrs. Mefford is married to Howard Mefford, and they have no children. She is a member of the Ninety-Nines, Inc.

Tissie Lawrence will be entering her first TAR also. She holds a Private License and has logged 150 hours flying time since starting to fly in Tulsa, Oklahoma in 1954. She is married to Robert L. Lawrence, an attorney, who is also a pilot. They have two children 8 and 6 years of age. Mrs. Lawrence is also a member of the Ninety-Nines, Inc.



21

Pilot: Laurien Griffin, Merriam, Kansas. Flying a Cessna 180.

Sponsor: The Griffin Construction Co., Merriam, Kansas. This construction company is well known throughout Kansas, Missouri, Oklahoma, and Arkansas as the company who says "We go a long way to dig a little ditch".

Laurien will be flying her second TAR this year in her own Cessna 180. She holds a Private License and has logged a total of over 550 hours. She has flown much of this time on Cross-country flights, coast-to-coast and into Mexico. Laurien was born in Kansas City, Mo., and has two sons, 19 and 21 years of age. Her husband, Mark C. Griffin, who is also an active pilot, is the President of the Griffin Construction Co., her sponsor.

22

Pilot: Beatrice E. MacPherson, Tucson, Arizona. Flying a Piper Tri-Pacer.

Co-Pilot: Alberta Hunt, Salt Lake City, Utah.

Beatrice Edgerly MacPherson will be flying her third TAR. She holds a Private license and has a total of over 280 hours flying time. She is an active member of the Civil Air Patrol, being on the Wing Staff in Arizona and also Editor of the CAP Wing Magazine, Wingtips. Beatrice is a well-known artist and illustrator. She has had many national exhibits of her work and is at present Art Editor and columnist for the Arizona Daily Star. She is co-founder of the Southern Arizona School of Art in Tucson, Arizona. Mrs. MacPherson is married to J. Harvard MacPherson and they have two grown sons. She is active in the Ninety-Nine organization in Arizona.

Alberta Hunt will be flying in her first TAR. She holds a Commercial License and has over 1500 hours of flying time. Alberta served as a WASP pilot during WWII and after the war served with the Civil Aviation Division of the State Department in the re-establishment of aviation in Germany. Miss Hunt was born in Baker, Oregon and learned to fly in Salt Lake City in 1938. She is an active member of the Ninety-Nines, Inc. in Utah.



23

Pilot: Minnie Boyd, Pullman, Washington. Flying a Cessna 170.

Co-Pilot: Betty Jane Seavy, Walla Walla, Washington.

Minnie Boyd will be flying her first TAR. She was born in Pullman, Washington and learned to fly there in 1946. She has since logged over 900 hours total flying time and holds a Private license. She is married to Carl Boyd, a farmer and they have one grown child and three grandchildren. Minnie is very active in the Flying Farmers and much of her time has been logged on cross-country flights with this organization. She is also an active member of the Ninety-Nines, Inc.

Betty Jane Seavy will also be flying her first TAR this year. She has a total of 80 hours flying time logged since learning to fly in Walla Walla in 1953. Betty is also an active member of the Flying Farmers and her husband, Don Seavy, a former Army Pilot turned farmer, flies with her on their many trips. Along with her flying, Mrs. Seavy spends much time in community and youth activities in her home town. She is also an active member of the Ninety-Nines, Inc.



24

Pilot: Ruth Nitzen, Inglewood, Calif. Flying a Cessna 140.

Ruth Nitzen will be racing in her first TAR. She is flying without a passenger or co-pilot. She started flying in Hawthorne, Calif. in 1951 and now has a total of over 200 hours flying time and a Private License. She is not flying her first race, however, for she was an entry last year in the Henry Ohye Trophy Race. She is married to John Nitzen, a contractor in Inglewood, Calif., who is also a pilot. They have one grown daughter and a small grand-daughter.

Pilot: Jane B. Hart, Lansing, Michigan. Flying a Beechcraft Bonanza.

Co-Pilot: Marion W. Ruth, Lansing, Michigan.

Sponsor: Sarvis Mfg. Co. of Lansing, Michigan, "Masters Builders" of wood and metal store equipment: and co-sponsored by the Duplex Truck Co., Lansing, Michigan, manufacturers of Motor Trucks and special machinery.

Jane will be racing in her first TAR this year. She learned to fly in Detroit, Michigan in 1941 and now holds a Private license with a total of 300 hours flying time. She will be flying her own Beechcraft Bonanza in the race this year. Her husband is the Lt. Governor of the State of Michigan and they have six children, ages 1 to 8.

Marion "Babe" Ruth learned to fly at Capital City Airport in Lansing, Michigan in 1934 and has over 1800 hours flying time. She holds a Commercial License with an Instructors Rating. "Babe" has raced in several races before and was named the No. 1 pilot in the Michigan Air Tour in 1937. Mrs. Ruth is a home-town product and is now living there with her husband, Dale C. Ruth and their daughter age 7. Mr. Ruth is also a pilot.



Pilot: Alice Hammond, Grosse Pointe Farms, Michigan. Flying a Cessna 170.

Co-Pilot: Jean Pearson, Grosse Pointe Park, Michigan.

Sponsor: The Helin Tackle Company, Detroit, Michigan. This company manufactures the famous "Flatfish", the largest selling fishing lure.

Alice will be flying her third TAR this year. She is a very active pilot having logged over 2000 hours and holds a Commercial License with an Instrument rating. Alice is a former President of the Ninety-Nines, Inc. and is still a very active member in the Michigan area. She is a Lt. Col. in the Civil Air Patrol, being the Women's Coordinator for the CAP for the Great Lakes Area. She was an Instrument Instructor during WWII and also flew military and industrial courier for the CAP during the war years. Alice is married to John Hammond, and they have three children 13, 15 and 18 years of age.

Jean Pearson will be entering her third TAR. She has flown Co-Pilot with Alice Hammond in both the 1953 and 1954 TAR. Jean learned to fly in Detroit and now holds a Private license with over 500 hours flying time. Jean is an aviation writer for the Detroit Free Press and is a member of the Aviation Writers Association. She was a WASP pilot during WWII and is at present a Lt. in the Naval Reserve. Mrs. Pearson is married to Morton Pearson who is an attorney in Detroit.



Pilot: Edna Gardner Whyte, Flushing, Michigan.

Edna will be flying her fifth TAR this year. She has entered many races during her flying career and is the holder of 26 various awards for those competitions. She started flying in Seattle, Washington in 1926 and now has logged 11,670 hours in the air. She holds a Commercial license with all ratings including Instructor and Instrument ratings. She is also holder of a Helicopter rating and is a Link Trainer Operator and also has all Ground Instructor ratings. She is married to George Whyte who is also a pilot and operates an airport and flight school at the Dalton Airport in Flushing, Michigan. She is a very active member of the Ninety-Nines, Inc., having been the International Vice President for the past year. She was a Navy Nurse for 6½ years and spent 1 year in the Army Nurse Corps. She is at present working with her husband operating the airport and flight school at the Dalton Airport.

Pilot: Florence Knight, Valhalla, New York. Flying a Cessna 140.

Co-Pilot: Kay M. Brick, Norwood, New Jersey.

Sponsor: The Monsanto Chemical Company, Springfield, Mass., and Long Beach, Calif. This company makes more kinds of plastics than any other company of its kind in the world.

Florence will be flying her first TAR this year. She started flying in 1939 and has logged over 2000 hours in the air and holds a Commercial License with both Instructors and Instrument Ratings. She was a WASP pilot during WWII and is now a Lt. in the US Air Force Reserve. As a WASP pilot she towed targets and controlled pilotless aircraft from another aircraft. She is a member of the Ninety-Nines, Inc.

Kay Brick will be flying her first TAR also. Kay learned to fly at Teterboro Airport in New Jersey in 1940 and has logged over 3000 hours in the air. She was a WASP pilot during WWII flying tow-target missions and doing photographic and radio controlled work. She is at present a Lt. in the Air Force Reserve. Kay is a former President of the Ninety-Nines, Inc. and is still a very active member of that organization in the New York area. Mrs. Brick is married to Frank Brick, an electronics engineer, and they have one child, Ruth, 5 years of age.



30

Pilot: Eloise Smith, Kalamazoo, Michigan. Flying a Bellanca Crusair.

Co-Pilot: Dorothy Woodham, Kalamazoo, Michigan.

Sponsor: Austin Lake Airport and Sea-Plane Base, Kalamazoo, Michigan. The very active aviation company has a large and complete aircraft maintenance and repair station and a large flight school.

Eloise Smith will be flying her own Bellanca in this her first TAR. She started her flying in 1935 and has logged over 4000 hours holding a Commercial License with both Instructor and Instrument Ratings. Much of her flight time was logged as an instructor in both CPT and WTS flight training programs during the War years. Eloise is married to Harry F. Smith, an attorney and also a pilot. Eloise is also active in the Ninety-Nines, Inc.

Dorothy Woodham is flying in her first TAR this year. She started her flying in Kalamazoo in 1937 and now has over 500 hours flying time. She holds a Private license. Her husband, Irving Woodham, is the Owner-Manager of the Austin Lake Airport in Kalamazoo, Mich. They have one child nine years of age.



31

Pilot: Marcia Snip, San Antonio, Texas. Flying a Cessna 170.

Co-Pilot: Lois White, San Antonio, Texas.

Sponsor: The Howard Aero Service, Inc., San Antonio, Texas. This aviation company has a complete Aircraft Sales, Maintenance, Modification and Repair service for all types of aircraft.

Marcia will be flying in her first TAR this year. She started her flying in San Antonio, Texas in 1954 and now has a Private License with a total of 125 hours flying time. Marcia was born in Chicago, Ill. and is a graduate of Northwestern University in Evanston, Ill. Her husband, Russell T. Snip, is a physician and also a pilot, and they have two children, Marcia 8 years and Bob, 6 years.

Lois White is also flying her first TAR this year. She started her flying in 1954 in San Antonio, Texas and has a Private License with a total of over 125 hours flying time. She is employed by the Howard Aero Service, Inc. as a secretary to their Maintenance and Inspection Office. Miss White was born in Big Springs, Texas and lived most of her life in Albany, Texas, which is still her home. She obtained a BS degree from the University of Texas.



32

Pilot: Verna Wilson, Kansas City, Kansas. Flying a Temco Swift.

Sponsor: The Wilson Consolidated Ground School and the Baker Flying Service, Municipal Airport, Kansas City, Mo. This is Kansas City's finest training center and is fully equipped and approved to give all ratings.

Verna will be flying in her fifth TAR this year in her own 125-hp Swift. She has a total of over 850 hours of flying time since starting to fly in Kansas City in 1947. She holds a Commercial License and is also a qualified ground instructor for the past four years teaching Navigation and Meteorology. Mrs. Wilson is married to Albert Wilson who is also a pilot. She is very active in the Greater Kansas City Chapter of the Ninety-Nines, Inc.



33

Pilot: Barbara "Rustie" Cloud, East Boston, Mass. Flying a Luscombe 8-F.

Co-Pilot: Anne Twaddle, Glen, New Hampshire.

Sponsor: The Rust Craft Greeting Card Company, Boston, Mass. This company is one of the largest Greeting Card Manufacturers in the world with plants in many foreign countries as well as the USA.

"Rustie" will be flying her third TAR having been a contestant in both 1953 and 1954. She learned to fly at Brockton Airport, Brockton, Mass., in 1949 and has a total of over 400 hours flying time and holds a Private License. "Rustie" is married to John Stuart Cloud who is a commercial photographer. She is very active in the Ninety-Nines, Inc. and in many community activities in the New England Area.

Anne Twaddle will be flying with "Rustie" Cloud again this year in this, her second TAR. Anne is not, however, a licensed pilot. She is married to Dr. John Adam Twaddle of Boston, Mass.





34

Pilot: Sarah Gorelick, Kansas City, Kansas. Flying a Cessna 140.

Sarah will be flying in her fourth TAR. She entered her first TAR at 18 years of age, thus being one of our youngest entrants. She has been flying since 1949 and has logged over 900 hours flying time. She holds a Commercial license with both Instrument and Instructor Ratings. Sarah will graduate from Denver University this year where she completed her college work and also kept very active with her flying. She is also a very active member of the Ninety-Nines, Inc. in her area.



35

Pilot: Eugenia "Deedo" Heise, Milwaukee, Wisconsin. Flying a Cessna 180.

Co-Pilot: Dora Fritzke, Milwaukee, Wisconsin.

"Deedo" started her flying career in 1946 and has now logged over 1900 hours flying time. She will be flying her first TAR this year but she is not new to cross-country flying. She has flown extensively across the country, into Mexico, around the Caribbean and South America. She has done much flying with her Doctor husband to help him in gathering information regarding his research on pollens and molds. Mrs. Heise has two grown children and has been the International Secretary of the Ninety-Nines, Inc. for the past year.

Dora Fritzke holds a Commercial License with an Instrument Rating and has a total of over 700 hours flying time. This will be her first time racing in the TAR. She started flying in 1939 in Milwaukee, Wisconsin and during WWII she was a Army Control Tower Operator.



36

Pilot: Dorothy Rungeling, Fenwick, Ontario, Canada. Flying a Piper Pacer PA-20.

Co-Pilot: Felicity Bennett, Kingston, Ontario.

Dorothy will be the first Canadian entry in the TAR. She has raced in several other races but this will be her first time racing in the TAR. Dorothy started flying in 1948 in Welland, Ontario and since then has logged a total of over 1000 hours. She holds a Canadian Commercial License with an Instructors Rating. She is married to Charles Rungeling and they have one boy 12 years of age. She is an active member of the Ninety-Nines, Inc. in Canada.

Felicity Bennett started her flying in Kingston, Ontario in 1950 and now has over 1300 hours flying time. She holds a Commercial License and an Instructors Rating. Felicity was born in Spencerville, Ontario. Felicity is unmarried and spends her time between flying and her hobbies painting, skating and swimming. She is also an active member of the Ninety-Nines, Inc.



37

Pilot: Ardell Hauk, Salinas, Calif. Flying a Cessna 140.

Co-Pilot: Carol Hauk, Salinas, Calif.

Sponsor: The Dalmotor Co. of Santa Clara, Calif., manufacturers of motors, generators and colenoids for aircraft. They manufacture Cybermotive devices and when used with servo systems, they act as a "brain", receiving problems and telling electronic devices what to do.

Ardell Hauk will be flying in her first TAR this year. She has waited several years until her daughter, Carol, her co-pilot reached the minimum age of 16 to be allowed to race with her. She holds a Commercial license and an Instructors rating and has logged a total of over 900 hours flying time. She has participated in various Air Fairs and has dropped parachute jumpers from her plane. She also flew two pints of whole blood to an accident victim which saved his life. She is married to John Hauk, a Fence Plant Manager and they have two children ages 13 and 16.

Carol, the daughter of Ardell, is just 16 years of age and is a Student Pilot. She has logged a total of 20 hours flying time since starting to fly in Salinas, Calif. in 1954.



38

Pilot: Carol Kennedy, Compton, California. Flying a Cessna 140.
Co-Pilot: Margie James, Los Angeles, Calif.

Sponsors: Progressive Flying Club, Hawthorne, Calif.; Bates Aviation Inc., Hawthorne, Calif.; Leeming Roofing Co., Gardena, Calif.; Inglewood Ready Mix Cement Co., Inglewood, Calif.

Carol Kennedy will be flying her second TAR this year. She started her flying in Alabama in 1936 and has logged a total of over 4100 hours and holds a Commercial license with a Flight Instructors rating. She is married to John B. Kennedy, who is also a pilot and she is now operating the new San Andreas, California Airport. She is a member of the Ninety-Nines, Inc.

Margie James is flying her second TAR also having flown with Carol Kennedy in the race in 1954. She holds a Private License and has a total of 50 hours flying time. She is married to Jimmy James and they have one girl 19 years of age. Her husband is also a pilot. She now operates the Progressive Flying Club at Hawthorne Airport, Hawthorne, California.

39

Pilot: Geri Hill, San Carlos, California. Flying a Cessna 120.
Co-Pilot: Ruth Rueckert, San Francisco, California.

Sponsor: The Love Realty Company of Redwood City, Calif. This very well established company specializes in Motels, business opportunities and income property. They have been in business for 32 years.

Geri Hill will be flying her third TAR this year. She has been flying since 1936 and has logged a total of 1300 hours flying time. She holds a Commercial License, both single and multi-engine ratings. She was a WASP pilot during WWII and was stationed at the 6th Ferry Group in Long Beach, Calif. She returned to active duty for a short period in 1950-52 as a 1st Lt. in the WAF. She is married to Frank R. Hill who is a representative for an electronics company. She is an active member of the Bay Cities Chapter of the Ninety-Nines, Inc.

Ruth Rueckert has been flying since 1929 and has logged a total of 800 hours flying time holding a Private license. This will be her third TAR this year but she has been in other races and competitions in the past. Ruth is the founder and first Chairman of the Bay Cities Chapter of the Ninety-Nines, Inc. and is still very active with this group. She is married to Fred J. Rueckert and they have one daughter, Marsha Ann, 10 years of age.



40

Pilot: Pearl B. Laska, Fairbanks, Alaska. Flying a Cessna 140.
Co-Pilot: Vivienne Schrank, Jordon, Montana.

Pearl Laska will be the first entry into any TAR from Alaska, this being the first TAR for Pearl also. She was born in Brooks, West Virginia and learned to fly in Bluefield, West Virginia, in 1933. She has logged a total of 2500 hours and holds a Commercial License with an Instructors Rating. Pearl is now a flight instructor and commercial pilot in Nome, Alaska. She has one son, Lewis, age 7 years. She is an active member of the Northwest Section of the Ninety-Nines, Inc.

Vivienne Schrank will be flying her first TAR also. She started her flying in 1944 and now has a total of 760 hours and a Commercial License. She has done much of her flying in northern United States and in Canada. She has participated in the Snow lift, on several mercy missions, and on soil conservation work. Mrs. Schrank is married to Milton Schrank, theater owner, and they have one grown child. She is an active member of the Northwest Section of the Ninety-Nines, Inc.



41

Pilot: Geraldine Mickelsen, Sacramento, Calif. Flying a Bellanca Cruisair.

Co-Pilot: Margaret Gerhardt, San Francisco, Calif.

Gerry Mickelsen will be flying her third TAR this year having flown in this event in 1951 and 1953. She started flying in Santa Ana in 1935 and now has a total of 1500 hours flying time and holds a Private License. She has spent much of her time these past two years as the International President of the Ninety-Nines, Inc., in flying around the United States to visit the various chapters of her organization. She is married to Charles Mickelsen, who is in the advertising business. Gerry is at present a teacher of third graders in the Sacramento schools.

Margaret Gerhardt will be flying her first TAR this year. She learned to fly in Oakland, Calif. and has logged a total of 150 hours flying time, and holds a Private license. Mrs. Gerhardt is married to John Gerhardt who is also a pilot, and they have four children. She is an active member of the Bay Cities Chapter of the Ninety-Nines, Inc.



42

Pilot: Olive McCormick, Muncie, Indiana. Flying a Piper Tri-Pacer.

Olive will be flying her first TAR this year. She holds a Private License with a total of over 760 hours. She will be flying her own Piper Pacer in the race this year. She is an active member of the Indiana Chapter of the Ninety-Nines, Inc.



43

Pilot: De Thurmond, Long Beach, California. Flying a Cessna 195.

Sponsor: Wood-Callahan Oil Company of Long Beach, Calif.

De will be flying her fifth TAR this year. She will be flying a Cessna 195 and will not be flying with a co-pilot. She started her flying in 1943 and now has a total of over 6000 hours and holds an Airline Transport License with both Instrument and Flight Instructor Ratings. She is also a CAA Commercial Flight Examiner. She has done much instructing around Southern California and for the past two years has been flying co-pilot on DC-3's for Bixby Airlines of Long Beach, Calif. She is an active member of the Long Beach Chapter of the Ninety-Nines, Inc.



44

Pilot: Virginia Swanson, South Gate, Calif. Flying a Luscombe 8-E.

Co-Pilot: Pauline Booker, Inglewood, Calif.

Virginia will be flying her second TAR this year. She started her flying when she was just 15 years of age and received her license when she was 16. Now, at 20 years of age, she has a Private License and a total of 700 hours flying time. She flies mostly for pleasure out of Fullerton Airport. She is employed by North American Aviation in Los Angeles, Calif.

Pauline Booker will be flying her first TAR this year. She has been flying since 1950 and now has a Commercial License and a total of 300 hours flying time. She is a member of the Progressive Flying Club, in Hawthorne, Calif., the AOPA, and also the Los Angeles Chapter of the Ninety-Nines, Inc. She is married to Teddy Booker, a Special Police Officer and they have two grown daughters and 3 grandchildren. She has been a secretary for the Board of Education in Los Angeles for the past 15 years.



45

Pilot: Marian E. Burke, San Antonio, Texas. Flying a Piper Super Cub.

Sponsor: Crystal City, Texas. "The Home of PopEye," the spinach capitol of the world.

Marian will be flying her third TAR this year. She will be flying solo in a Piper Super Cub carrying the Banner of Crystal City, Texas. Marian started flying in San Antonio, Texas, in 1946 and now has a total of 1900 hours and holds a Commercial License with both Instrument and Flight Instructors Ratings. Marian now owns and operates her own Instrument School in San Antonio, Texas. She is an active member of the Civil Air Patrol, and the Texas Chapter of the Ninety-Nines, Inc.

46

Pilot: Broneta Davis, Minco, Oklahoma. Flying a Stinson Voyager.

Co-Pilot: Velma Woodward, Oklahoma City, Oklahoma.

Broneta Davis is flying her first TAR. She has logged over 1000 hours flying time and holds a Commercial License. She will be flying her own Stinson. Broneta is a very active member of the 99's, and holds the office of International Treasurer. Broneta has her own business in Minco, Oklahoma and also is a cattle rancher.

Velma Woodward will be flying her first TAR. She holds a Commercial License and has a total of 1150 hours. Velma is married. Has two grown children. Velma is active in the CAP and 99's.

47

Pilot: Mary S. McFarland, Montague, California. Flying a Piper Clipper.

Co-Pilot: Iris Coonrod, Montague, California.

Sponsor: The Siskiyou County Airmen's Association. This is a non-profit organization of pilots and aviation enthusiasts whose purpose is to further aviation.

Mary will be flying in her first TAR in a Piper Clipper. She holds a Private License and has a total of 270 hours flying time. She is a Deputy Sheriff in the Siskiyou County Aero Squadron. Mrs. McFarland is married. Has a girl 8 years of age.

Iris Coonrod will be flying her first TAR. She holds a Student Permit and has a total of 35 hours flying time. Mrs. Coonrod is married. She has 4 children. Iris has made three transcontinental flights with her husband, acting as co-pilot and navigator.

48

Pilot: Cloie Smith, Pelham Manor, New York. Flying an Ercoupe 415-C.

Private License. 200 hours flying time. Member of 99's. Flying her first TAR this year.

Co-Pilot: Virginia Coakley, Mamaroneck, New York.

Flying her first TAR this year.

49

Pilot: Laura Conner, Meridian, Idaho. Flying a Cessna 140.

Flying her first TAR this year. Commercial License. Instructors rating. 3000 hours flying time. Operates own flight school at Bill Woods Floating Feather Airport. Married; two children.

Co-Pilot: Caroline Neitzel, Meridian, Idaho.

Private license. 100 hours flying time. Flying her first TAR this year. One of the youngest entrants this year. 19 years of age.

Sponsor: The Statesman Newspapers, Boise, Idaho.

50

Pilot: Lowanda G. Lane, San Diego, Calif. Flying a Stinson 108.

Flying her third TAR this year. Commercial license. 800 hours flying time.

Co-Pilot: Faye M. Scott, San Diego, Calif.

Has flown as co-pilot to Lowanda Lane in the 1954 TAR.

Sponsor: Mr. B. R. MacAffee, Harbor House & Secret Harbor, San Diego, Calif.

51

Pilot: Joyce Failing, Baker, Calif. Flying a Luscombe 8-E.

Member of the Board of Directors of AWTAR Inc. Flying in her second TAR. Private License. 1200 hours flying time. Member of the 99's. Married; two children.

Co-Pilot: Lauretta B. Foy, Van Nuys, Calif.

Former winner of the TAR in 1949. Flying her fourth TAR this year. Member of the 99's. Now flying as instructor, charter pilot and flying on tracking missions for guided missiles.

Sponsor: Apple Valley Inn, Apple Valley, Calif.

52

Pilot: Gloria Lee Smith, Van Nuys, Calif. Flying a Cessna 170.

Flying in her second TAR this year. Private License. 650 hours flying time. Started flying in Dallas, Texas in 1940. Placed third in the TAR in 1954. Flying solo this year.

53

Pilot: Helen O'Hara, Chicago, Illinois. Flying a Cessna 120.

Flying in her second TAR this year. Private License. 325 hours flying time. Member of the 99's. Graduate Nurse and will assume a teaching position upon return from the TAR at the Cook County Hospital, Chicago, Ill.

Co-Pilot: Lucy Kalla, Niles, Illinois.

Private License. 800 hours flying time. Entering her second TAR this year.

54

Pilot: Winifred L. Copeland, Kansas City, Mo. Flying a Ercoupe 415-C.

Entering her first TAR this year. Private License. Flying her own Ercoupe in the race. She is on active duty with the Navy Nurse Corps. in San Diego, Calif. at present.

Co-Pilot: Mary M. Lawson, Long Beach, Calif.

Flying her first TAR this year. Student Pilot License. 50 hours flying time. Started flying in San Diego in 1953. Was a Navy Nurse from November '51 to May '54.

55

Pilot: Sally Lathrop, Centralia, Illinois. Flying a Cessna 180.

Commercial License. 1500 hours flying time. Flying her first TAR this year. Member of 99's. She has been an airport operator and manager for 2 years.

Co-Pilot: Helen Greinke, Bloomington, Illinois.

Flying her fifth TAR this year. Placed 3rd in 1948. Commercial License. Instructors rating. 1650 hours flying time. Ground School Instructor in CPT and WTS and has written several books on Ground School subjects and CAA procedures.

Sponsor: Chamber of Commerce, Centralia, Ill.

56

Pilot: Bernice Trimble, Flint, Michigan. Flying a Cessna 180.

Flying her second TAR this year. Commercial License. 5000 hours flying time.

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

Entering her second TAR this year. 300 hours flying time. Private license. She has competed in many air shows and air races in the past.

PLANES THE GALS WILL FLY . . .



Cessna 180



Cessna 140



Luscombe



Piper Super Cub



Navion



Fairchild "24"



Piper Tri-Pacer



Beech Bonanza



Bellanca



Stinson



Mooney

THE ROUTE THEY'LL FOLLOW

Below are named the people in charge of various arrangements at the stops. We regret we do not have the names of everyone who is contributing his time and effort to the success of the race. We do appreciate what you are doing.

BLYTHE, CALIF.:

Mr. R. W. Nellis, Airport Mgr., in charge of Time Clock & Service.

Mrs. Violet Nisley, Chairman Coachella Valley Chapter, The Ninety-Nines, Inc.

PHOENIX, ARIZONA:

Mr. A. Bethancourt, Airport Operations Officer, Sky Harbor Municipal Airport.

Mrs. Wilma D. Bland, Chairman Saguaro Chapter, 99s.

TUCSON, ARIZONA:

Mr. R. W. F. Schmidt, Manager, Tucson Airport Authority, Tucson Municipal Airport.

Mrs. Mary Johnston, Chairman Tucson Chapter, 99s.

EL PASO, TEXAS:

Mr. James Gagnon, Manager El Paso International Airport.

Doris Hurt Powers, Chairman El Paso Unit, 99s.

Mrs. Ruth Deerman, El Paso Unit, 99s.

Champs Flying Service, El Paso Intern'l Airport.

MIDLAND, TEXAS:

Mr. Clyde G. Sharrer, Director of Airports, Midland, Texas.

Mrs. Ruth Deerman, El Paso, Texas.

WICHITA FALLS, TEXAS:

Mr. Fulcher Armstrong, Manager, Wichita Falls Municipal Airport.

Mrs. Jimmy Kolp Smith, 99's Representative.

Mrs. Christine W. Hubby, Wichita Falls.

TULSA, OKLAHOMA:

Mr. Charles W. Short, Manager, Tulsa Municipal Airport.

Mrs. Eleanor Heath, Chairman Tulsa Chapter, 99s.

SPRINGFIELD, MISSOURI:

Mr. Lester Jones, Manager, Springfield Municipal Airport.

Mr. Jack Kyle, Chairman, Aviation Committee, Springfield Junior Chamber of Commerce.

ST. LOUIS, MISSOURI:

Mr. Harley Weiss, Manager, Weiss Airport.

Mrs. Loretta Slavick, Chairman, Greater St. Louis Chapter, 99s.

TERRE HAUTE, INDIANA:

Mr. John H. Griffith, Manager, Board of Aviation Commissioners, Hulman Field.

Turner Aviation Corp., Hulman Field.

Mrs. Betty Nicholas, Chairman Indiana Chapter, 99s.

Jessie Masterson Von Leer.

DAYTON, OHIO:

Mr. Forest G. Bowman, Manager, Dayton Municipal Airport.

Mr. Gene Netzley, Skyways, Inc., Dayton Municipal Airport.

Mrs. Mildred Harshman, Dayton.

Mr. Albert R. Coleman, Dayton Chamber of Commerce.

WHEELING, WEST VIRGINIA:

Mr. Charles J. Carter, Manager, Wheeling-Ohio County Airport.

Miss Mary Ann Wetherby, 99s Representative.

READING, PA.:

Mr. Melvin H. Nuss, Director, Municipal Airport.

Mr. Alfred M. Bertolet, President, Reading Aviation Service, Inc., Municipal Airport.

Mrs. Leona McElroy, 99s Representative.

NINETY-NINES, INC.

The Ninety-Nines, Inc., international organization of licensed women pilots, had its inception November 2, 1929, in a hanger at Curtiss Field, Valley Stream, Long Island, New York. Twenty-six licensed pilots were present. This nucleus group contacted every licensed woman flier in the United States, 117 of them, and asked if they were interested in banding together to provide "a close relationship among women pilots, to assist them in any movement which would be of help to them in aeronautical research, air racing events, acquisition of aerial experience, administering through the air in times of emergency arising from fire, famine, flood and war, or any other interest that would be for their benefit or that of aviation in general."

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

Growing steadily through the years, the Ninety-Nines now have members in Canada, Alaska, Hawaii, South America, Sweden, France, Australia, and Puerto Rico.

THE AWTAR HANDICAPPING

METHOD OF HANDICAPPING AND SCORING

A "Par Speed" in miles per hour is established by the All-Woman Transcontinental Air Race Board for each make and model of aircraft based on performance figures supplied by the manufacturer. This "Par Speed" is the True Airspeed expected of the aircraft at 75% horsepower at sea level, under standard atmospheric conditions.

The winner will be that aircraft which averages the highest ground speed in relation to its "Par

Speed". The winner cannot be determined until after all aircraft have crossed the finish line and their average speeds for the entire course have been computed by Race Officials.

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

The handicaps were computed by John Loufek, Aerodynamics Engineer, Douglas Aircraft Company, Long Beach Division.

HANDICAP PAR SPEEDS

Aircraft Model	Year	Horse-power	Par (MPH)	Aircraft Model	Year	Horse-power	Par (MPH)
Aeronca 7-AC	1946-on	65	88	Navion 205	1949	205	140
Aeronca 7-EC	1946-on	90	96	Navion 225		225	144
Aeronca Sedan	1950	145	106	Navion 260	1950	260	151
Bellanca Crusair	1946-on	150	133	Navion (with Tail Mod.)		add 3 MPH	
Bellanca Cruismaster	1951-on	190	150	Navion (with Cooling Mod.)		add 1 MPH	
Beech Bonanza 35	1947	185	157	Navion (with both Mod.)		add 4 MPH	
Beech Bonanza A35	1948-49	185	157	Navion, Riley (Tempco)			
Beech Bonanza B35	1950	185	157	twin-Engine	1952-on	300	160
Beech Bonanza C35	1951-on	205	160	Piper Cruiser PA-12	1947	100	106
Beech Bonanza 225		225	167	Piper Family Cruiser PA-14	1948	108	107
Cessna 120 & 140	1946-on	85	110	Piper Clipper PA-16	1949	108	110
Cessna 140 & Patroller	1949-on	90	112	Piper Vagabond PA-17	1948	65	91
Cessna 170	1948-on	145	121	Piper Pacer PA-20	1950-on	125	119
Cessna 180	1953-on	225	149	Piper Pacer PA-20	1953-on	135	121
Cessna 190	1949-on	240	160	Piper Tri-Pacer PA-22	1949-on	125	115
Cessna 195	1949-on	300	167	Piper Tri-Pacer PA-22	1953-on	135	117
Ercoupe	1946	75	101	Piper Tri-Pacer PA-22	1955	150	121
Ercoupe		85	105	Piper Apache, Twin-Engine	1954-on	300	160
Fairchild 24	1946	175	111	Stinson, Large Tail		165	117
Luscombe 8-A	1946	65	96	Stinson, Small Tail		165	118
Luscombe 8-E		85	106	Stinson		150	114
Luscombe 8-F	1949	90	108	Swift, GC-1B	1946-on	125	124
Mooney M-18C		Cont. 65	125	Taylorcraft BC-12-D1	1946	65	98
Mooney M-18L		Lyc. 65	122	Taylorcraft Sportsman	1949	85	107
Navion 185	1946	185	137	Taylorcraft Tourist	1951	145	114
Navion 205	1948	205	138	Trojan		85	109
				Trojan		90	111

TAR BOARD OF DIRECTORS



Gillies



Brick



London



Medes



Loufek



Critchell



Failing



Hale



Smith

MRS. BETTY H. GILLIES, Chairman, is serving her third consecutive term in that office. Contestant in 1949, '50, '51 and '52 races; also working on the race committees for those years. Member of the Board since 1950. She is a past president of the 99's, and is a member of the San Diego Chapter. She was a WASP Squadron Commander during WWII. She has logged more than 2500 flying hours, and holds commercial, flight instructor, instrument, single and multi-engine and seaplane ratings.

MRS. KAY BRICK, Vice-Chairman and East Coast Representative, has served as a member of the Board of Directors since 1950. She was an Official Timer 1951, '52; was an Official at the Start of 1953 TAR and the Terminus in 1954. Past President of 99's, she is a member of the NY-NJ Section. She served as WASP Squadron Commander during WWII. She holds a commercial license, single and multi-engine land and flight instructor ratings.

MRS. BARBARA LONDON, Secretary, flew in the 1949, '52 and '54 races. She served on the Race Board since 1950. She was a WASP Squadron Commander during WWII. She has logged 3000 hours and holds commercial, flight instructor, instrument rating, and single and multi-engine ratings for land and sea. Her husband, Jack, is the Official Starter for the 1955 race.

MISS BEATRICE MEDES, Treasurer, flew in first TAR in 1947 and has served on the Air Race Committee since 1949. She is a member of the Long Beach Chapter of 99's. Miss Medes was Operations Officer of a WASP Squadron during WWII and later was Assistant to the Director of All Women Pilots, Nancy Love, in the ATC Hdqrs. in Cincinnati, Ohio.

MRS. BETTY LOUFEK, is a member of the Long Beach Chapter of 99's. She has established several single-place and two-place national feminine sailplane records and was National Feminine Sailplane Champion of 1948 and 1954. Her husband, John, does the computing of the race handicaps.

MRS. IRIS CRITCHELL is also present Chairman of the Long Beach Chapter 99's. She has flown in four TARs and is racing again this year. She holds commercial instructor, instrument, single and multi-engine land ratings. She has been an instructor of instrument flying and ground school at MSC of Aeronautics at Santa Maria, Calif., and was a WASP during WWII.

MRS. JOYCE FAILING was elected to the board this year. She was a co-pilot in the 1951 TAR, has logged 1200 hours and holds a private license. She was formerly an aircraft communicator with the CAA. She is in charge of Operations at Long Beach for the third time. She is a member of the Las Vegas Chapter 99's.

MRS. CLAIRE HALE, also newly elected, is a member of the San Diego Chapter 99's. She has 600 hours of flying time and a commercial rating. She flew in the 1949, '50, '51 and '53 TARs, and is racing again this year.

MRS. LOUISE SMITH, a new member of the board, belongs to the Carolinas Chapter of 99's. She has logged 1300 hours of flight time and holds a Commercial SEL rating. She has flown in three TARs, 1952, '53 and '54.

THE ROUTE SURVEYORS

The Route Surveyors this year are Mrs. Alice Hammond and Mrs. Jean Pearson of Michigan.

The team left Springfield, Mass., June 19 and followed the route in reverse to Long Beach, Calif., making stops at all of the designated airports. Their job was to check all arrangements — placement of official time clocks, make sure the timers would be on the job, check the airport facilities, and to talk to the airport managers, Weather Bureau personnel, CAA personnel, the Chambers-of-Commerce, and all news outlets.

This is an important duty, for the race pilots must be sure that the correct times will be recorded on their official race log books, that they can get their planes gassed or repaired quickly, that special weather forecasts will be ready.

This team, on reaching Long Beach, will impound their plane for inspection, and then will become contestants for the race. Their biographies can be found in the contestants' section.

THE OFFICIAL TIMERS

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

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

The Officials at the Finish will time the race pilots as they cross the Finish Line, impound the Log-books and compute the time for each airplane.

Official Timer for the start is Miss Irma (Babe) Story. She had the same position last year. Miss Story has logged more than 4,000 hours. She was a WASP during WWII. She holds a commercial flight instructor's rating and is a member of the San Fernando Chapter of 99s. She flew in the 1950 and 1951 TARs.

Official Timers at the finish will be Miss Frances Dias, Mrs. Anna Brenner, Rachael Williams and Teddy Kenyon. Miss Dias performed this same task last year. She and Mrs. Brenner, both of Calif., flew to Springfield in the Brenner's Bellanca. Miss Dias was a WASP. She holds an instructor's rating and flew in the 1951 TAR. She is a member of the San Joaquin Valley Chapter of 99s. Mrs. Brenner has logged more than 5,000 hours. She flew in the 1954 TAR, and is a member of the Redwood City Chapter 99s.

OFFICIAL STARTER

Jack London, Jr., a Lt. Col. in the USAFR, will once again be the Official Starter of the race. His crew will see that the planes are lined up correctly, that all engines are started, that the planes keep



Jean Pearson and Alice Hammond



Frances Dias



Irma Story



Teddy Kenyon



Rachael Williams



Anna Brenner

moving toward the starting line where the pilot will receive her time-stamped log book seconds before London flags her off. Jack London has done this job three times before.

SPECIAL ACKNOWLEDGEMENTS

"TIMED BY SIMPLEX"

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

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

This year all of the Simplex Time Clocks will have a die stamp showing not only the recorded time but the name "All-Woman Transcontinental Air Race." This contribution by the Simplex Time Recorder Company is the very "heart" of the operation of the AWTAR and a service for which we are all deeply grateful.

"AMATEUR RADIO OPERATORS CALLING WOMEN PILOTS"

The Amateur Radio Net set up to relay reports on progress of the air race fliers, consists of operators in each of the check-in cities and at intermediate points along the course.

The special Amateur Net set up for the purpose operates under the call W6MWO ("More Women Operators") which is the Club Call of the Southern California Chapter of the Young Ladies Radio League (Y1RL), an organization of women Amateurs with a world-wide membership.

Listening posts are set up at the Long Beach Airport so that a "running report" of the race as the fliers progress along the route can be received. Similar facilities are provided at the Springfield, Mass., terminus.

The Amateurs co-operating include Windy C. Roach, W6FLD, Blythe; Jan Kennedy, W7PWU, Phoenix; James Worrell, W7LAD, Tucson; Rudy Rubin, W5GGC, and Norm Walker, W5GOS, Midland, Texas; and Roland Potts, W5UUR, Wichita Falls, Texas.

At Tulsa, Douglas Martin, W5PA; Glen Lipscomb, WHUI, Springfield, Mo.; Dan Bess, WMSX, Don Germain, W9YWL and Jim Williford, WPUS, St. Louis, Mo.; Charles Hoffman, W9ZHL, Terre Haute, Ind.; Carl Yeager, W8ZHL, Dayton, Ohio.

At Wheeling, W. Va., Melvin Creighton, W8PHY and Edward Patrick, W8I; Lee Terry, W3BFK, Reading, Pa.; Eunice Gordon, WIUKR, Springfield, Mass.

Eunice Gordon is general radio chairman for this year's AWTAR, and she will be in charge of opera-

tions at the race terminus. At Long Beach Evelyn E. Scott, W6NZP will be in charge of amateur station W6MWO at the airport. Assisting will be Eleanor Souter, W6LMQ, and Marion Frink, K6CPX, who will operate from their home stations on a relay circuit. Others on the field will assist these women.

"BAGGAGE VIA TIGER!"

The Flying Tiger Line will carry contestants' luggage from Long Beach to an airport near Springfield, Mass. It will then be trucked to air race headquarters in Springfield. Except for a small trucking charge at the terminus, this service is gratis.

"DOUGLAS STANDS BY"

Douglas Aircraft Company, Long Beach Division, cooperates fully with the Start Committee. The company is supplying box lunches for the contestants to take with them on the flight; they supply the special Tach used in testing each engine during Inspection; their radio cars stand by at take-off point to relay any messages from the tower to the Official Starter. Douglas Engineer John Loufek does the aircraft handicapping. Long Beach Div. Public Relations Director Wilson Silsby is liaison.

"CLEARED FOR TAKE-OFF"

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

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

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

The film is available for rental from Mr. Raymond, AirLab, 2405 Airline Way, Sky Harbor Airport, Phoenix, Arizona. It is considered an exceptionally fine way to present a concise story of the race and its purposes to potential sponsors. Also, many of the 99's have used the film to conclude lectures to flying and non-flying groups.

CITY OF LONG BEACH WELCOMES YOU . . .

It is with a great deal of pleasure that we welcome you back again to Long Beach. Here you will share the rewards of achievement in your organization, renew old friendships and form new ones while enjoying the pleasure of the sunshine and the sea and the fine convention facilities in our city.

Within sight of the Long Beach Municipal Airport lies Signal Hill, said to be the most valuable property on earth. The oil derricks are so close together that even an expert cyclist would have difficulty negotiating a path between them.

Chief among Long Beach's natural attractions are a delightful year-round climate and miles of inviting beach on the Pacific Ocean. Long Beach today has many attractions. Deep sea fishing, golf, bathing and other sports are well provided for. Spectator sports take in many events such as motor boat races, water ski championships, your air race event, and a host of others.

Long Beach also has its quota of accommodations for the tourist or conventioneer. 105 hotels and 88 motels are in the Long Beach area.

Situated as Long Beach is over vast deposits of Black Gold, the petroleum industry was one of the

City's first. Recent years have seen Long Beach Harbor grow to international significance as an important port of call. And now an intensive campaign is being conducted to bring a variety of new industries to the community.

The city-owned Long Beach Municipal Airport is one of the finest Class VI fields in the nation. It consists of five paved runways, ranging from 5,000 feet to 7,000 feet and three of these are lighted. There is a Class "A" Administration Building housing airline field offices, the C.A.A. and the C.A.B. Three hanger facilities, to serve as rental and lease operations, are available and the airport also houses the Reserve Base for the United States Air Force and Douglas Aircraft Co. At the present time there are 1,003 acres included in the airport proper.

The City of Long Beach is very pleased that our fine airport was chosen two years ago as the Finish of the All-Woman Transcontinental Air Race, and that it was chosen as the Start last year and again this year.

The City of Long Beach and the Long Beach Convention and Visitors Bureau trust you will enjoy your visit in our city.



Long Beach Municipal Airport

PROGRAM OF EVENTS FOR THE START OF THE NINTH ANNUAL AWTAR

June 27—Monday
First airplanes arrive

June 28—Tuesday
0800-1700—Aircraft Inspections

June 29—Wednesday
0800-1700—Aircraft Inspections
1930—Social Hour and Buffet Supper
Home of Mr. and Mrs. Lon Peek, Long Beach

June 30—Thursday
0800-1700—Aircraft Inspections
1830—Cocktail Party, Ballerina Room, Lafayette Hotel
1930—Pre-Take-Off Banquet, Supper Room, Lafayette Hotel

July 1—Friday
1530-1800—Pilot Briefing, Mirror Room, Lafayette Hotel

July 2—Saturday—TAKE-OFF DAY
0500—Leave Lafayette Hotel for Airport
0530-0830—Breakfast at Airport, Weather Briefing, Load Ships, Top Tanks, Move to Take-Off Position.
0900—Official Take-Off

Swimming in the Pacific, courtesy of the Town Club
Tour of the Long Beach Harbor, courtesy Long Beach Harbor Dept.

Tickets to Hollywood Radio & TV Shows upon request.

THE LONG BEACH CHAPER 99's WISHES TO THANK

Mayor of Long Beach, George Vermillion
Long Beach City Council, and City Manager
Long Beach Chamber of Commerce
Long Beach Convention and Visitor's Bureau
Director of Aeronautics, Glenn Arbogast
Motor Car Dealers Association, N. L. McLaughlin
Long Beach Press-Telegram - Independent
Lafayette Hotel
Long Beach Harbor Commission
Douglas Aircraft Company
2347th AFRTC Long Beach, Calif., Colonel T. L. Wiper
Long Beach Auxiliary Police
Long Beach CAA Control Tower
U. S. Weather Bureau
CAA District Office, Air Safety Agents
Everett Hosking
Mr. & Mrs. Lon Peek
Mr. Lester Callahan
Mr. J. W. Wood
Mr. Douglas H. Graham

Banquet Master of Ceremonies

Joe De Bona

Official Starter

Jack London, Jr.

Take-Off Commentator

Dick Simmons



LONG BEACH COMMITTEE HEADS TALK WITH DENNER, CAA — (from left) Mrs. Jean Elliott, Inspection; Mrs. Rita Gibson, Operations; Mrs. Hilda Reafsnyder, Registration; Mrs. Donna Chilcote, Inspection; Mrs. Mayetta Behringer, Deputy Chairman; Mrs. Iris Critchell, Chairman; H. G. Denner, CAA.

SPRINGFIELD, MASSACHUSETTS

Rightfully called the "Crossroads of New England" Springfield is proud of its tradition. Founded just sixteen years after the Pilgrims landed at Plymouth Rock, it is today, the third largest city in Massachusetts, with a population exceeding 165,000. Its financial soundness is exemplified by its more than 200 industries within its 32 square miles. Within 300 miles of Springfield is 27% of the population; 30% of the telephones, 24% of the automobiles; and 40% of the industry of the entire country.

Springfield is the home of two colleges, the nation's model trade school, the world-famous Springfield Armory, founded by George Washington, and the manufacturing source of both the famous Springfield and Garand Rifles.

It was here in Springfield the Granville Brothers pioneered on a shoestring, the Gee Bee Airplanes, forerunners of every racing plane to come and broke world records for speed racing in aviation's early days.

Here, the game of basketball, now one of the country's most popular sports, came into being on the campus of Springfield College. Another of the many firsts was the first gasoline driven auto built by the Duryeas. Greater Springfield is the home too, of the Annual Eastern States Exposition, the largest agricultural fair east of the Mississippi.

Recognizing the value of culture to a community,

Springfield's famous Quadrangle embraces a Museum of Fine Arts, Museum of Natural History, the outstanding George Walter Smith Art Gallery, and the William Pynchon Memorial Building — to comprise a cultural center unequaled in many communities twice the size of Springfield.

Close by is the mammoth Westover Air Base presently home of an important part of the Eighth Air Force. Neighboring Westfield, Massachusetts, with its fine Municipal Airport, scene of the Terminus for the Race, showed typical New England hospitality in offering its facilities to Springfield's efforts to win the Race Terminus and Ninety-Nine Convention. Credit for this is in no small measure due to the efforts of Alice Burke, Mayor of Westfield and one of the country's few women who hold such an office.

The Springfield Chamber of Commerce Convention & Visitors Bureau, has throughout the planning stages, indicated its deep interest and assisted in many of the details involved. It promises also this continuing interest throughout the Terminus and Convention and many pleasant surprises are in store.

The program includes a visitation to Westover Field, a Real New England Clambake and a Sponsors "Welcome to Springfield" Breakfast. All in all, there'll be a lot doing in Springfield, Massachusetts — "Crossroads of New England".



Springfield, Massachusetts

SCHEDULE OF EVENTS

Sunday, July 3rd

First planes may arrive at Barnes Airport.

Monday, July 4th

Arrival of planes.

6:00 P.M.—Cook-out in Southwick home of Tom Fitzgerald, General Mgr. of Springfield Chamber of Commerce.

Tuesday, July 5th

Arrival of additional planes.

Informal entertainment.

Wednesday, July 6th

All remaining planes are presumed to arrive prior to 6 P.M. (DST) or 5 P.M. (EST).

Informal entertainment.

Thursday, July 7th

7:30 A.M. Breakfast sponsored by Chamber of Commerce Convention and Visitors Bureau at Hotel Highland.

9:00 A.M. SHARP. Pilots Meeting (Ballroom). Press Interviews for Winners.

12:00 Luncheon on their own and Convention registration begins in lobby of Sheraton-Kimball Hotel.

SPRINGFIELD, MASSACHUSETTS

Afternoon — free time.

6:30 P.M. Cocktail Party (Sponsored by the Taylor Wine Company, Hammondsport, New York).

8:00 P.M. Awards Banquet (sponsored by the Convention & Visitors Bureau, (Sheraton-Kimball Ballroom)).

Friday, July 8th

8:00 A. M. Registration.

9:00 A.M. Start of Annual Meeting (Ballroom).

12 Noon — Luncheon

Annual Meeting to be resumed (1:30 P.M. to 6 P.M.).

4 P.M. to 6 P.M. (tentative time)

Cocktail Party and/or buffet and tour of jet operations at Westover Air Base.

Saturday, July 9th

Free morning — leave 1:00 P.M. for outing at Hiller Airport, Barre, Mass. for clambake.



COMMITTEE MEETS THE MAYOR OF WESTFIELD — (from left) Mrs. Pat Arnold, Mrs. Novetah Davenport, Mrs. Kay Brick, Mrs. Barbara Evans, Mrs. Selma Cronon, Mayor Alice Burke of Westfield, Mrs. Catherine Hiller, Mrs. Clarisse Holcomb.

FLYING THE RACE

By BETTY H. GILLIES

A very interesting comparison can be made between flying the annual All-Woman Transcontinental Air Race and racing in the Honolulu or Bermuda yacht races. Few non-flying individuals realize the similarity of these two types of sporting events. Wind and weather conditions along the route of the race, which for the TAR totals 2,800 miles this year, are uncontrollable factors which work either for or against the various types of aircraft in the same way that sea and wind conditions affect the performance of various classes of yachts.

Aircraft are designed to operate most efficiently at a given altitude depending primarily upon the horsepower of the engine and design of the propeller used. At that particular altitude they make their best speed with the lowest fuel consumption. Therefore, every racing pilot plans to fly her aircraft at that particular altitude where it is most efficient. Here, however, enters the uncontrollable factor of "winds aloft". Shall she fly at 2,000 feet against a 10 mile headwind or at her "best" altitude, 7,000 feet, against a head wind of 15 miles per hour?

Wind direction and velocity vary considerably between sea level and 12,000 or 14,000 feet. The pilot has a wide choice of altitudes to choose from and must consider the efficiency of her aircraft at the various altitudes in making her decision. Winds aloft reports are transmitted over the radio by CAA Communications but the observations are taken only every six hours so cannot be relied upon towards the end of each six hour period. The trial and error method has to be employed to determine accurately where the winds are of the greatest help, or of the least hindrance. The amount of time needed to climb to altitude and the additional fuel used during the climb must also be considered, particularly if the most favorable winds are above 8,000 or 10,000 feet. If the best winds are at high altitude such a condition constitutes a "break" for those aircraft which perform best at high altitude. If the best winds are down low the advantage falls to those aircraft which operate most efficiently at low altitudes. Clouds, too, can be an important factor. Suppose there is a solid overcast of clouds at 2,000 or 3,000 feet above the terrain. Such a condition constitutes a real "break" for those aircraft which perform best at low altitude as the others must also stay below the overcast. Picking the right altitude at which to fly, and being able to fly there, can easily determine who wins the Transcontinental Air Race. As in yacht racing — the way you judge the wind and currents can win or lose the race for you.

Four days are allowed to complete the course this year. This allows a little leeway for any bad weather that may be encountered. For instance, thunderstorms build up very solidly over the Rocky Mountains every afternoon in the summer. All flying in that area should be done in the morning, starting at sunrise. In the East, ground fog often obscures the terrain until the sun has had time to burn it off so departures may be delayed. In the interest of safety, the race rules do not permit flying after dark or in weather conditions below the

minimums set by the Civil Aeronautics Authority for visual flight. Unlike the yachts at sea, the airplanes in the Transcontinental Air Race have safe harbors along their route where they may take shelter should unexpected storms develop. These harbors are airports located every 200-300 miles from coast to coast and designated as official refueling points for the TAR.

The race is open to stock model aircraft not exceeding 300 horsepower. The aircraft are all carefully handicapped so that everyone has an equal chance to win. These handicaps are figured from the performance curves computed by the manufacturers, and in some cases, when the performance curves were not available, by actual flight tests over a measured course. All the aircraft are handicapped at the speed they should make good using 75% power at sea level, under standard atmospheric conditions. The handicapping can also be compared to the handicapping of yachts in yacht races. The last one over the line may be the winner.

In this respect it must also be considered that the faster aircraft will make better time across the country. This may or may not be an advantage to them. Again the wind and weather factor. Perhaps the slower ships will be only half way on the second day but they may encounter more favorable "winds aloft" than the faster ones which went through the day before.

Time can be inadvertently lost by "bad breaks" encountered when coming in to an airport to refuel. Suppose the Control Tower has already cleared United Flight 10, TWA Flight 3 and Beechcraft 501 to land when a TAR ship calls in for landing clearance. The TAR ship is then number 4 to land following the Beechcraft. Ten to fifteen minutes of precious time can be used up just waiting for clearance to land!

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

THE AIRCRAFT WITH THE HIGHEST SCORE IS, OF COURSE, THE WINNER.

Accurate navigation is absolutely essential. Knowing your airplane and understanding weather are also most essential. The pilot who wins the TAR must get the very best out of all these three — herself, her airplane and the weather — and her over-all planning must be well nigh perfect!

And does flying the TAR teach you a lot of things you never knew before? Just try it — you'll see!

