

8th Annual All Woman Transcontinental

AIR RACE

JULY 3-6

LONG BEACH, CALIF. • KNOXVILLE, TENN.

1954

Official Program

Thank You

The Board of Directors of All-Woman Transcontinental Air Race, Inc., is deeply grateful to the Cities of Long Beach, Calif., and Knoxville, Tenn. — our hosts at the Start and Terminus — and to members of the Aircraft Industry 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 Knoxville 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 8th Annual All-Woman Transcontinental Air Race possible.

Aeronca Manufacturing Corp., Middletown, Ohio
Air-Oasis Company, Long Beach, California
Beech Aircraft Corp., Wichita, Kansas
Bellanca West Coast Sales & Service, Torrance, California
Bendix Aviation Corp., Detroit, Michigan
Bixby Airborne Products, Long Beach, California
Cessna Aircraft Corp., Wichita, Kansas
Consolidated Vultee Aircraft Corp., San Diego, California
Douglas Aircraft Company, Inc., Santa Monica, California
Electrol, Inc., Kingston, New York
Esso Standard Oil Company, New York, New York
Fairchild Engine & Airplane Corp., Hagerstown, Maryland
General Dynamics Corp., New York, New York
Grumman Aircraft Engineering Corp., Bethpage, New York

Hartzell Industries, Inc., Piqua, Ohio
Hawthorne Flying Service, Charleston, South Carolina
Hawthorne School of Aeronautics, Moultrie, Georgia
Lavelle Aircraft Corp., Newtown, Bucks County, Pennsylvania
Lockheed Aircraft Corp., Burbank, California
Ninety-Nines, Inc., New York, New York
Norman Larson Company, Van Nuys, California
Northwest Airlines, Inc., St. Paul, Minnesota
Pacific Airmotive Corp., Burbank, California
Rheem Manufacturing Co., Aviation Division, Downey, California
Ryan Aeronautical Company, San Diego, California
Trans World Airlines, Inc., New York, New York
United States Aviation Underwriters, Inc., New York, New York

We Also Wish to Thank

Mrs. Evelyn Scott, W6NZP, and members of the American Radio Relay League for setting up a coast-to-coast amateur radio communications net for the TAR.

The Simplex Time Recorder Company and their dealers for supplying the time clocks along the route of the race.

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

At Long Beach, California, and at Knoxville, Tennessee — and all along the route of the TAR — Local Chapters of The Ninety-Nines, the Airport Officials, the City and County Officials, the Senior and Junior Chambers of Commerce, the Civil Air Patrol, Civil Aeronautics Administration personnel, Weather Bureau Forecasters and Observers, and a

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 handicap speeds.

Bertrand Rhine for his legal counsel.

Members of the Chattanooga Chamber of Commerce for adding interest to the race by providing leg prizes for the Memphis-Chattanooga leg.

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 8th Annual All-Woman Transcontinental Air Race.

Board of Directors

Betty H. Gillies	Beatrice Medes
Kay Brick	Betty Loufek
Barbara London	Ethel Sheehy
Iris Critchell	



Left to Right: Miss Shirley Blocki, Mrs. Frances Bera, Mrs. Dianna Bixby, Miss Jean Parker and Mrs. Claire Walters.

THE AIR RACE

The July 3rd take-off will launch the 99's Eighth Annual All-Woman Transcontinental Air Race. The top women pilots of the nation, highly skilled in the art, will follow a 2,000-mile course from Long Beach, Calif. to Knoxville, Tenn. They have gathered for this classic event from all sections of the United States. To the winner goes prize money, trophies, and the honor of being "Queen of Aviation".

This event began in 1947. The Florida Chapter of the Ninety-Nines, Inc., was holding an All-Woman Air Show in Tampa, Florida. Mrs. Dianna Bixby of Long Beach, Calif., suggested that west coast women should have an air race enroute to the show. The Florida Chapter agreed. Several pilots were 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. The second year, 1948, six aircraft were entered, and the race was flown from Palm Springs to Miami, Fla. Mrs. Frances Nolde of Reading, Pa., won in a Navion.

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

1951 forty-four planes flew from Santa Ana, Calif., to Detroit, Mich. The winning Cessna 140 pilot was Mrs. Claire McMillen Walters (Venice, Calif.); co-pilot was Mrs. Frances Bera of Inglewood, Calif.

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). They flew a Cessna 140. In the seventh race, 1953, Mrs. Frances Bera, pilot, and Mrs. Marcella Duke (Inglewood), co-pilot, flew a Stinson 165 and won against a field of 49 aircraft. The race was from Lawrence, Mass., to Long Beach, Calif.

The annual race is sponsored by the Ninety-Nines, Inc., sanctioned by the National Aeronautic Association 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. \$800.00 in cash.
2. Perpetual Trophy (large silver tray) presented by the Carolinas Chapter of the Ninety-Nines, Inc.
3. Gold "for keeps" Trophy presented by AWTAR Inc.
4. Name inscribed on a large perpetual Trophy, originally donated by the San Diego Chapter of the Ninety-Nines and now on display in the National Air Museum, Smithsonian Institute.

SECOND PLACE:

1. \$500.00 in cash.
2. Perpetual Trophy presented by Air-Oasis Company, Fresno, California. (Cessna Distributors)
3. Gold "for keeps" Trophy presented by AWTAR Inc.

THIRD PLACE:

1. \$400.00 in cash.
2. Gold "for keeps" Trophy presented by AWTAR Inc.

FOURTH PLACE:

1. \$200.00 in cash.
2. Gold "for keeps" Trophy presented by AWTAR Inc.

FIFTH PLACE:

1. \$100.00 in cash.
2. Gold "for keeps" Trophy presented by AWTAR Inc.

IN ADDITION:

- \$50 Cash for the best score made by a Beech aircraft (presented by the Norman Larson Company, Van Nuys, Calif.)
- \$50 Cash for the best score made by a Bellanca aircraft (presented by Bellanca West Coast Sales & Service, Torrance, Calif.)
- \$50 Cash for the best score made by a Cessna aircraft (presented by Air-Oasis Company, Long Beach, Calif.)
- \$50 Cash for the best score made by a Navion (presented by The Ryan Aeronautical Co., San Diego, Calif.)
- \$50 Cash for the best score made by another aircraft.
- \$50 Cash for the best score made by a pilot and crew flying their first TAR. (Presented through the kindness of a friend of the 99's, by the Michigan Chapter of The Ninety-Nines, Inc.)
- Natural-Color Map of the World: for the Co-Pilot of the winning aircraft (presented by Jeppesen and Company, Denver, Colorado.)
- Natural-Color Map of The United States: for the Co-Pilot of the aircraft placing Second (presented by Jeppesen and Company, Denver, Colorado.)
- Natural-Color Map of The United States: for the Co-pilot of the aircraft placing Third (presented by Jeppesen and Company, Denver, Colorado.)

MEMPHIS - CHATTANOOGA LEG:

- \$200.00 for the Best handicapped elapsed time from Memphis, Tenn., to Chattanooga, Tenn.
- \$150.00 for the Second Best handicapped elapsed time from Memphis, Tenn., to Chattanooga, Tenn.
- \$100.00 for the Third Best handicapped elapsed time from Memphis, Tenn., to Chattanooga, Tenn.
- \$ 50.00 for the Fourth Best handicapped elapsed time from Memphis, Tenn., to Chattanooga, Tenn.
(Memphis-Chattanooga Leg Award donated by the Chattanooga Chamber of Commerce.)



Winners' Trophies displayed by Jean Parker, Barbara London and Frances Bera

TAR BOARD OF DIRECTORS



MRS. BETTY H. GILLIES, Chairman, is serving her second consecutive term in that office. She was a contestant in the 1949, 1950, 1951 and 1952 races, and also worked on the Air Race Committees for those years. She has been a member of the Board since 1950. She is a past president of The Ninety-Nines, Inc., and is a member of the San Diego Chapter. She was WASP Squadron Commander at New Castle Army Air Base during World War II, assigned to the Ferrying Division of the Air transport Command. She has logged more than 2500 hours of flying time, and holds commercial, flight instructor, instrument, single and multi-engine and seaplane ratings. Her husband, son and daughter are pilots, also.

MRS. KAY BRICK, Vice-Chairman and East Coast Representative, has been a member of the Board of

Directors since 1950. She served as Official Timer at Detroit for the TAR in 1951 and again at Teterboro in 1952. She was an Official at the 1953 Start of the TAR in Lawrence, Mass. Mrs. Brick is a past president of the Ninety-Nines, Inc. and is a member of the New York-New Jersey Chapter. During World War II she served in the WASP as Squadron Commander of a Tow Target squadron.

MRS. BARBARA LONDON, Secretary, participated in the 1949 and 1952 races and served on the TAR Race Committee in 1950 and 1951. She is Chairman of the Long Beach Chapter of The Ninety-Nines, Inc. During World War II she was WASP Squadron Commander at Long Beach Army Air Base, assigned to the Ferrying Division of the Air Transport Command. She has logged 2300 hours and holds commercial, flight instructor, single and multi-engine ratings for land and sea. Her husband, Jack, is the Official Starter for the 1954 race. He has performed this task on two previous occasions.

MISS BEATRICE MEDES, Treasurer, participated in the first TAR in 1947 and has served on the Air Race Committee since 1949, handling field operations as well as the treasurer work-load. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Miss Medes was Operations Officer of the WASP Squadron stationed at Long Beach Army Air Base during World War II and later was Assistant to the Director of All Women Pilots, Nancy Love, in the ATC Headquarters in Cincinnati, Ohio.

MRS. ETHEL SHEEHY is a past president of The Ninety-Nines, Inc., and is currently the chairman of the Sacramento Chapter. She has served on the Board of Directors of AWTAR, Inc., since the corporation was set up in 1950, and was a participant in the 1951 race. Mrs. Sheehy served in the WASP during the war as Assistant to Miss Jacqueline Cochran.

MRS. BETTY LOFEK is a member of the Long Beach Chapter of The Ninety-Nines. She has established several single-place and two-place national feminine sailplane records and was designated National Feminine Sailplane Champion of 1948. She placed first in the women's standings in the West Coast Glider Championships of 1949, 1950, and 1953. She was a participant in the 1948 TAR, assistant "trailblazer" for the 1950 TAR and since then has served continuously on the Race Committee handling aircraft inspections, registrations, etc. She is in charge of publicity for this year's race. Her husband, John, does the computing of the handicap speeds for the race.

MRS. IRIS CRITCHELL was elected to the Board this year. She is in charge of Inspection of Aircraft. She is a member of the Long Beach Chapter of The Ninety-Nines. She has participated in three TARs and is racing again this year. She holds a commercial, instructor, instrument, single and multi-engine land ratings. Mrs. Critchell has been an instructor of instrument flying and ground school at MSC college of Aeronautics at Santa Maria, Calif., and was a WASP in the Ferrying Division of the Air Transport Command.

THE ROUTE SURVEYOR

The Route Surveyor this year is Mrs. Lois Bartling of San Diego, California.

Mrs. Bartling left Long Beach Municipal Airport on June 23rd and followed the route to Knoxville, making stops at all of the designated airports. Her 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.

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

Mrs. Bartling is Chairman of the San Diego Chapter of The Ninety-Nines, Inc. She has flown her own Swift 125 in five TARs. She has logged about 700 hours of flying and has a commercial license.

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 in the 8th TAR, sanctioned the race itself, and designated Official Timers for the race.

The Official Timers for this race are Mrs. Claire Hale and Miss Helen Dick of San Diego, Calif., Miss Frances Dias of Newman, Calif., Miss Irma (Babe) Story of Lancaster, Calif., and Mr. Bertrand Rhine of Los Angeles, Calif.

The Officials at the Start will check the Simplex time-clocks 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. Upon completion of this task the winners are announced at the Pilots' Meeting held the morning following the deadline for the finish of the race.

Mrs. Hale has raced in five TARs. She has more than 600 hours of flying logged, and holds a commercial rating. She and Miss Dick are members of the San Diego Chapter of The Ninety-Nines, Inc.

Miss Dick has been a pilot for a number of years. While she has never flown in the TAR she has always worked hard for the race. She was on the San Diego Executive Committee for the 1950 TAR.

Miss Story has logged more than 4,000 hours. She was a WASP during World War II. She holds a commercial flight instructor's rating and is a member of the San Fernando Chapter of The Ninety-Nines. She flew in the 1950 and 1951 TARs.

Miss Dias is an ex-WASP in the Ferrying Division. She holds an instructor's rating, and flew in the 1951 TAR. She is a member of the San Joaquin



Left to Right: Claire Hale, Helen Dick and Lois Bartling.



Frances J. Dias



Irma Story

Valley Chapter of The Ninety-Nines.

Helen Dick, Irma Story and Frances Dias were Official Timers at the Finish of last year's race from Lawrence, Mass., to Long Beach, Calif. Claire Hale and Lois Bartling were contestants.

Mr. Bertrand Rhine has been the legal advisor for the air race for several years. He has always taken a deep interest in the event and has been of great help. He is a pilot, also, and owns a plane.

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 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 nerve-wracking job twice before.

HONORARY STARTER

The Honorary Starter this year is Mr. Robert Stack, movie-actor, who recently played the pilot-in-command in the movie "The High and the Mighty" which starred John Wayne and Robert Stack.

TIME-CLOCK CHIEF

Mrs. Diana Bixby, famous aviatrix, and 99 member of the Long Beach Chapter, will head the time-clock crew at the starting line. She will time-stamp each log-book, hand it to a runner who will carry it to the pilot.

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 with Cooling Mod., add 1 MPH			
Aeronca 7-EC	1946 on	90	96	Navion with Both Mod., add 4 MPH			
Aeronca Sedan	1950	145	114	Navion, Riley (Temco), Twin-Eng.	1952 on	300	160
Bellanca 14-13-3 "Crusair"	1946 on	150	135	Piper Cruiser PA-12	1947	100	106
Bellanca Cruismaster	1951 on	190	150	Piper Family Cruiser PA-14	1948	108	107
Beech Bonanza 35	1947	185	157	Piper Clipper PA-16	1949	108	113
Beech Bonanza A35	1948-49	185	157	Piper Vagabond PA-17	1948	65	91
Beech Bonanza B35	1950	185	157	Piper Pacer PA-20	1950 on	125	121
Beech Bonanza C35	1951 on	205	162	Piper Pacer PA-20	1953 on	135	125
Beech Bonanza 225		225	167	Piper Tri-Pacer PA-22	1949 on	125	118
Cessna 120 & 140	1946 on	85	110	Piper Tri-Pacer PA-22	1953 on	135	121
Cessna 140 & Patroller	1949 on	90	112	Piper Apache, Twin-Eng.	1954	300	160
Cessna 170	1948 on	145	121	Stinson, All-Metal Cov., Large Tail		165	118
Cessna 180	1953 on	225	152	Stinson, All-Metal Cov., Small Tail		165	119
Cessna 190	1949 on	240	160	Stinson, All-Metal Cov.		150	115
Cessna 195	1949 on	300	167	Stinson, Fabric		150	114
Ercoupe	1946	75	101	Stinson, Fabric, Lg. Tail		165	116
Ercoupe		85	105	Stinson, Fabric, Sm. Tail		165	117
Luscombe 8-A	1946	65	96	Swift GC-1B	1946 on	125	124
Luscombe 8-E		85	106	Taylorcraft BC-12-D1	1946	65	98
Luscombe 8-F	1949	90	108	Taylorcraft Sportsman	1949	85	107
Mooney M-18C		Cont. 65	125	Taylorcraft Tourist	1951	145	114
Mooney M-18L		Lyc. 65	122	Trojan		85	109
Navion 185	1946	185	137	Trojan		90	111
Navion 205	1948	205	138				
Navion 205	1949	205	140				
Navion 225		225	146				
Navion 260	1950	260	155				
Navion with Tail Mod., add 3 MPH							

PLANES THE GALS WILL FLY . . .



Cessna 180



Luscombe



Cessna 140



ft



Navion



Fairchild "24"



Beech Bonanza



Bellanca



Stinson



Piper Tri-Pacer

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 2,000 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.

Three 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!

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 twelve 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 several of the Simplex Time Clocks will have a die stamp showing not only the recorded time but the name of the 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.

"CALLING W6MWO"

The Amateur Radio Net set up to relay reports on progress of the fliers in the 8th Annual AWTAR and handle personal messages for them consists of operators in each of the check-in cities and at intermediate points along the course.

For several weeks test transmissions have been carried on between these operators in order to assure smooth, well-coordinated teamwork. The 20 and 80 meter Amateur bands will be used on both phone and CW (Code), and during the Race reception conditions at the various points will determine which method of transmission to use.

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 (YLRL), an organization of women Amateurs with a world-wide membership. The "W" (or "K") is the assigned prefix for Amateur stations of the U.S.; the "6" indicates the sixth U. S. district as established by the Federal Communications Commission.

Listening posts are set up at the Long Beach Airport and at hotel headquarters of the Race officials

"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.

so that they will have a "running report" of the race as the fliers progress along the route. Similar facilities are provided at the Knoxville terminus of the Race.

The Amateurs co-operating include Naomi Turk, W6YZU, at Blythe; Arlo D. Fee, W7BFA, at Prescott; Roy Edwards, W7REO, at Winslow; William R. Dickson, W51FT, and Lt. Burnill Helan, K5FGI, of the Army Air Base, at Amarillo.

At Oklahoma City, the operator will be Ed Means, W5MIJ; at Fort Smith, Charles A. Tompkins, W5VAI; Memphis, Margaret Pearre, W4TIE, and Lennette J. Mewborn; Chattanooga, William Horton, W4BND; Knoxville, Jean Giesler, W4TYU.

Lois Anne Crane, W4YYJ is Tennessee chairman of the Net, and details of the Race terminus Amateur operation are under her supervision.

Long Beach operations are in charge of Evelyn E. Scott, W6NZP, who is also the general radio chairman for the AWTAR. Assisting her at the airport transmitter will be Eleanor Souter, W6IMQ; Marian Frink, K6CPX and Eileen O'Connell, K6CDB.



- 1** Evelyn S. Bryan of Jefferson City, Tennessee, will fly a Piper PA-20.
Eddie Lee Griffin, Co-pilot, Knoxville, Tennessee.

Sponsor: The Chamber of Commerce, Jefferson City, Tennessee.

Mrs. Bryan has logged 3,500 hours of flight time. She holds Commercial ASEL & ASES, Instructor, Private and Commercial Pilot Examiner Ratings. She is co-owner of the Morristown Flying Service, Morristown, Tennessee; Captain in the CAP, Commanding Officer of the Morristown Squadron of CAP; Governor of the Southeast Section of the Ninety-Nines; and is flying her fourth TAR.

Miss Griffin has logged 205 hours and has a Private ASEL rating. She was an Army nurse for four years, of which eighteen months was in the European Theatre. She flew in the 1951 TAR.



- 2** Frances S. Bera of Inglewood, California, will fly a Cessna 170.
Mrs. Helen S. Albani, Co-pilot, of Inglewood, California.

Sponsor: Inglewood Chamber of Commerce, Inglewood, California.

Mrs. Bera has flown 5,000 hours. She holds Commercial ASEL, MEL, ASES, Instrument, & Flight Instructor ratings. She is a Commercial Pilot Examiner. She has operated her own flight school and has made 10 voluntary parachute jumps. She flew co-pilot for Mrs. Claire Walters in 1951 when they took first place; flew again solo in the 1952 TAR; and won the race in 1953 with Mrs. Marcella Duke as co-pilot.

Mrs. Albani (Frances' sister) has logged 250 hours and has a Private ASEL rating. She was a Captain in the Army Nurse Corps with a service record of 50 months. She received four battle stars and the Bronze Star for wartime service in the South Pacific and Dutch East Indies. Mrs. Albani is now head nurse at a Wilmington clinic.



- 3** Maxine S. Smith of San Diego, California, will fly a Metal Stinson Voyager, 165 horsepower.
Mickey Clark, Co-pilot, Florissant, Missouri.

Mrs. Smith has logged 1800 hours of flight time. She holds Commercial and Flight Instructor ratings. She was a WASP with the 5th Ferrying Group, Dallas, Texas, during World War II; instructed students in 1946-47. Since then she has flown for pleasure. She was a contestant in the 1951 TAR. She and her husband own the Stinson she has entered in the race.

Mrs. Clark has logged 100 hours on her private license. She and her husband own a Piper Pacer and go on frequent flights to a fishing site in Arkansas.



- 4** Alice Roberts of Phoenix, Arizona will fly a Piper Tri Pacer PA-22.
Iris C. Critchell, Co-pilot, of Redondo Beach, California.

Sponsor: Arctic Circle Coolers Company of Phoenix, Arizona.

Mrs. Roberts has logged 250 hours and has a Private ASEL rating. She flew in the 1953 TAR placing 20th. She has a son 17 and a daughter 14.

Mrs. Critchell has flown 3300 hours and has a Commercial ASEL & MEL, Instrument & Flight Instructor Ratings. This is her fourth TAR having placed 14th in 1950, 11th in 1951 and 7th in 1953 (co-pilot). She was a WASP Ferry Pilot with ATC for two years, and in charge of Instrument flight training and all ground school courses at USC College of Aeronautics, Santa Maria, California. She is in the AF Reserve; and she has a son 8 and a daughter 2.



6

Marion Schorr Betzler of Columbus, Ohio will fly a Cessna 170.

Virginia Smith, Co-pilot, Columbus, Ohio.

Sponsor: Weatherhead of Cleveland, Ohio.

Mrs. Betzler has flown 1100 hours and holds a Commercial ASEL rating. She learned to fly in 1939 in Lafayette, Louisiana. She was a physical education teacher in the New Orleans public school system. She was a WASP Ferry pilot with Ferrying Division ATC for two years; and now holds a 1st Lt. Commission in the USAFRes. Mrs. Betzler has a son 8 and a son 4.



7

Ruth Wolfe Thomas of Knoxville, Tennessee, will fly a Cessna 120.

"Bibs" Camp, Co-pilot, Knoxville, Tennessee.

Mrs. Thomas has logged 1300 hours, and holds a Private SEL rating. She flew in the 1952 and 1953 TARs, and took third place in the 1953 International Air Race. She teaches school in Knoxville, and was the Tennessee winner in a contest for teachers in Aviation Education sponsored by Committee for Observance of 50th Anniversary of Powered Flight—Dec. 17, 1953. She was the winner of a scholarship to the Aviation Ed. Workshop, Univ. of Colorado in 1953.

Mrs. Camp is a student pilot at the Island Airport, Knoxville, Tenn. Her instructor is Ferris Thomas, Ruth's husband.



8

Darline Sanders of La Mesa, California, will fly a Cessna 140A.

Mrs. Sanders has logged 450 hours of flight time. This will be her third TAR, having entered the 1950 and 1953 races, taking 5th the first time and 8th the second. She belongs to the Civil Air Patrol as well as to the San Diego Chapter of the 99's.



9

Edna E. Penners, of San Diego, California, will fly a Cessna 170A.

Evelyn Briggs, Co-pilot, of San Diego, California.

Mrs. Penners has logged 225 hours of flight time. She holds a Private SEL rating. She flew as co-pilot last year to Darline Sanders, and is a member of the San Diego Chapter of the 99's.

Mrs. Briggs has logged 230 hours and holds a Private SEL rating. She was in charge of operations at Lindbergh Field, San Diego, for the 1950 AWTAR. She is also a member of the San Diego Chapter.



10

Bertha Hall Haycock of Wasco, California will fly a Cessna 140. Edna Long, Co-pilot, of Delano, California.

Sponsor: The Summers Gyroscope Company, Santa Monica, Calif.

Mrs. Haycock has logged over 500 hours of flight time and has a Private ASEL rating. Her Cessna 140 is equipped with the PAR PILOT autopilot developed by her husband's company. She and her husband use their plane daily in transportation between two cotton ranches located in the San Joaquin Valley in California. She takes an active part in the management of the ranches, and is secretary of the Bakersfield Chapter of the Ninety-Nines.

Miss Long has logged over 300 hours and has a Private ASEL rating. She is from Red Bluff, California and served 16 months with the AAF and 18 months active duty with the CAP along the Texas border.



11

Virginia S. Richardson of Yakima, Washington will fly a Cessna 120.

Iola Nelson, Co-pilot, of Seattle, Washington.

Sponsor: She is sponsored by 22 of the Aviation Industries of Seattle, Washington.

Mrs. Richardson has logged 8,000 hours and an Airline Transport Rating with ASEL, ASES, AMEL, Flight Instructor, and Instrument pilot ratings. She has the Ground Instructor Ratings with a Link Instructor rating. She is flying her fifth TAR having entered in 1950, 1951 (7th place), 1952, and 1953 (4th place). She owns and operates Richardson Aviation and specializes in ATR and Instrument instruction giving both the flight and the ground training herself. She also helps her husband with his crop dusting and spraying business. Mrs. Richardson is also coordinator for Women's Activities for the Western Region of Civil Air Patrol.



12

E. Irene Flewellen of Chattanooga, Tennessee will fly a Cessna 170.

Bettye J. Anderson, Co-pilot, of Chattanooga, Tennessee.

Sponsor: They are sponsored by John F. Flewellen, Inc. of Chattanooga, Tennessee.

Mrs. Flewellen has logged 90 hours of flight time and has a Private ASEL pilot rating. She has three children of ages 13, 10½ and 3½.

Bettye Anderson has logged 850 hours and has a Commercial ASEL pilot rating. She is a charter member of the Women Flyers of America, and is Chattanooga coordinator for Women's Activities in the Civil Air Patrol. She is a 1st Lt. in the CAP and serves as search missions briefing officer for the Chattanooga Squadron.



13

Lindy Boyes of Oakland, California will fly a Cessna 140.

Margaret W. Callaway, Co-pilot, of Fort Worth, Texas.

Sponsor: They are sponsored by the Port of Oakland and Taloa Academy of Aeronautics of Oakland, California.

Miss Boyes has logged 550 hours of flight time and has a Commercial ASEL pilot rating. She will be flying her fourth TAR having flown in 1951 (10th place), 1952, & 1953. Lindy is Aviation Editor for the Oakland Tribune. She is a Capt. in CAP and is Women's Coordinator for the California Wing of CAP.

Mrs. Callaway has flown 2000 hours and has a Commercial ASEL, ASES, and Flight Instructor ratings. She will be flying her third TAR having flown in 1951 (10th place), and 1952. She participated in Air shows in Florida performing acrobatics in a Stearman. She has two daughters ages 14 and 12, and is a member of the CAP.



14

LoWanda Gabriel Lane of San Diego, Calif., will fly a Cessna 180. Fay M. Scott, passenger, of San Diego, Calif.

Sponsor: They will be sponsored by Mr. B. R. McAfee from the Harbor House and Secret Harbor, San Diego, Calif.

Mrs. Lane holds a Private rating and is a member of the San Diego Chapter of the Ninety-Nines. She has flown in two previous TARs.



15

Sylvia Roth of Chicago, Ill. will fly a Stinson Station Wagon 108. Inger Johnson, Co-pilot, of Spring Grove, Illinois.

Sponsor: They are sponsored by Palwaukee Aviation Corporation, Wheeling, Illinois.

Miss Roth has 800 hours of flight time and a Commercial ASEL with a Flight Instructor rating. She is a flight instructor for Palwaukee Aviation Corporation and served with the USO in the South Pacific in 1945.

Miss Johnson has logged 385 hours of flight time and has a Private ASEL pilot rating.



16

Florence K. Macfarlane of Hartford, Connecticut will fly a Cessna 140.

Barbara Manchester, Co-pilot, of Hartford, Connecticut.

Miss Macfarlane has logged 600 hours and has a Private ASEL pilot rating, and a Ground Instructor Rating. She is a CAP member; is on the Connecticut Aviation Advisory Council for Civil Defense; and serves on the Advisory Board of the Windham Connecticut Airport.

Miss Manchester has 525 hours of flight time and a Commercial ASEL, MEL, & ASES pilot ratings. She is flying her second TAR having flown as co-pilot in 1953. She is also a Lt. in the WAVES, USNR.



17

Shirley A. Blocki of Pomona, California will fly a Navion 185.

Kamala S. Vass, Co-pilot, of Plainfield, New Jersey.

Sponsor: They are sponsored by the Standard Nut Mfg. Co. of Monterey Park, California.

Miss Blocki has logged 2600 hours and has a Commercial ASEL, & MEL pilot rating with Instrument and Flight Instructor ratings. She has a Ground Instructor rating with Link Instructor Rating and a Tower Operator Certificate. Shirley is flying her third TAR having won the 1952 TAR, her first race and placed 7th in 1953. She is teaching Commercial Aviation courses, pilot ground school, and flight training at Mt. San Antonio College in Pomona, California. Shirley is a Capt. in the CAP in which she served for three years teaching both ground and flight training.

Mrs. Vass has over 150 hours of flight time and a Private ASEL pilot rating. She was born in India and learned to fly at Univ. of Southern Calif. College of Aeronautics at Santa Maria in 1947. She is married and has a daughter 20 months old.

18

Joan L. Hrubec of Cleveland, Ohio will fly a Piper Tri Pacer.

Marjorie Miller, Co-pilot, Columbus, Ohio.

Sponsor: They are sponsored by the Thomas J. Unik Ins. Co. of Cleveland.

Miss Hrubec has logged 295 hours and has a Private ASEL pilot rating. She has entered the 1950 Powder Puff Derby, the 1953 International Air Race, and participated in 1950 & 1951 Inter-Collegiate Air Meets.

Mrs. Miller has 1400 hours of flight time and has a Commercial ASEL pilot rating and a Flight Instructor Rating. She has flown in two international air races having placed 2nd in one, and placed 2nd in one of the Ohio Powder Puff Races. She was co-operator of a flying school with her husband 1940-1942, and has operated her own school from 1946-1948.



19

Verna L. Wilson of Kansas City, Kansas will fly a Temco Swift.

Sponsor: She is sponsored by Wilson Consolidated Ground School & Baker Flying Service of Kansas City, Kansas.

Mrs. Wilson has logged 600 hours of flight time and has a Commercial pilot rating and a Ground School Instructor Rating. She will be flying her fourth TAR having flown this race in 1951, 1952, and 1953.



21

Patricia Davis Arnold of Hartford, Connecticut will fly a Piper Pacer PA-22.

Anne Bridge, Co-pilot, of Boston, Mass.

Mrs. Arnold has 400 hours of flight time and a Commercial ASEL pilot rating. She competed in the 1953 TAR and operates the Davis-Arnold Flying Services, Inc. She served three years in the WAVES.

Miss Bridge, a student pilot, has logged 120 hours of flying time. She has flown in the Montreal to Boston race, and the Philadelphia to Desert Center, Calif. She is a stewardess for Eastern Air Lines and is based in Boston, flies to Charlotte, N. C.



22

Ruth Deerman of El Paso, Texas, will fly a Cessna 140A.

Ruby Hays, Co-pilot, of El Paso, Texas.

Sponsor: They are sponsored by the El Paso International Airport.

Mrs. Deerman has logged 1525 hours and has a Commercial ASEL with Instructor and Instrument Ratings. She will be flying her fourth TAR, having flown in the 1950, 1951, and 1953 races.

Ruby Hays has logged 820 hours and has a Private ASEL pilot rating. She is also flying her fourth TAR, all as co-pilot with Ruth Deerman. She has two boys, ages 20 and 22. Both have Private licenses. She flew her Cessna in the 1952 All Texas Air Tour.



23

Jane D. White of Glenview, Illinois, will fly a Beechcraft Bonanza B-35.

Jean Scheifley, Co-pilot, of Rochester, Minnesota.

Sponsor: Raytheon Television of Chicago, Illinois.

Mrs. White has logged 1700 hours and has a Commercial ASEL, ASES with Flight Instructor and Instrument Ratings. This is her second TAR, having entered in 1953.

Mrs. Scheifley will have her private license by race time. She has flown co-pilot for her flying-doctor-husband. They have four children.



24

Doris Thorkildsen of Newport Beach, Calif., will fly a Beechcraft Bonanza D35.

Lola Perkers, Co-pilot, of Studio City, Calif.

Sponsor: They are sponsored by the Sterling Transit Company, Inc., Los Angeles, California.

Mrs. Thorkildsen has logged 300 hours since she started flying in 1950 at the Orange County Airport, Calif. She has a Private pilot's rating. She and Miss Perkins flew together in the 1952 AWTAR. She has two children, Faye, 9, and Tommy, 10.

Miss Perkins has logged 2,000 hours since she began in 1941 at Long Island, N. Y. She holds Commercial Flight Instructors, SEL and MEL ratings. She is a 1st Lt. in the USAF on active duty.



25

Adeline Maylen of Lynwood, California will fly her Cessna 170B.

Helen L. Maylen, Co-pilot, of Lynwood, California.

Sponsor: C. E. Maylen & Son, Electrical Contractors of Lynwood, California.

Mrs. Maylen has logged 200 hours of flight time and has a Private ASEL pilot rating. This is her second TAR having flown the 1952 TAR. She is a grandmother with a son 27 years and a grandson of 5 years. She flies for pleasure.

Mrs. Helen Maylen is a student pilot.

26

Alice H. Hammond of Grosse Pointe Farms, Michigan, will fly a Piper Pacer PA-20.

Jean H. Pearson, Co-pilot, of Grosse Pointe Park, Michigan.

Sponsor: They are sponsored by Barr Aviation Corporation, Detroit City Airport, Detroit, Michigan.

Mrs. Hammond has logged over 2000 hours and has a Commercial ASEL & ASES with an Instrument Rating. She flew the 1953 TAR and the 1953 International Race. She was an Instrument Flight Instructor during the war and flew courier service for the Armed Services and industry. She is a Lt. Col. in the CAP and coordinator of women's activities for the Michigan Wing. She is the immediate past international President of The Ninety-Nines.

Mrs. Pearson has logged over 500 hours and has a Private ASEL pilot rating. She was co-pilot for Mrs. Hammond in the 1953 TAR, and is Aviation Writer for the Detroit Free Press. She was a WASP and later a WAVE officer in the Aviation Training Division. She is assigned to a reserve helicopter squadron.





27

Gladys Muter of Chicago, Illinois will fly a Navion 260.

Doris Langher, Co-pilot, of Chicago, Illinois.

Sponsor: The Muter Co. of Chicago, Illinois.

Gladys Muter has logged approximately 300 hours and has a Private ASEL rating. She flew in the 1952 & 1953 TAR, and is the mother of a 25-year-old boy and a 24-year-old girl.

Doris Langher has a Commercial ASEL, MEL & ASES with Flight Instructor and Instrument ratings, and has logged over 4,000 hours of flight time. This is her fourth TAR having flown in the 1951, 1952, and 1953 races. She is a Link Trainer Instructor for United Airlines, and has Ground Instructor ratings in Navigation, Meteorology, and CAR.



28

Beatrice Edgerly Macpherson of Tuscon, Arizona will fly a Piper Tri-Pacer PA-22.

Alice S. Fuchs, Co-pilot, of Tucson, Arizona.

Mrs. Macpherson has 205 hours of flight time and a Private ASEL pilot rating. She flew the 1953 TAR as co-pilot. She took part in CAP "Operation Navajo" 1952 Christmas flight program dropping gifts by parachute over Navajo territory in northern Arizona. She has two grown sons, and she is Chairman of the Tucson Chapter of the Ninety-Nines.

Mrs. Fuchs has logged 1500 hours and has a Commercial ASEL, ASES with Flight Instructor and Instrument Ratings. During the war she taught navigation and meteorology in WTS program. She is a writer chiefly for aviation magazines. At present Mrs. Fuchs is doing flight instruction for the SAC Aero Club at Davis-Monthan AFB, as well as private flying with her husband, her son age 6, and daughter age 2.



29

Louise M. Smith of High Point, N. C., will fly a Beech Bonanza 35.

Caroline E. Hembel, Co-pilot, of Saluda, S. C.

Mrs. Smith has logged 1200 hours of flight time. She holds a Commercial SEL rating. This is her third TAR, having entered the 1952 and 1953 races. She has two children, Linda 9, and Randy 7.

Mrs. Hembel has logged 2,000 hours and holds a Commercial Flight Instructor rating. This is her second race, having flown in the 1951 event. She has three children, ages 10, 9, and 4 months.



30

Barbara Cloud of Boston, Mass., will fly a Luscombe.

Anne Twaddle, Co-pilot, of Glen, New Hampshire.

Sponsor: They are sponsored by the Beacon Wax Company, Boston, Mass.

Mrs. Cloud has 275 flying hours and has Private SEL-SES ratings. She flew in the 1953 TAR. She and her husband have made week-end trips in a Luscombe Seaplane for four years to their own island in Maine.

Mrs. Twaddle is just starting her flight training, and has just returned from a Luscombe flight to Florida.



- 31** Adrienne Lacy, of Los Angeles, California, will fly a Cessna 140.
Lucille Rowland, Co-pilot, of San Jose, California.

Miss Lacy has logged 90 hours on her Private SEL rating. This is her first race.

Mrs. Rowland is Adrienne's mother, and has no flying experience other than as a passenger.



- 32** Jan Warrick of Decatur, Alabama will fly a Cessna 140.
Louise Patton, Co-pilot, of Tuscaloosa, Alabama.

Sponsor: They are sponsored by the Southern Sash Sales & Supply Co. and Union Aluminum of Sheffield, Alabama.

Miss Warrick has logged 500 flying hours and has a private license. She is active in the CAP and the Ninety-Nines.

Mrs. Patton has logged 8,500 flying hours and has a Commercial Flight Instructor rating. Besides flight instructing she has done aerial photography and power line patrol.



- 33** Laurien Griffin of Merriam, Kansas will fly a Cessna 180.

Sponsor: Her sponsor is the Griffin Construction Co., Inc., Merriam, Kansas.

Mrs. Griffin has logged 315 flying hours since starting last year. She has a private SEL rating. She took second place in the 1954 Skylady Derby. She has two sons, one in the army and one is in college.



- 34** Carolyn (Mac) Huntington of San Diego, California, will fly a Cessna 140.

Harriet I. Lewis, Co-pilot, San Diego, California.

Miss Huntington has logged 950 flying hours. She has Commercial, ASMEI, FI and Instrument ratings. She was a WAVE Link Trainer Instructor for the U. S. Navy and also has been a Flight and Link Instructor at Pikes Airport in San Diego, Calif.

Miss Lewis has logged 115 flying hours and holds a Private ASEL rating. She was a WAVE.



35

Barbara Jean Sewald of Hollywood, Calif., will fly an Ercoupe.

Sponsor: She is sponsored by "The High and the Mighty" motion picture, starring John Wayne and Robert Stack.

Miss Sewald holds a Private rating. This will be her first race of any kind. She has been an aviation writer for national magazines, spent two years in the publicity department of Lockheed Aircraft Corp., and is at present the executive secretary for a motion picture producer. She uses her flying for hunting and fishing trips.



36

Barbara Louise Erickson of Coral Gables, Florida, will fly a Cessna 140.

Mary Tracy Gaffney, Co-pilot, of Miami, Florida.

Miss Erickson has logged 2,600 flight hours and holds Commercial Flight Instructor ASEL and MEL ratings. She learned to fly at Stephens College, Columbia, Mo., in 1945. This is her first race. She has done Instructing and Charter work.

Mrs. Gaffney has logged 2750 flying hours and holds Commercial Flight Instructor, SEL and S Instrument ratings. She flew in the 1953 TAR. She has done some skywriting.



37

Georgiana McConnell of Nashville, Tennessee, will fly an Ercoupe.

Helen Deason, Co-pilot, of Nashville, Tennessee.

Miss McConnell has 800 flying hours logged since learning to fly at Cumberland Field, Nashville, in 1944. She is active in the Civil Air Patrol and belongs to the AOPA as well as the 99's. She holds a Private license.

Miss Deason has also logged 800 hours and holds a Commercial SEL rating. She also belongs to the CAP and the 99's. She learned to fly in Nashville in 1944.



38

Marian E. Burke of San Antonio, Texas, will fly a Piper Super Cub, 135 horsepower.

Sponsor: She is sponsored by the Aylesworth and Jordan Aviation, at the International Airport, San Antonio, Texas.

Miss Burke has logged 2,100 flying hours and holds Commercial SEL and MEL, Instrument and Flight Instructor ratings. She flew in the 1953 TAR and is a 1st Lt. in the Civil Air Patrol.



39

Geraldine W. Mickelsen, Sacramento, Calif., will fly a Bellanca Cruisair 13-14.

Marjorie Ludwigsen, Co-pilot, of Sacramento, Calif.

Mrs. Mickelsen is the International President of the Ninety-Nines, Inc. She has logged 1,400 flying hours and holds a Private SEL rating. She has entered two previous races, 1951 and 1953.

Miss Ludwigsen has logged 640 hours and holds a Commercial SEL rating. She has done considerable cross-country flying and was among the first few women pilots chosen by Jackie Cochran for light training in Montreal for service with British ATA. She was a Lt. Col. USAF for 5½ years and is now in the AF reserve.



40

Carol Kennedy of Compton, California is flying a Piper PA-22.

Marjie James, Co-pilot, of Los Angeles, Calif.

Sponsor: They are sponsored by the Progressive Flying Club of Hawthorne, California.

Mrs. Kennedy has 3500 hours of flying time. She learned to fly in New Orleans, La. She is at present an Instructor for the Progressive Flying Club.

Mrs. James has just started to learn to fly and is the Secretary to the Flying Club. The Progressive Flying Club was started in 1944 and now has 15 airplanes and 150 members.



41

Genevieve Brown of Los Angeles, Calif., will fly a Cessna 140.

Mrs. Brown has logged 2,500 hours of flight time since learning to fly in 1937 at Dyer Airport, Los Angeles. She was a WASP during World War II. She holds a Private SEL rating. She has three children, ages 8, 11, and 15.



42

Helen Marie Dick of Inglewood, California will fly a Luscombe 8A SEL with a Continental 65 engine.

Bonnie Brown, Co-pilot, of Hawthorne, California.

Helen Dick has logged 50 hours on her Private license, which she obtained in May. She is working on her Commercial. She is employed at Northrop Aircraft Company. During World War II she was a WAVE in the U. S. Naval Reserve for four years. She has two children, Patricia 3 years, and Thomas, 2 years.

Mrs. Brown has logged 25 solo hours on her Private rating, which she also just recently obtained. She is the operator of the Airport Cafe, Hawthorne Municipal Airport, Hawthorne, California.



43

Jean Parker of Arcadia, California, will fly a Cessna 140.

Miss Parker has logged 3,175 hours of flight time and holds a Commercial SEL and MEL rating. This is the sixth TAR she has entered. She was the winner of the 1950, fourth in 1951, and second in 1953. She was a WASP in World War II, being a bombardier pilot for practice bombing missions. She ferried war surplus planes for Western Skyways of Portland, Oregon, made a charter trip to Columbia, South America, and was in the aerial photo business. She is now a business executive in Arcadia. She is a 1st Lt. in the USAFR.

44

Pauline Glasson of Corpus Cristi, Texas, will fly a Cessna 140.

Louise Clarkson, Co-pilot, of Corpus Cristi, Texas.

Mrs. Glasson is entering her third TAR, having flown in the 1952 and 1953 races. She took fifth place last year.

45

Sarah Gorelick of Kansas City, Kansas, will fly a Cessna 140.

Miss Gorelick has logged 725 hours and holds Commercial Flight Instructor and Instrument ratings. This is her third TAR. She entered her first in 1952, at the age of 18. She is a student at the University of Denver.



46

Nina M. Price of Itasca, Illinois, will fly a Bellanca Cruisair, 150 horsepower.

Evelyn A. Martin of Oak Lawn, Illinois, will be Co-pilot.

Sponsor: They are sponsored by the Northern Ill. Heating Co.

Mrs. Price has logged 200 flying hours on a Private rating. This is her first race. She has a 14-year-old daughter.

Mrs. Martin has logged 300 hours and holds a Private land and sea ratings. She took first place in the Meigs Field Dedication Chicago to Mexico race, first place in the 1953 Chicago Air Meet, winner of the International Good Will Trophy, and holds 10 other Ninety-Nine trophies.





ABOUT THE PILOTS' SPONSORS

A large number of the pilots are sponsored by business firms, chambers-of-commerce, flying services, so forth. They are thanked by all of us for their enthusiasm and material help.

Plane No. 1 is being sponsored by the Jefferson City Chamber of Commerce "Offering the South's Finest Industrial Sites".

Number 2 is sponsored by the Inglewood Chamber of Commerce, Inglewood, Calif. This group sponsored Fran Bera last year, too, and another race pilot the year before.

Number 4 is being sponsored by Arctic Circle Coolers of Phoenix, Arizona. They are manufacturers of air conditioning units.

Number 6 is being sponsored by Weatherhead of Cleveland, Ohio. They manufacture hydraulic fittings and connections for aircraft.

The Summers Gyroscope Company is sponsoring Number 10. Summers is a major producer-developer of automatic control systems and gyro components for aircraft, guided missiles and target drones.

Plane Number 11 has a flock of sponsors. They are "Doc" Curtis of Transocean Airlines, Washington Aircraft and Transport Association, Spencer Aircraft, Pacific Airmotive Corp., West Coast Aircraft Sales & Service, Airline Services, Bell Air Service, Merrill Aviation Ground School, Aircraft Carburetor Service, Northwest Propeller, Pacific Propeller, Skyroom at Boeing Field, Galvin Flying Service, Kenmore Air Harbor, H. A. Poulin, Inc., Consolidated Airlines, Campbell's Airport Service, C & H Supply, McGary Radiator Service, Ed's Airmotive, Sutherland Instrument Co., Associated Industry. All of Seattle, Washington.

Plane Number 12 is being sponsored by the John F. Flewellen, Inc., who are wreck specialists, install auto tops, seat covers, and handle wheel alignment work.

The Port of Oakland and Taloa Academy of Aeronautics is sponsoring Plane Number 13. Taloa is located on the Metropolitan Oakland International Airport, Oakland, California.

Plane Number 15 is being piloted by one of the flight instructors from the Palwaukee Aviation Corporation of Wheeling, Illinois.

The Standard Nut Mfg. Company is sponsoring Plane Number 17. This company manufactures nuts, bolts, special headed and threaded parts.

Number 18 is sponsored by Thomas J. Unik Ins. Co. of Cleveland, Ohio. Mr. Unik is an enthusiastic flyer in his own right. He actively supports all aviation developments and promotional moves.

Sponsors of Plane Number 19 are Baker Flying Service and Wilson Consolidated Ground School. The pilot has been sponsored by these two for several races. They are considered Kansas City's finest flight training center, are fully equipped, have the finest all-metal airplanes, all ratings available, and are fully approved. They're on the Municipal Airport, Kansas City, Missouri.

Raytheon Television is sponsoring Plane Number 23. They sponsored the same pilot last year. A fine company, headquarters in Chicago, Ill.

Number 24 has the Sterling Transit Company of Los Angeles, Calif., for its sponsor.

Number 25 is being sponsored by C. E. Maylen & Son, Electrical Contractors of Lynwood, California.

The Barr Aviation Corporation, Detroit City Airport, Detroit, Mich., is sponsoring Plane Number 26. This corporation is the Michigan Distributor of Piper Aircraft.

The Beacon Wax Company of Boston, Mass., is sponsoring Number 30. They advertise as the "World's Finest Floor Wax".

Number 32 is sponsored by Southern Sash Sales & Supply Co./Union Aluminum of Sheffield, Alabama, "World's largest manufacturer of Aluminum Casement Windows".

Number 33 is sponsored by the Griffin Construction Co., of Merriam, Kansas, who say "we go a long way to dig a little ditch".

Number 35 is sponsored by Batzac Productions, of Hollywood, Calif., producers of "The High and The Mighty" motion picture starring John Wayne and Robert Stack, and others. The picture is being distributed nationally now. Mr. Stack is the Honorary Starter for the Race at Long Beach.

The Progressive Flying Club, Inc., of Hawthorne Airport, Hawthorne, Calif., is sponsoring their flight instructor and a student in Plane Number 40. This club was started in 1944, now has 15 airplanes and 150 members.

The Northern Illinois Heating Company is sponsoring Plane Number 46. They deal in heating units, air conditioning units, and sheet metal work.

PROGRAM OF EVENTS FOR AWTAR START

June 30—Wednesday

1700 PST—Impounding Deadline

July 1—Thursday

0800-1700—Aircraft Inspection

1800—Cocktail Party

Pre-Take-Off Banquet

Lafayette Hotel, Supper Room

July 2—Friday

0800-1700—Aircraft Inspection

1600-1800—Pilot Briefing

Mirror Room, Lafayette Hotel

July 3—Saturday—TAKE-OFF DAY

0500—Leave for Airport

Breakfast at Airport

Weather Briefing

Load ships, Top tanks

Move to take-off position

0900—Official Take-Off

Swimming in the Blue Pacific

Tickets to Hollywood Radio & TV shows upon request

Tour of Long Beach Harbor

THE LONG BEACH CHAPTER 99's WISH TO THANK

Mayor of Long Beach, Lyman Sutter

Long Beach City Council and City Manager

Long Beach Chamber of Commerce

Long Beach Junior Chamber of Commerce

Long Beach Convention 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

Helms Bakeries

Bixby's Aero Cafe

Pancho's Florist

2347th AFB Long Beach, Calif., Colonel T. L. Wiper

Long Beach Auxiliary Police

Long Beach Control Tower

U. S. Weather Bureau

C.A.A. Safety Office Inspectors

Everett Hosking

David Olmstead

Harlan Kelly

Pictsweet Foods, Inc.

Pacific Coast Club

Cook Coffee Co.

COMMITTEES FOR THE START OF AWTAR AT LONG BEACH, CALIFORNIA

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Edna Stennett, Publicity

Joyce Failing, Operations

Donna Evans, Inspection

Dorothy Hayes, Registration

Dianna Bixby

Shirley Blocki

Iris Critchell

Rita Gibson

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Adeline Maylen

Beatrice Medes

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Harry Messersmith

Banquet Master Of Ceremonies

Joe DeBona

Official Starter

Jack London, Jr.

Take-Off Commentator

Bill Morrissey, Chief Test Pilot, Douglas Aircraft Co.

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Chamber of Commerce

Ward Johnson, President

D. W. Campbell, General Manager

Howard Jones, Assistant Manager

Vince Zimmerman, Mgr., Aviation Committee

Paul Parrish, Mgr., Publicity Department

KNOXVILLE

Governor Frank Clement has declared July 3 through 10 as "Women in Aviation Week" throughout the State of Tennessee, it has been announced.

Participants and visitors in Knoxville for the 1954 All-Woman Transcontinental Air Race are especially invited to attend, reports Knoxville Chamber of Commerce, Homecoming sponsor.

Participants and visitors alike will find there's a lot to see and do in Knoxville, terminus of the 1954 All-Woman Transcontinental Air Race.

A city of 130,000, with a metropolitan area population of 350,000, Knoxville is an industrial city, trade center, university town, resort area — no one of these city-types alone, yet all of them.

Center of the world-famous East Tennessee Valley, Knoxville is surrounded by the lakes and dams of the Tennessee Valley Authority, making a water playground among the rolling hills and fertile farmlands of the area.

Less than an hour's drive from Knoxville is the Great Smoky Mountains National Park, most visited Park in America. Embracing about 500,000 acres, the park contains 16 mountain peaks over 6000 feet in elevation. The main ridge does not drop below 5000 feet for a distance of 36 miles. Name of the park comes from the blue haze, sometimes as dense as smoke, which almost always hangs over the peaks.



Air view of Knoxville, with Fort Loudoun Lake. Main campus of the University of Tennessee is in the foreground. Metropolitan area population of Knoxville is 350,000.

Twenty-five miles from Knoxville is Oak Ridge, home of the Atomic bomb, and site of continued atomic research, particularly in the fields of medicine, agriculture and industry. A 50-bed research hospital is at Oak Ridge, and a 400 bed Isotopic Research Center and Hospital is under construction on the campus of the University of Tennessee campus in Knoxville. Oak Ridge — the city — is open to the public. Visitors find the American Museum of Atomic Energy is well worth seeing.

The University of Tennessee, first co-educational institution in the country, enrolls on its main campus in Knoxville over 5000 students each quarter. Training is provided in liberal Arts, Business, Education, Home Economics, Agriculture, Engineering and Law. Many advanced degrees are offered. University athletic teams are nationally recognized, and provide area sports fans with year-round thrills.

Knoxville is almost equi-distant from the Gulf of Mexico and the Great Lakes, and from the Atlantic Coast and the Mississippi River. Its retail trading zone includes counties in Tennessee, Kentucky, Virginia and North Carolina, with a population of over 1,400,000.

Knoxville has been the administrative headquarters of Tennessee Valley Authority since its inception in 1933. Four of the 18 dams built by TVA are within 30 miles of the city. Completion of Fort Loudoun dam brought the head of navigation on the river to Knoxville, connecting the city with the Ohio River at Paducah, Kentucky, 625 river miles away.



Norris Dam, first of the great chain of dams of Tennessee Valley Authority, near Knoxville.

HILLBILLY HOMECOMING

Here's another reason to "hurry on down" to Knoxville, gals — it's HILLBILLY HOMECOMING time.

You'll have the time of your life at "a real American celebration for everybody from everywhere." But here's the situation: Homecoming opens June 30 and closes July 5. So grab your bonnets and "hurry on down."

Program includes box suppers on the grounds, square dancing, an exposition of mountain folklore and "Celebrities Under the Stars," a two-hour show each evening in the very modern amphitheatre in Knoxville's Chilhowee Park.

Some of those appearing in person are: Eddy Arnold, Homer and Jethro, Pee Wee King, Smiley Burnette, Hank Fort, Martha Carson, Little Jimmy Dickens and Delores Watson. A quartet of Cherokee Indians from the reservation in North Carolina will sing and dance. Classical folk music and popular music will be included with the country music to make it a party to suit every taste.

A complete crafts fair will display the fine workmanship of the Southern Highlanders, with demonstrators on hand to teach their crafts. Antiques and pioneer exhibits as well as art will be included.

WE'VE GOT SILVER IN OUR HAIR

This is the Silver Anniversary year for The Ninety-Nines, Inc., international organization of licensed women pilots. The organization 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 117 women contacted responded with enthusiasm and became incorporated, at the suggestion of Amelia Earhart, as simply, the Ninety-Nines. Miss Earhart was elected first president of the group.

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

THE ROUTE

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:

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

Mr. J. H. Savage, President Blythe Chamber of Commerce. Coachella Valley Chapter, The Ninety-Nines, Inc.

PRESCOTT:

Mr. Grant W. MacCurdy, Airport Mgr., in charge of Time Clock & Service.

Mrs. Wilma Bland, Chairman Saguaro Chapter, The Ninety-Nines, Inc., representing the 99's at the clock.

WINSLOW:

Mr. George S. Oberdorf, Airport Mgr., in charge of Time Clock & Service.

Miss Mary Johnston, Sec.-Treas. Tucson Chapter, The Ninety-Nines, Inc., representing the 99's at the clock.

ALBUQUERQUE:

Mrs. Virginia Cutter, New Mexico Chapter, The Ninety-Nines, Inc., 99 in charge of Time Clock.

Cutter-Carr Flying Service, in charge of service.

AMARILLO:

Mr. Robert E. Siler, Airport Mgr., in charge of Time Clock & Service.

Norma Gray Simpson, Texas Chapter, The Ninety-Nines, Inc., 99 in charge.

OKLAHOMA CITY:

Mr. William O. Coleman, Airport Mgr.

Catlin Aviation Co., in charge of service.

Mrs. Ruth Craig Jones, Chairman Oklahoma Chapter, The Ninety-Nines, Inc.

Broneta Davis, 99 in charge of Time Clock.

Elizabeth Sewell, 99 in charge of gas sales.

Imogene Arnot, 99 in charge of publicity.

FORT SMITH:

Mr. Bob Crisp, Airport Mgr., in charge of Time Clock & Service.

Mrs. C. C. Davis, in charge of arrangements.

The Private Flyers of Fort Smith.

Beth Smith, Oklahoma Chapter, The Ninety-Nines, Inc., representing the 99's at the clock.

MEMPHIS:

Mr. G. Drennan Albrecht, Airport Manager.

Mr. Dal C. Miller, Dixie Air Associates, Inc., in charge of Time Clock and Service.

Mr. John Gerber, Jr., Memphis Aero Corp., assistant at Time Clock & Service.

CHATTANOOGA:

Mr. Bill Eckenrod, Airport Manager.

Miss Sarah Duke, Tennessee Chapter, The Ninety-Nines, Inc., 99 in charge of Time Clock and Service.

Chattanooga Chamber of Commerce.

AT THE END OF THE TRAIL

The Tennessee Chapter of Ninety-Nines meets every first Sunday in the Month. Several members have participated in the All-Woman Transcontinental Air Race a number of times and have interested others in this event. Because of their interest in aviation all the members are willing to chip in and work on this race terminus. **All the Tennessee Ninety-Nines feel that this is the biggest thing in aviation that has ever come to Tennessee.**

The Tennessee Chapter wishes to express thanks to all who have helped make this race terminus in Knoxville possible. Each Ninety-Nine is especially grateful to Governor Frank Clement for declaring July 3 through 10 as "Women in Aviation Week." We also wish to thank the Tennessee Bureau of Aeronautics for their assistance in this project, and to thank the newspapers, Television stations, and radio stations in Knoxville and the entire state of Tennessee for their cooperation.

TENNESSEE CHAPTER OF 99's

Chairman: Georganna McConnell
Vice-Chairman: Ruby Knapp
Secretary-Treasurer: Cora McDonald

Chairman Race Terminus: Sarah Duke
Chairman Publicity: Mary Jane Quarles
Chairman Registrations: Jane Hilbert
Chairman Operations: Cora McDonald
Chairman Inspections: Patricia Burnett

Membership Tennessee Ninety-Nines: Evelyn Bryan, Patricia Burnett, Helen Deason, Sarah Duke, Eddie Lee Griffin, Jane Hilbert, Ruby Knapp, Georganna McConnell, Sarah McCullough, Bonnie McDonald, Cora McDonald, Constance Ohlinger, Betty Park, Mary Jane Quarles, Ruth Thomas, Betty Wicker.

WE WISH TO THANK

FINANCIAL SPONSORS OF THE TERMINUS

Mrs. Evelyn Bryan
Morristown Flying Service, Inc.
Dempster Bros., Inc.
Tom Black, Inc.
Alfred M. Waddell
Glazer Steel Corporation
Cherokee Textile Mills
Knoxville Blue Print and Supply Co.
Hall-Tate Manufacturing Co.
Tennessee Bureau of Aeronautics
Millers, Inc.
Electro Manganese Corporation
John E. Dupes
Park City Storage and Transfer Co.
Hertz Rent-A-Car System
Retail Credit Association of Knoxville
S. H. George & Sons
J. R. Bragg
Hamilton National Bank
Sears Roebuck & Co.
John H. Daniel Co.
Park National Bank
P. E. Irwin
Exchange Club of Knoxville
Kerns Bakery
Dr. J. B. Naive

Cooperating with us is the Knoxville Chamber of Commerce and the East Tennessee Flyers Club.

General Chairman: Tom O. Kesterson

Chamber of Commerce:

Charlie Herd
Waller Anderson
T. L. Howard

Entertainment:

Dee Sidener
Ferris Thomas

Transportation:

Police Chief Joe Kimsey
Robert McMillan

Awards Banquet: John Camp

Housing: Jim Roberts and Ruth Thomas

Publicity: Glenn Whistler

Operations: W. P. Cook

Finance: Bill Sidner and C. B. Collier

Terminus CAA Inspectors: G. D. Latham and H. P. Gassaway from the CAA Office in Nashville, Tennessee.

LAST-MINUTE CHANGES AND ENTRIES

5

Barbara E. London of Long Beach, California, will fly a 150-hp Bellanca Cruisair.

Anna Brenner, Co-pilot, Santa Rosa, Calif.

Sponsor: Art Brenner, Realtor, of Santa Rosa, California.

Mrs. London has flown 2800 hours and has a Commercial ASEL & MEL, ASES & MES, Instrument and Flight Instructor ratings. She was a flight instructor on CPTP in Seattle, Washington, and a WASP Ferry Pilot with the Ferrying Division ATC for two and a half years. She is flying her third TAR, having flown in 1949 as co-pilot to Mrs. Betty Gillies. They took second place in that race. In 1952 she again flew as co-pilot to Mrs. Gillies. They took 5th place. Mrs. London has given untiring efforts to the running of five TARs, including the present one. She is Secretary of the AWTAR Board of Directors, Chairman in Charge of Contestants and Registrations, and Chairman of the Long Beach Chapter of the 99's, was Chairman of the Air Race Start Committee until her entry was accepted for this race. Barbara has two daughters, 6 and 4.

Mrs. Brenner has logged 5,000 hours since she started to fly in 1931. She owns the Bellanca Cruisair entry. She learned to fly in a Great Lakes Trainer, and has all ratings. She is a member of the Redwood City Chapter of the 99's.

47

Carole Gillespie of Seattle, Washington, will fly a Taylorcraft BC-12D.

Henrietta Tomakosky, Co-pilot, of Seattle, Wash.

Miss Gillespie and Miss Tomakosky are employed at Boeing Aircraft Company at Seattle, Washington. Carole is a member of the Washington Chapter of the Ninety-Nines. This is her first race.

48

Lauretta Foy of Van Nuys, California will fly a Luscombe 8E.

Jean Bartel, Co-pilot, of Los Angeles, California.

Lauretta Foy has logged several thousand hours and holds a Commercial Flight Instructor rating. She is a pianist and former dancer in Buz Berkeley's dancing group at Warner Brothers Studio. She has been flying since 1939 and was field representative for Piper Aviation Company. She and Sue Kindred won the TAR in 1949 while flying a Piper Clipper. She also flew in the 1952 TAR. She has three sons, two of them grown, one age four.

Miss Jean Bartel is Mrs. Don Norton in private life. She has logged many hours in the Luscombe which she and Lauretta are flying in the race. Miss Bartel was Miss California of 1943, and Miss America of 1943. She has done many Broadway shows in New York. Among them are Of Thee I Sing, Carnival of Flanders, Desert Song, Merry Widow, Sally, and many others. She is frequently in TV and radio shows, acting and singing, and has toured the night clubs of Brazil, South America, Europe and the Middle East.

49

Gloria Lee Smith of Phoenix, Arizona will fly a Bonanza A-35.

Sponsor: Hoffman Homes, F & S Construction Co. of Phoenix, Arizona. This company constructs homes throughout the United States.

Miss Smith has logged 450 hours on a Private rating. This is her first race. She has done some ferrying of aircraft.

50

Louise Brand Hyde of New York, New York will fly a Beech Bonanza C-35.

Mrs. Hyde started flying in 1940 and has Commercial SEL and MEL ratings. She was a WASP in World War II. This will be her first TAR. She will be flying solo.

51

Edna G. Whyte of Flushing, Michigan will fly a Cessna 120.

Marie Owen, Co-pilot, of Flushing, Michigan.

Sponsor: Mr. Whyte, Dalton Airport, Flushing, Michigan.

Mrs. Whyte has logged more than 11,000 hours of flight time. She holds ratings as a Commercial Flight Instructor, Instrument, Multi-engine, Seaplane and Helicopter. She has 25 first and second place trophies from various races, and took third place in the 1951 TAR. This will be her fourth TAR. She won first place in the 1953 International Air Race, and first place in the 1954 SkyLady Derby. Edna was a Link instructor for the Air Force. She is a registered nurse, and spent six years in the Navy Nurse Corps and one year in the South Pacific with the Army Nurse Corps.

52

Bernice Trimble of Flint, Michigan will fly a Cessna 180. She has logged over 3500 hours of flight time.

Mrs. Stanley Wilson, Co-pilot, of Dearborn, Mich.

Sponsor: Aeronautical Sales & Service, Bishop Airport, Flint, Michigan.

53

Helen Greinke, Bloomington, Illinois, will fly a Cessna 120.

Miss Greinke has 2,000 hours and holds a Commercial Flight Instructor rating. She was a Ground school instructor for CPT; for WTS, VA and private. She placed 4th in the All-American air maneuvers at Miami, Florida in 1946, 2nd at 1st All-Woman Air Show at Tampa, Florida in 1947, and placed 3rd in the 1948 TAR. Placed 2nd in air race from Montreal, Canada to Miami in 1949. This is her third TAR.

54

Nancy C. Moore of Ashburn, Virginia will fly a Cessna 140.

Barbara Jenison, Co-pilot, of Paris, Illinois.

Mrs. Moore has logged more than 500 hours, and holds a Private rating. This will be her third TAR. She has one 5-year-old child.

Mrs. Jenison has logged over 300 hours. She has a 21-year-old son. This is her first TAR.

55

Edith Foltz Stearns of Corpus Christi, Texas, will fly a Cessna 180.

Mrs. Stearns is celebrating the 25th anniversary of the first All-Woman Transcontinental Air Race which was flown from Santa Monica, California to Long Island, New York. Edith has logged several thousand hours and holds a Commercial Instructor rating.



Long Beach Shoreline



Long Beach Municipal Airport

The City of Long Beach Welcomes You . . .

The City of Long Beach is honored to be your host during your stay. 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 a peculiar, porcupine-like lump of topography with steel quills that is said to be the most valuable property on earth. It is known as Signal Hill and the oil derricks there are so close together that even an expert cyclist would have difficulty negotiating a path between them.

Only a few short years ago, Signal Hill was the only major attraction — that is to say, the only international superlative — to which the City of Long Beach could lay claim. Today, however, we can match our assets and accomplishments with the best in many fields of activity.

Historically, it is believed that Long Beach was first viewed by the white man when Cabrillo sailed into its bay in 1542. Two hundred years later, the first civil record of deeded land was recorded. In the year 1890, 564 persons populated the area. Others moved in and in 1900 there were 2,252; in 1910, 17,809; 1920, 55,593. Today Long Beach is fast approaching 300,000 in population.

Chief among Long Beach's natural attractions are a delightful year-round climate and miles of inviting beach on the Pacific Ocean. Such attributes led naturally to the encouragement of tourist visitations. The City Fathers were pleased with the fruits of their efforts. In turn, they were somewhat amazed when vacationers who came to visit decided to stay and live.

As a tourist center, 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.

You have chosen to stay at one of the two leading hotels, the Lafayette. The other is the Wilton.

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.

What does Long Beach have to offer industry? This is the list: A rich market area, a large labor pool, low electric rates, cheap and ample gas, an abundant water supply, a profit-making climate, better living, low taxes, and the availability of raw materials. Industries now here manufacture aircraft, apparel, automobiles, builder's supplies, chemicals, ships and soaps. And the fish canneries pack for consumption throughout many states and countries.

The favorable climate of Long Beach, its superior living and working conditions, year around recreational advantages and generally lower costs of living all contribute toward an exceptionally contented, efficient and dependable labor supply.

Three transcontinental railways, the Santa Fe, Southern Pacific, and Union Pacific connect Long Beach by rail with the East and all parts of the eleven Western states. Pacific Electric Railway, a local Southern California line, provides service with the transcontinental carriers. Switching services are available in the harbor and industrial areas by the facilities of the four line-haul railroads.

The Long Beach Naval Shipyard is a large industrial activity in the City of Long Beach and maintains an employment level of approximately 8,000 civilian employees. Its military complement is approximately 100 officers. It comprises an area of 259 acres which includes the breakwater which was erected early in World War II to protect the Shipyard proper from the open sea.

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 adequately 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 last year as the Finish for the All-Woman Transcontinental Air Race, and that it was again chosen for the Start of this year's race.

The City of Long Beach and the Long Beach Convention and Visitors Bureau trust you will enjoy your visit in our city and that you will like us so well that you will want to come back in the very near future.

To The Pilots

On the acknowledgement page and throughout the rest of the book we have tried to thank everyone concerned with the 1954 Air Race. But we have nearly forgotten the most important group of people to thank — you who are doing the racing. You are the ones who must know the rules, find the airplanes that will be acceptable to a tough inspection team, dig up the expense money, figure the route to the inch, and time consumed to the second. You must then take off under exciting conditions, race over the deserts, the mountains, the plains and the forest — always under the most extreme pressure. The pressure from yourselves for the best that is in you, the pressure from your relatives, friends, sponsors. For on your return home must come the accounting — and someone will always be first, but someone must always be last.

We who work on this race want to take this opportunity to thank you, the race pilots, for your cooperation and fine spirit. It means hard work and long hours to be an official for this air race. The task would be impossible if you did not cooperate in the wonderful way in which you do.

We Thank You