

6th Annual All Woman Transcontinental

AIR RACE

SANTA ANA TO
TETERBORO, N.J.



Official Program

50 cents

Acknowledgement

The All-Woman Transcontinental Air Race, Inc., Trustees and Committee, the Long Beach Chapter of the Ninety-Nines, and the New York-New Jersey Section of the Ninety-Nines, and the Santa Ana Junior Chamber of Commerce Air Race Committee wish to express profound thanks and appreciation to the following organizations and individuals for their invaluable assistance and sponsorship of the 6th Annual All-Woman Transcontinental Air Race, sanctioned by the Ninety-Nines, Inc., and the National Aeronautic Association, and conducted under the rules and regulations of the Federation Aeronautique Internationale:

START

Cessna Aircraft Company, Wichita, Kansas
Beech Aircraft Corporation, Wichita, Kansas
Wynn Oil Company, Azusa, Calif.
Ryan Aeronautical Company, San Diego, Calif.
Santa Ana Junior Chamber of Commerce
Lt. Gen. Harold L. George (Ret.)
Santa Ana City Council
Orange County Board of Supervisors
W. H. Nichols, Orange County Airport Manager
Martin Aircraft Sales & Service, Orange County Airport
E. J. Sullivan, Simplex Time Clocks
Civil Aeronautics Administration
U. S. Weather Bureau
John Aldrich
Miss Jacqueline Wonsetler
Lt. Col. Jack London, (USAFR)
Bertrand Rhine
Archie Twitchell
John Loufek
Carlos Wood
Joana Leschin
Lola Perkins
Balboa Bay Club of Newport Beach, Calif.
The Santa Ana Register
KVOE, Santa Ana Radio Station
Armand Hansen
Donald Foster, Acting Art Director of Program
Santa Ana Hudson Company
Claire's Drive-In
The Club Gardens
The Savoy Restaurant
Coffee Caddy
Macmillan Oil Co.
Treesweet Products Co.

TERMINUS

Civil Aeronautics Administration, Region 1
State of New Jersey, Dept. of Conservation and Economic
Development—Bureau of Aeronautics
The Port of New York Authority
Standard Oil Co. of New Jersey
Mallard Air Service
Teterboro School of Aeronautics
Safair Flying Service Inc.
Atlantic Aviation Inc.
Teterboro Limousine Service
Ronald Mulliken, Mulliken & Marx, Inc. (Ford Dealer)
Englewood, N. J.
Englewood Authorized New Car Dealers' Association,
Englewood, N. J.
Civil Air Patrol, Teterboro Squadron
Bergen County Emergency Radio Net
Harry Sheridan, Photographs
A. W. Winship Co., Inc.—Luggage
Eterna Watch Co. of America, Inc.—Eterna-Matic Watch

ON THE WAY

Along the Race Route, and particularly at the Designated Stops, the Local Chapters of the Ninety-Nines, the Airport Officials, the City and County Officials, the Senior and Junior Chambers of Commerce, the Civil Aeronautics Administration personnel, the Weather Bureau Forecasters and Observers, and a tremendous number of business firms and private individuals

are working together to make this Air Race a success and a memorable occasion to the contestants.

Since our early publishing date prevents securing a complete list of those working at each stop, we take this means of thanking you collectively. Each Air Race official and each contestant appreciates your efforts to the fullest.

The Flag Drops . . . *and The Race Is On!*



LT. COL JACK LONDON (USAFR) in Center, IS OFFICIAL STARTER
(Photo courtesy Long Beach Press-Telegram)

From: **SANTA ANA, CALIFORNIA**

To: **TETERBORO, NEW JERSEY**

— FOR —

FIRST PLACE PERPETUAL TROPHYSAN DIEGO CHAPTER
FIRST PLACE PERPETUAL TROPHYCAROLINA'S CHAPTER
SECOND PLACE TROPHYLARRY HUNT, Cessna Distributor
BELLE YOUNG TROPHY FOR
OUTSTANDING SPORTSMANSHIPSAN FERNANDO CHAPTER

and

AN OVERALL PURSE

First Place — \$500Cessna Aircraft Award
Second Place — \$400Olive Ann Beech Award, Beech Aircraft
Third Place — \$300
Fourth Place — \$100Ryan Aero Company Award
First Place — \$100 Added AwardLarry Hunt, Air-Oasis Co.



MARDO Crane, Chairman of the AWTAR, shown with ROBERT TAYLOR, Honorary Starter.

The Air Race

The July 4th take off will launch the 99's Sixth All-Woman Transcontinental Air Race. Only one airplane was in the first race, flown from Palm Springs, California to Tampa, Florida. The second year six planes flew from Palm Springs to Miami. The third year saw 17 planes racing from San Diego to Miami. The fourth year, 33 ships took off, again from San Diego, and raced to Greenville, S. C. Forty-four planes carrying 77 women were in the fifth race from Santa Ana, Calif. to Detroit, Michigan. This year, the sixth race, will start again from Orange County Airport, Santa Ana, Calif., and will end at Teterboro Airport, Teterboro, N. J.

Winners of the past races: 1947, Carolyn West and Bea Medes in an Ercoupe; 1948, Fran Nolde in a Navion; 1949, Loretta Foy and Sue Kindred in a Piper Clipper; 1950, Jean Parker and "Boots" Seymour in a Taylorcraft; 1951, Claire McMillen Walters and Frances Bera in a Cessna 140.

In the past races the handicap has been based on the manufacturers' advertised cruising speed. This year a "Par Speed" in knots has been established by the Race Committee 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."

Overall prize sponsors of past races have been Jacqueline Cochran, 1948 and 1949; City of Odessa, Texas, 1950, with an added purse in 1950 from Mrs. Olive Ann Beech. Last year Mrs. Beech (president of Beech Aircraft Co.) put up the first prize of \$850; Cessna Aircraft Co. gave the second prize of \$500; Ryan Aeronautical Co. gave the \$300 third place prize, and Taylorcraft donated \$100 for fourth place.

The races are sanctioned by the Ninety-Nines, Inc., and the National Aeronautic Association and are conducted under the Rules and Regulation of the F. A. I. The race itself is run under the complete authority of the Air Race Committee which has been appointed by the Chairman of the Air Race, the selection of whom is in the hands of the Board of Trustees of the All-Woman Transcontinental Air Race, Inc., headed by Mardo Crane. All Trustees and Race Committee members are Ninety-Nines.

The 1952 Air Race Committee consists of Chairman Mardo Crane, Beatrice Medes, Anne Rambo, and Betty Loufek. The two social chairmen of the start and finish are Aileen Pickering for Santa Ana, and Marjorie Davis for Teterboro, N. J. Miss Pickering is Chairman of the Long Beach Chapter of the 99's, while Miss Davis is a member of the N. Y.-N. J. Chapter.

THE NINETY-NINES, INC., INTERNATIONAL ORGANIZATION OF LICENSED WOMEN PILOTS

The Ninety-Nines, Inc., international organization of licensed women pilots, had its inception November 2, 1929, in a hangar 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.

Succeeding her as president have been Margaret Cooper Manser, 1933-34; Mable Britton, 1935-36; Daisy Kirkpatrick, 1937-38; Betty Huyler Gillies, 1939-40; Jacqueline Cochran, 1941-42; Ethel Sheehy, 1942-44; Jeanette Lempke Sovereign, 1944-46; Belle Hetzel, 1947-48; Blanche Noyes, 1948-50; Kay Menges Brick, 1950-51; Alice H. Hammond, 1951.

Growing steadily through the years, the Ninety-Nines now have members in Canada, Alaska, Hawaii, South America, Sweden, France, Australia, and Puerto Rico. Fourteen official national and international aviation records in both powered ships and sailplanes currently are held by members.

An Amelia Earhart scholarship of \$200 annually, established at the 1940 national convention in Denver, each year helps the winner from annual applicants promote her aviation career.

There are about 1200 Ninety-Nines.

OBJECTIVES

There are six main objectives to accomplish each year in the flying of the All-Woman Transcontinental Air Race:

To bring to the attention of the general public that all commercial and private flying is safe and practical.

To emphasize the fact that light planes used today most extensively in private aviation are safe in every respect and easily flown.

To provide activity in private flying, and this stimulates further activity in both private and commercial aviation. To provide competitive, safe, and enjoyable flight activity for women who have their private or commercial pilot's license.

To underline the admitted fact that women are efficient, safe pilots.

To contribute, on behalf of the sponsoring Ninety-Nines organization, to the status of private aviation, and to women in aviation, as well as aviation in general.

To bring to national attention the fact that women pilots are available in case of national emergency to fly blood plasma; direct evacuees; deliver messages by air; evacuate injured, etc. In that sense, the AWTAR becomes a defense mission for cross-country flight training of the most exacting nature.

The Trail Blazer



(l. to r.) Rita Patton, Anne Rombeau and Gerry Michelsen.

The "Trail-Blazer" has the job of flying the race route several days before the race itself begins. She must check each designated airport, place a time clock at each one, and make sure all arrangements have been made to handle race entrants with dispatch. She contacts all airport officials, Chambers of Commerce, CAA and Weather Bureau personnel, 99's, Wynn Oil and Simplex Time Clock representatives at each designated stop.

The "Trail-Blazer" will be sponsored jointly by Wynn Oil Company of Azusa, Calif., and the Santa Ana Junior Chamber of Commerce, Santa Ana, Calif. The time clocks will be provided by the Simplex Time Clock Company.

The "Trail-Blazer" will be Anne Rombeau. She performed, with great success, this same duty last year. Miss Rombeau is Governor of the Southwestern Section of the Ninety-Nines, Inc., and a member of the San Fernando Chapter. She is a licensed pilot and ground school instructor. She instructs and counsels in aviation at Glendale College, Glendale, California.

The "Trail-Blazer" will fly in a Bellanca, owned and piloted by Geraldine Mickelsen of the Sacramento Chapter. Mrs. Michelsen is Past-Governor of the Southwestern Section, and teaches school in Sacramento. She piloted her ship in the 1951 TAR.

Assisting Miss Rombeau and Mrs. Mickelsen will be Miss Rita Patton, ex-WAVE, who holds a commercial pilot's and a flight instructor's license, and is a member of the Los Angeles Chapter. Miss Patton flew co-pilot with the "Trail-Blazer" in 1951.

ROUTE OF THE 1952 AIR RACE

SANTA ANA: Situated in the heart of the Orange Empire, the largest city between Los Angeles (30 miles to the Northwest) and San Diego (85 miles Southwest). Scene of the start of the 1951 AWTAR. It's start was also co-sponsored by the live-wire Junior Chamber of Commerce, who cooperated with the Los Angeles Chapter of the Ninety-Nines.

BLYTHE, CALIFORNIA: First official stopping place on the route to Teterboro. It is situated on the West Bank of the Colorado River in the Palo Verde Valley. A live-wire community, cooperating each year with the women racers.

PHOENIX, ARIZONA: Called the Valley of the Sun because of the year-round sunshine, Phoenix is the second stopping place. The Saguaro Chapter of the 99's will be hostesses here.

TUCSON, ARIZONA: The Sunshine City has always taken a great deal of interest in the Air Race. The Tucson Chapter of the 99's will be the hostesses.

COLUMBUS, NEW MEXICO: Famed for the historic raid which Pancho Villa made in 1916, just four years after New Mexico was admitted to the Union. Columbus is a small community of some 300 inhabitants but has always assisted the participants in this Air Race. The people of this community open their homes to assist the participants whenever necessary. This fine attitude is appreciated greatly by the 99's.

EL PASO, TEXAS: Fifth official stopping place. The airport personnel, various commercial enterprises, and the several members of the 99's who live in El Paso and have previously raced, will see that the contestants are well taken care of.

ODESSA, TEXAS: This city of 30,000 put up the purse for the 1950 Air Race prizes. It is the sports center of West Texas.

ABILENE, TEXAS: Seventh stop enroute, "The Key City of West Texas" has a population of 55,000, the largest city in a radius of 140 miles. While oil and cattle are the chief industries, Abilene also has two colleges and one university.

WICHITA FALLS, TEXAS: is the ninth official stopping place.

OKLAHOMA CITY, OKLAHOMA: is the next stop. The Oklahoma City Chapter is busy with plans to make this a pleasant stop, working with local community leaders.

TULSA, OKLAHOMA: is number eleven on the route. The Tulsa Chapter can be counted on here, along with the airport officials and others.

SPRINGFIELD, MISSOURI: will come up over the horizon for the next stop.

ST. LOUIS, MISSOURI: is the 13th city where participants in the race can RON. The Greater St. Louis Chapter is working here on the TAR.

TERRE HAUTE, INDIANA: is the next official stop.

VANDALIA, OHIO: is Number 15 on the list.

WHEELING, OHIO County Airport: will have the next time clock.

HARRISBURG, PENNSYLVANIA: is the last one before the terminus is reached. The Pennsylvania 99's are working on a big welcome, the details of which were not available at press time.

TETERBORO, NEW JERSEY: The terminal city for this year's air race. The New York-New Jersey Chapter's terminus committee has everything beautifully arranged. Their Program of Events is printed elsewhere in the Program.

THE SANTA ANA JUNIOR CHAMBER OF COMMERCE

The Santa Ana Junior Chamber of Commerce takes pride in hosting the take-off ceremonies for the Sixth Annual All-Woman Transcontinental Air Race.

Interest in aviation has been predominant in Santa Ana since the year 1912, when Glenn L. Martin built his first airplane in the basement of a church within one block of the present city hall.

Another Martin also made history for Santa Ana and aviation—Eddie Martin, who established the first airport in Santa Ana. This airport was built within a mile of the present Orange County Airport and was the scene of many air shows and demonstrations when aviation was in its infancy.

Santa Ana was elected by military authorities as the site for the Santa Ana Army Air Base, to be used for pre-flight training during World War II. At nearby El Toro one of the largest Marine Base in the west was built. This Marine Air Base is still on active status. Between El Toro and the Orange County Airport lies the Lighter-Than-Air Base, housing Navy blimps and Marine helicopters.

So it is natural that Santa Ana's interest in aviation should continue at a high level. In 1950, Santa Ana sponsored a contestant in the race, Claire McMillen (Walters). In 1951, Santa Ana co-sponsored the start of the AWTAR with the Los Angeles Chapter of the 99's. This year the Santa Ana Junior Chamber of Commerce is again co-sponsoring the start, handling the various details and making all the necessary arrangements for the successful operations of this project.

Ed Crane is general chairman. He is assisted by almost the entire membership of the local jaycees.

A large number of interested firms, local officials, and other individuals have cooperated completely with the jaycees in their plans for this project.

Bill Nichols, manager of the Orange County Airport, Supervisor Cye Featherly, Johnny Martin of the Martin School of Aviation, Mayor Courtney Chandler of Santa Ana, and many other civic-minded officials have done much to cooperate with this project. The Santa Ana City Council and the Orange County Board of Supervisors are two groups which have played important parts.



ED CRANE
General Chairman



LEW HODGSON
Publicity Chairman



AL BLACKLIDGE
Banquet Chairman

CREIGHTON HUNTER
Airport Facilities Chairman



WAGON CAMP, GHOST TOWN, KNOTT'S BERRY FARM

Gather around the campfire at the Wagon Camp in the evening to witness the old fashioned entertainment. Visit Ghost Town, replica of an old mining town of the Gold Rush era of 1849.

KNOTT'S BERRY FARM & GHOST TOWN

Buena Park, California

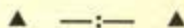
CHICKEN DINNERS

12 to 8:30 p. m.
Daily except Mon. and Tues.

STEAK HOUSE

12 to 8:30 p. m.
Except Fridays

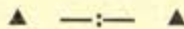
WELCOME 99's!



Clark's Restaurant

at

Orange County Airport



● **GOOD FOOD** ●

The Ninety-Nine's Air Race Contestants

Have All Heard About California's Beautiful Vacation Land at

SANTA BARBARA

and its

LA SIESTA MOTEL

789 COAST HIGHWAY

On the Eastern Limits of the City in Montecito



Owner—Mardo Crane, Chairman 1952 AWTAR, Inc.

Managers—Mr. and Mrs. Ray Thom Phone Santa Barbara 9-2821

This is a Duncan Hines and AAA Recommended Motel

Near Beaches, Tennis Courts and Golf Course ▲ Boating — Fishing — Flying
Enjoy Our Lovely Gardens and Comfortable Motel Units

PLAN YOUR

CALIFORNIA VACATION STAY FOR SANTA BARBARA
AT THE SIGN OF THE LA SIESTA MOTEL!



Program of Events . . .

SANTA ANA, CALIFORNIA

July 1—Tuesday

5 P. M.—Impounding Deadline for Aircraft

8 P. M.—Cocktail Party

July 2—Wednesday

8 A. M. - 4 P. M.—Inspection of Aircraft

6 P. M.—Banquet at Balboa Bay Club

July 3—Thursday

8 A. M. - 4 P. M.—Inspection of Aircraft

1:30 P. M.—Pilots' Briefing Session at Airport

July 4—Friday

8 A. M.—All Pilots Report to Airport

9:30 A. M.—Weather Briefing and Final Instructions

11 A. M. (Daylight Saving Time)

or

10 A. M. Pacific Standard Time—

T A K E - O F F !

TETERBORO AIRPORT, N. J. and NEW YORK CITY, N. Y.

July 5, 6, 7—Rest and recreation for early arrivals.

July 8—Tuesday

10 A. M. - 2 P. M.—Open House at 99's Headquarters, Room 2, 68 Fifth Avenue.

5 P. M.—Cocktails—Wings Club, Hotel Biltmore. Hosts: G. R. Wilson, Editor and Publisher of "Flying"; O. M. Mosier, President, Wings Club, and Vice-President, American Air Lines, Inc.

July 9—Wednesday

9:30 A. M.—Demonstration of New Dehmel Simulator

1 P. M.—Luncheon—Tavern-On-The-Green, Central Park

5 P. M.—Cocktail Party

July 10—Thursday

9 A. M.—Breakfast and Fashion Talk, B. Altman & Co. of Fifth Avenue

6 P. M.—Cocktail Party

7 P. M.—Awards Dinner—Park Sheraton Hotel—Honoring winners and contestants in the AWTAR.

July 11—Friday

10 A. M.—Brunch—Teterboro Country Club, Courtesy Port of New York Authority

Jaguar Cars



CLYDE KING
BRITISH FINE CARS

1219 S. Main St.
Santa Ana

999 American Ave.
Long Beach

NATIONALLY KNOWN QUALITY LINES

Complete Home Furnishings

Compare CHANDLER'S VALUES before you buy!

Faithfully Serving Orange County for 45 Years

OPPOSITE CITY HALL

SANTA ANA

Phone
KI 2-2348

Chandler's

Main
at Third

STOP nursing your car . . .
DON'T worry about your pocketbook . . .



NOW WE CAN
● REPAIR YOUR CAR
● PAINT YOUR CAR
ON EASY
MONTHLY PAYMENTS



FACTORY TRAINED MECHANICS AND CRAFTSMEN
 GENUINE FACTORY REPLACEMENT PARTS
 SPECIALIZED TOOLS AND EQUIPMENT

Why Wait
 for work your
 car needs

Come in . . . for a complete motor
 check by our factory trained mechanics.
 —Give your car the **FIRST CLASS SERVICE**
 that puts economy and dependability into
 your driving.

EXPERT REPAIR SAVES TIME AND MONEY

We recommend what your car
 really needs—NOTHING MORE.



Yours for the asking

Guaranty
Chevrolet Motors

ORANGE COUNTY'S LARGEST
 AUTOMOBILE DEALER
 FIRST AND SYCAMORE
 SANTA ANA KIMBERLY 2-6721

AIR RACE TERMINUS COMMITTEES

Chairman:	Marjorie B. Davis
Publicity	Novetah Holmes Davenport
Airport Operations:	Kay Menges Brick Alice Jean May Starr Marjorie M. Gray Teddy Kenyon Mary Morrison Anderson Muriel Steinel
Hostesses:	Ruby Sadtler Cecile Hamilton Alma Harwood Clementine Bast Agnes Crean Peggy Norris
Arrangements:	Jeanne Spielberg Lois Fairbanks Selma Cronan Helen Mary Clark Betty Hake Ena Ayers
Transportation:	Barbara Evans Constance Hahn Mary Reifschneider
Communications:	Murray Hake Fisher



(l. to r.) ALICE STARR, Official Timer; NOVE-
 TAH DAVENPORT, Publicity; MARJORIE
 DAVIS, Terminus Chairman; KAY BRICK, Oper-
 ations; AMY ANDREWS, Finance; JEANNE
 SPIELBERG, Arrangements.

(Photo by Sheridan)

F O R . . .

▲=OFFICE SUPPLIES
 ▲=STATIONERY
 ▲=FOUNTAIN PENS
 ▲=KODAKS — FINISHING
 ▲=GREETING CARDS

I T ' S . . .

STEIN'S - of Course

307 West 4th St.

Santa Ana

History of the Air Race

ORIGIN

In 1947 one of our famous 99'ers, Dianna Bixby, owned an A-26 and was looking around for some records to break and places to go. The same year the Florida Chapter of the 99's was staging an All-Woman Air Show in Tampa. Dianna wrote them to suggest that a good way to get the west coast women to attend their air show would be to have an air race from west to east, ending at the air show. "Fine," said the Florida 99's, "Go to it!" Dianna wrote them proposing that Mardo Crane of the Los Angeles Chapter be asked to organize such a race. A letter was immediately drafted to Mardo urging her to stir up some enthusiasm for such a race among west coast women. Thus the race was born.

FIRST RACE—1947

Several planes, including Dianna's, signed up to fly in the race, but something happened to each one, until when March 10, 1947, dawned, only one plane showed up at the Palm Spring, Calif., Airport for the start. Nevertheless, the race was on, with Carolyn West of La Canada, Calif., and Beatrice Medes of Corona del Mar, Calif., flying together in Carolyn's Ercole. Good sports that they were, they raced against their own advertised cruising speed, crossing the continent in 23 hours, 45 minutes. They received, in Tampa, trophies and cash promoted by the Florida Chapter.

SECOND RACE—1948

In 1948 the Florida Chapter's All-Woman Air Show was set for Miami. The Florida 99's again wanted a TAR to end at their air show. Mardo Crane once more was asked to take charge of the start. This time six planes flew in the race, piloted by Jean d'Ambly, Helen Greinke, Dorothy Kravoza, Claire McMillen (Walters) and Betty McMillen (Loufek), Frances Nolde, and Darline Thurmond. Starting from Palm Springs the women raced for a purse provided by Jacqueline Cochran, plus a beautiful trophy. Winner was Frances Nolde (Navion).

THIRD RACE—1949

The Florida 99's Air Show had been tremendously successful, but by the same token it was a project of such magnitude that they found it difficult to handle the TAR, too. So, Mardo Crane was asked to take charge of the entire race, coordinating with the Florida Chapter's All-Woman Air Show.

Mardo was then chairman of the Los Angeles Chapter. She appointed De Thurmond from that chapter as Air Race Chairman. De served until a few weeks before the race when she resigned in order to race. With the help of Mardo Crane, Irma (Babe) Story, and several others, De drew up the first real set of rules. Mary Nelson of Palm Springs suggested having the contestants stamp their logs at each stop on automatic time clocks.

Time clocks were placed along the race route at 12 or 14 "designated" airports. Contestants could RON (remain over night) only at a "designated" airport.

The 1949 TAR purse was again donated by Jacqueline Cochran. Bid for the race start went to the San Diego Chapter.

A "Trail Blazer" now became necessary for two reasons: to go ahead of the race to set up the mechanics of it, such as time clocks, etc., and to be at the terminal point to figure the winners. Publicity outlets also could be alerted. Mardo Crane was the Trail Blazer. Esther Nelson accompanied her.



DIANNA
BIXBY



BEATRICE
MEDES



CAROLYN
WEST

Out of 17 planes (27 women) entered, the first place winners were Loretta Foy and Sue Kindred (Piper Clipper). The race was computed on handicaps using the manufacturer's advertised cruising speed for each aircraft. The race was NAA sanctioned.

FOURTH RACE—1950

The 1950 Race Committee consisted of Mardo Crane, chairman; Evelyn Briggs, of San Diego; Mary Ring, chairman of the San Diego Chapter (hostesses); Barbara London and Betty Loufek, of Long Beach; Bea Medes, of Corona del Mar; and Amalie Stone, chairman of the hostess chapter at the terminal point (Carolina's). Bids were accepted from San Diego and Greenville, S. C., as start and finish points. The city of Odessa, Texas gave the purse for the first five places. "Trail Blazer" was Mardo Crane, accompanied by Betty Loufek, and sponsored by the California resort, Apple Valley.

Thirty-three planes (51 pilots) entered the race. It was NAA sanctioned.

Winners were Jean Parker and "Boots" Seymour (Taylorcraft). Two perpetual Rotating Trophies were presented for the first time to the winner; one from the Carolina's Chapter, and the other from the San Diego Chapter. In addition a For-Keeps Trophy was presented by the San Diego 99's.

FIFTH RACE—1951

The Air Race Committee consisted of Mardo Crane, chairman; Betty Loufek, Bea Medes, Lola Perkins and Anne Rambo (Trail Blazer), and Clara Davis, chairman of the hostess Los Angeles Chapter. Amalie Stone and Frances Nolde represented the race committee on the eastern terminus. At the terminus also was its hostess chapter, the Michigan 99's.

The race was flown from Orange County Airport, Santa Ana, Calif., to Detroit City Airport. It began August 15th and ended August 19th. Forty-four light planes (77 women pilots), all conforming to the rule of being stock model aircraft of 0-300 HP, took off in 10 minutes under the flag of official starter Jack London. All planes crossed the finish line at Detroit, with only three not qualifying because they did not meet the landing deadline.

Prize purses were donated by aircraft companies as follows: 1st, Claire McMillen (Walters) and Frances Bera (Cessna 140)—\$850—Beech Aircraft Corp. 2nd, Marion and Jan Dietrich (Cessna 120)—\$500—Cessna Aircraft Co. 3rd, Edna G. Whyte (Cessna 140)—\$300—Ryan Aeronautical Co. 4th, Jean Parker (Taylorcraft)—\$100—Taylorcraft, Inc. In addition to the two perpetual trophies first awarded in the fourth race, a second place trophy was awarded by Larry Hunt, Cessna Distributor of Fresno, Calif. Mr. Hunt also gave an award of \$50 to the first place winner.

MARTIN SCHOOL OF AVIATION---IN THE HEART OF SOUTHERN CALIFORNIA

BEECHCRAFT, PIPER-STINSON, ERCOUPÉ, SALES AND SERVICE

A LARGE LISTING OF USED SHIPS AVAILABLE

WE WELCOME ADDITIONAL LISTINGS

REPAIR & SALES
OF
AIRCRAFT PARTS
AND
ACCESSORIES



GOVERNMENT APPROVED FLYING SCHOOL NO. 7045

CAA APPROVED REPAIR STATION NO. 4027

ORANGE COUNTY
AIRPORT

P. O. BOX 986
SANTA ANA, CALIF.
KI 2-5651, Flight Office
KI 2-5652 Sales and
Service

The Orange County Airport is the largest in Orange County, one of the finest in the state of California and the nation.



The ideal flying climate permits flying nearly every day of the year. There are no fly-obstructions for miles.

RADIO REPAIR SHOP

Complete facilities for radio repair work are maintained here. Also for automatic pilot controls. Skilled mechanics are always available.

MAINTENANCE FACILITIES

Expert mechanics working in an approved repair station make any job from a minor adjustment to a complete overhaul at savings to you.

STORAGE

Large hangar space enables owners to store their planes with complete confidence that safety is guaranteed always.

FLIGHT INSTRUCTION

Every instructor at the Martin School of Aviation is a specialist in his line. Many of them are graduates of this school.

FLYING TRIPS

Facilities for trips to nearby cities with top flight pilots at the controls are available—also rentals.

UNION GAS & OIL

Full facilities on the truck for complete service to transient aircraft.

LARGE STOCK OF AIRCRAFT PARTS AND SUPPLIES

PROPELLER REFINISHING AND BALANCING

AVAIL YOURSELF OF THE COMPLETE SERVICES AT THE MARTIN SCHOOL OF AVIATION — MAKE IT YOUR HEADQUARTERS IN SOUTHERN CALIFORNIA!

Air Race Committee



MARDO CRANE
Chairman
AWTAR, Inc.
Chairman
Air Race Committee



BEATRICE MEDES
In Charge of
Operations



ANNE ROMBEAU
Chairman of
Publicity and
"Trail-Blazer"



BETTY LOUFEK
In Charge of
Entries



KAY BRICK
East Coast Operations



AILEEN PICKERING
West Coast Social
Chairman



BERTRAND RHINE
Legal Advisor

Buy With Care - Sell With Pride

EDDIE MARTIN

USED CARS

BANK TERMS

Business Phone: KI 3-1651
409 East First Street
Santa Ana, California

COFFEE SHOP

WELCOME TO

Hotel Santa Ana

Main Street at Sixth ▲ Phone KImberly 2-8855

Santa Ana, California

Mabel L. Isaacson, Mgr.

The Long Beach Chapter, 99's

CO-SPONSORS OF START

Publishers of Official Program

First Row:—**AILEEN PICKERING**, Chairman; **DIANNA BIXBY**, Vice-Chairman; **BETTY LOUFEK**, Secretary-Treasurer; **BARBARA LONDON**, **BEATRICE MEDES**, **SHIRLEY BLOCKI**, **IRIS CRITCHELL**. Second Row:—**DONNA EVANS**, **MAE SHARP**, **FERN STIEFLER**, **CLAIRE WALTERS**, **ELIZABETH WATSON**, **MARJORIE BLAKE**, **EDNA STENNETT**.



At The Start

CIVIL AERONAUTICS ADMINISTRATION SAFETY INSPECTORS



A. E. NEUMANN (top)
In Charge
l. to r. (bottom)
H. G. DENNER
C. H. DEMAREE

H. STAMETS (not shown) will also
inspect race planes.



W. H. NICHOLS
Orange County Airport Manager



JOHNNY MARTIN
Martin Sales and Service,
Orange County Airport

U. S. WEATHER BUREAU will provide
John Aldrich, Forecaster, and **Miss Jacqueline Wonsetler**

Official Entry List 1952 All-Woman TAR



1

DORIS JOHNSON EACRET, Bing Crosby Ranch, Elko, Nevada, is the pilot. She holds a commercial rating, and has logged 600 hours. Doris does a great deal of ranch and range flying and cross-country flying on ranch business. She is married. She flew in the 1951 TAR with HELEN McINTOSH (left in picture) as co-pilot. Helen is from Las Vegas, Nev. Doris and Helen are flying a Cessna 140A Patroller, and are sponsored by CRUMLEY HOTELS of Elko, Nevada.



2

CLAIRE HALE, San Diego, California (right) is the pilot this year. She and co-pilot Betty Lambert flew in three previous races with Claire as the co-pilot. Claire has 400 hours and a private ticket. She expects, by race time to have her ground instructor's rating and also a commercial rating. She is married and has a nine-year-old boy. ELIZABETH (Betty) LAMBERT, San Diego, has logged 1000 hours. She holds a commercial flight instructor's rating, an instrument rating, and has all of the ground instructor's ratings. Betty is the author of two aviation textbooks: "Navigation . . . Meteorology: Practice Problems for Pilot Certificates." She is married and has two sons—age one and one-half, and two and one-half. Claire and Betty are flying a Cessna 170, and are sponsored by the GIBBS FLYING SERVICE, INC., of Montgomery Field, San Diego, California.



MONTE E. PETERS CO.

DESOTO - PLYMOUTH



Authorized "Direct Factory"
Dealer . . . Sales and Service



519 NO. BROADWAY
SANTA ANA

Best Wishes for Another
Successful Race

Gibbs Flying Service, Inc.

MONTGOMERY FIELD
SAN DIEGO, CALIF.



3

LOIS K. BARTLING, San Diego, California, is flying her fourth TAR. A Swift 125 is her plane.



4

LORENE E. MISENER, Alameda, California, is the pilot (right). She has a private license, with 200 hours. This is her first TAR. Lorene holds a parachute rigger rating, and is an Aircraft Inspector for the U. S. Navy. She is married. Her co-pilot is ANN ROGERS, Oakland, Calif. Ann has a private pilot's rating. Lorene and Ann are flying a Cessna 140, and are sponsored by Marion W. Miller, President of the ALAMEDA CHAMBER OF COMMERCE, plus The Alameda Times Star and the Alameda Naval Air Station Employees' Association.

THE CITY OF ALAMEDA

sponsored by

ALAMEDA NAVAL AIR STATION
EMPLOYEES' ASSOCIATION



THE ALAMEDA TIMES-STAR



THE ALAMEDA
CHAMBER OF COMMERCE

BOWLING

IF YOU BOWL OR IF
YOU DON'T . . . THE
SANTA ANA
BOWLING CENTER
IS A MUST ON YOUR
LIST!

5th at Ross KI 2-8309



5

MARGARET W. CALLAWAY (right), Travis A. F. B., California, will be in the right-hand seat on this flight. She has logged 1400 hours and has a commercial license. She owns two planes—a Cessna 140 and a Fairchild KR-21, an aerobatic biplane. Margaret participated in air shows in Panama City, Florida, by performing aerobatics in a Stearman. At present she is instructing at Fairfield Air Park. She is married and has two daughters, ages 10 and 11. She and LINDY BOYES, co-pilot, flew together in the 1951 TAR. Lindy's home is in Piedmont, Calif. She has a commercial pilot's license and has logged 400 hours. Lindy began flying in 1946 as a member of the University of California Flying Club. She works in the editorial department of the Oakland Tribune. Margaret and Lindy are flying a Cessna 140, and are sponsored by the OAKLAND CENTENNIAL COMMISSION, OAKLAND CHAMBER OF COMMERCE, California.



6

RUTH WOLFE THOMAS, Knoxville, Tenn., is the pilot. She is holder of a private license and has 750 hours. She is a teacher in the city school system of Knoxville, Tenn. Ruth is married and has one six year-old child. Her co-pilot is DELIA JOAN SIDNER, of Oak Ridge, Tenn. They are flying a Cessna 120. This is their first TAR.

Happy Racing TAR

- ▲ 80-90-100 Octane Gasoline
- ▲ Flight Instruction
- ▲ Hangar Storage
- ▲ CAA on Field
- ▲ Snack Bar

COACHELLA VALLEY
AIR SERVICE
Thermal Airport

ELEANOR WAGNER
Manager

Phone 9-5146
Thermal, Calif.



Acme Aircraft Co.

TORRANCE MUNICIPAL AIRPORT

Box 516

Lomita, California • Phone Lomita 2050

▲ —:— ▲

CUSTOM CONVERSIONS



7

JAN DIETRICH, San Mateo, Calif., is the pilot. She and her co-pilot, MARION DIETRICH, San Mateo, Calif., are pictured together. You figure out which is which. Both Jan and Marion have commercial pilot licenses with 400 hours each. They always race together. They entered the San Mateo-Chico Air Race in 1947, taking first; took fourth in it in 1948, and second place in 1950. They flew for the first time in the TAR in 1951, taking second place. Jan was president of the University of California Flying Club in 1947 and organized the first Pacific Coast Intercollegiate Air Meet since World War II. She is the former chairman of the Bay Cities Chapter, 99's. Marion was president of the University of California Flying Club in 1949, and organized the San Mateo Annual Intercollegiate Air Meet. They are flying a Cessna 120 and are sponsored by the SAN MATEO CHAMBER OF COMMERCE and the TALOA ACADEMY OF AERONAUTICS, Oakland, Calif.



8

FRANCES S. BERA, Santa Monica, Calif., is flying solo in this, her second TAR. She flew co-pilot with Claire McMillen Walters last year. They took first place. Fran has a commercial instructor's rating and has logged 4000 hours. She also has a seaplane rating and a multiengine rating. She is a licensed private and commercial pilot examiner. She learned to fly when she was 16 years old, has operated a flight school, and has made ten parachute jumps. Fran is presently instructing at Cloverleaf Aviation, Santa Monica. She is married. She is flying a Piper Cruiser PA-12 and is sponsored by CLOVERLEAF AVIATION, SANTA MONICA AIRPORT, Santa Monica, Calif.

SKY STORE

Your Well-Stocked Distributor

CONTINENTAL ENGINES AND PARTS
A-65 to E-185

McCAULEY MET-L PROPS
All Models

SCOTT AVIATION PRODUCTS
Tail Wheels, Oxygen Equipment,
Instruments

FLIGHTEX FABRICS AND TAPES
All Widths, Both Grade "A"
and Intermediate

COMPLETE LINE SCHOOL SUPPLIES
Books, Maps, Computers, Etc.

at VAIL FIELD

6429 Anaheim-Telegraph Road
Los Angeles 22, Calif.

HAPPY LANDINGS!

99's

WELCOME TO

Cloverleaf Aviation, Inc.

Jon Hall — Frances Langford — Robert Young
Woody Duke

Santa Monica

Municipal Airport

Cloverfield — Santa Monica, Calif.

SEE OUR BEACHES
CLOSE TO EVERYTHING

▲ —:— ▲

FILMLAND'S RENDEZVOUS

John J. Stanton, General Manager

9

BETTY H. GILLIES (right), pilot, San Diego, Calif., will be flying her 4th TAR. She has 2500 hours of flying time, and holds the following ratings: commercial, flight instructor, instrument, multiengine, and seaplane. Betty is a past president of The Ninety-Nines, Inc., and has given valuable assistance in the running of past TARs. Betty was a WASP, and was in the Ferrying Division of the Air Transport Command. She flew with her daughter (age 18), as co-pilot in the 1950 and '51 races. In 1949 she and BARBARA LONDON, Long Beach, Calif., her co-pilot this year, flew together and took second place in the TAR. Barbara has the same ratings as Betty. She was also a WASP, and attached to the Ferrying Division of the ATC. Betty and Barbara are flying Betty's Ryan Navion 260, and are being sponsored by the ACME SAW AND SUPPLY, San Diego, California, and ACME SAW SUPPLY COMPANY, Los Angeles, Calif.

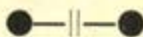


10

ISABELLE G. McCRAE (right), pilot, Lemon Grove, Calif., is flying her third TAR with the same plane—and the same co-pilot, Betty McNeil. Isabelle has 1000 flying hours logged. She has a commercial instructor's rating, plus ratings for single and multiengine. She was a WASP from 1943 to 1945, and was also an AAF Flight Nurse during the war. BETTY McNEIL, La Mesa, Calif., has about 350 hours "observer time", and is a grandmother! They are flying H. E. McNEIL'S Beechcraft, and are sponsored by the BUSINESS AND PROFESSIONAL MEN OF LEMON GROVE, CALIF.



Congratulations on Another Great Race

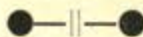


Acme Saw Supply Co.

6213 AVALON BLVD.
LOS ANGELES 3, CALIF.

Acme Saw & Supply

2745 KETTNER BLVD.
SAN DIEGO, CALIF.



INDUSTRIAL SUPPLIES — CUTTING TOOLS — MACHINERY

11

CAROLYN McCOY, pilot, Breckenridge, Texas, holds a private license and has flown 300 hours. This is her first race. Carolyn is an aerodynamic engineer at Chance Vought Aircraft, Dallas, Texas. She is flying a Cessna 140 and is sponsored by the CITY OF BRECKENRIDGE, TEXAS.



12

LOWANDA GABRIEL (left), pilot, Hollywood, Calif., also flew in the 1951 TAR. She and co-pilot FERN STIEFLER used LoWanda's plane last year. This year they will use Fern's ship, a Cessna 170.



Fly With The World's Largest
Coach Airline

North American Airlines

LOCKHEED AIR TERMINAL
BURBANK, CALIFORNIA

▲ —:— ▲

**Congratulations and Best Wishes
To All Race Contestants!**



13

LUCILLE L. CHEETHAM, Arkansas City, Kansas, placed sixth in the 1951 TAR. She holds a commercial pilot's rating, with 975 hours logged. She is a parachute rigger, and has made 14 parachute jumps to date, at air shows. After her full time job is done for the day, "Susie" flies a paper route for Smyer Aircraft Company, delivering the Winfield Daily Courier to eight towns. She will fly a Cessna 140 in this race.



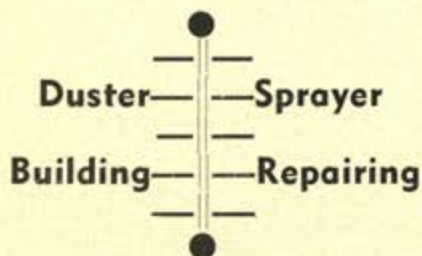
14

DONNA EVANS (left), pilot, Downey, California, is now doing some weekend flight-instructing on a brand-new ticket. She was in the 1950 and the 1951 TARs, and has a total of 400 hours in the air. VIVIAN CLIFT, passenger, Beverly Hills, Calif., flew with Donna last year, too. They will fly a Piper Clipper, PA-16, and will be sponsored by AIR O-CRATS FLYING CLUB, Bellflower, Calif.

West Coast Air Service

BELLFLOWER AIRPORT
Bellflower, California

**Manufacturers of
ALL TYPES OF DUSTING
AND SPRAYING EQUIPMENT**



CONGRATULATIONS TO ALL RACE CONTESTANTS



SALES———

FINANCE———

INSURANCE———

MAINTENANCE———

**World's Largest Aircraft Dealer
LEO L. YODER**

**AIRCRAFT SALES and
BROKERAGE CO.**

Long Beach Municipal Airport



15

BARBARA TOWNE DICKSON, San Rafael, Calif., holds a commercial pilot's rating, with 1350 hours logged. She is an ex WASP, and gave flight instruction at the San Francisco Bay Airport in 1946. She is the mother of two boys, ages 8 and 4. Barbara will fly a Cessna 140 in this TAR, her first race.



16

MARJORIE E. BLAKE (left), pilot, Long Beach 8, Calif., has 4850 hours in her book. She holds a commercial-instructor, instrument, multiengine, and seaplane ratings. She was the chief pilot at Greenwich Air Service, Greenwich, N. J., for two years and is now employed as a flight instructor at Bellflower Airport, Bellflower, Calif. This is her first race, and will have ILIF A. GAUTHIER as co-pilot. Ilif (hereafter known as "Tommy") has a private license with 130 hours logged. She was in the Army Air Force for two years. Marjorie and Tommy will fly a Swift 125 in the race.



17

LOUISE M. SMITH (right), pilot, High Point, N. C., is flying her first TAR, but the race isn't new to her. A member of the Carolinas Chapter, she helped work on the terminus problems for the 1950 race, and helped promote the Carolinas Perpetual Trophy for first place. Louise has 1025 hours and holds a commercial ticket. She is married and has two children, 7 and 5 years. Her co-pilot will be BURNETTE S. SPENCER, Trinity, N. C., who holds a private license and has flown 250 hours. She is an assistant manager of an airport. Louise and Burnette will fly the Smith's Beech Bonanza.



18

VIRGINIA STOVER RICHARDSON (right), pilot, Yakima, Wash., will be flying her third TAR. She has flown 8000 hours and holds the following rating: Commercial flight instructor, instrument, multiengine, seaplane, airline transport rating, link instructor, and ground instructor ratings. She is at present operating a flight school giving ATR and Instrument instruction, both flight and ground, giving all the instruction herself. She occasionally helps her husband with his crop dusting and spraying business. As last year, her co-pilot will be JOYCE HOBERG LEE, Portland, Oregon. Joyce has 1400 hours to her credit and hold the following rating: commercial flight instructor, instrument, and multiengine. Gini and Joyce will fly the Richardson's Cessna 120.

COLLINS-DIETRICH AIR SERVICES, INC.

Managers

Torrance Municipal Airport



Tie Downs

Hangar Space

Ground Leases

Office Space

Charter

Flight Instruction

5000 Ft. Paved Runway



Now Open → Cafe-Cocktail Lounge-Motel ← Now Open

Complete Aircraft & Engine Shops on Field

THE HALF WAY HOUSE

Now Offers Both the Fly-In or Drive-In Guest the Finest in

- MIXED DRINKS
- EXCELLENT FOOD
- MOTEL ACCOMMODATIONS

Your Hosts — Tiny and Leo and Your Chef Claude Fields

Bellanca West Coast Sales & Service

CONGRATULATIONS 99's

ON THE SIXTH ANNUAL ALL-WOMAN TRANSCONTINENTAL AIR RACE

Good Luck To All Contestants!

E. G. "SLIM" KIDWELL, Owner

Bellanca Distributor California and Nevada



19

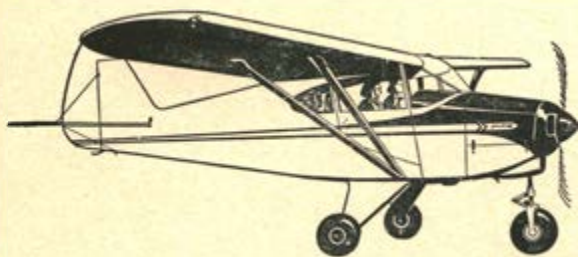
EVELYN S. BRYAN (left), pilot, Jefferson City, Tennessee, is entering her second TAR, having raced in the 1951 competition. She has flown 2275 hours and holds a commercial instructor rating, and also a seaplane rating. She is the co-owner and co-operator of Morristown Flying Service, Inc. She instructs there. She will have PATRICIA L. BURNETT for her co-pilot. Patricia lives in Morristown, Tenn. She has logged 90 hours and holds a private ticket. She was one of Evelyn's students. They will fly Evelyn's Piper Pacer.



20

LORRAINE LOGAN, pilot, San Francisco, Calif., flew in last year's TAR as co-pilot to JUNE LEITCH, Sausalito, Calif., who is the co pilot this year. They will fly June's Luscombe Silvaire.

IF ITS PIPER



Call John Baker

LONG BEACH 4-2005 — 40-8312

Lycoming — Franklin Engines
Sensenich Props — Lear Radio
Complete Piper - Stinson Parts

Exclusive California-Nevada
Distributor for Piper Aircraft Corp.

Baker Aircraft Sales

Long Beach Airport, Box 8066

Ninety-Nines

ADD TO YOUR CERTIFICATES & RATINGS



Use "PRACTICE PROBLEMS FOR PILOT CERTIFICATES" and pass your examinations.

Successful study guides —
Instrument, Commercial,
Airline, Ground Instructor.

NAVIGATION: PRACTICE
PROBLEMS FOR PILOT
CERTIFICATES
\$2.00 per copy

METEOROLOGY: PRACTICE
PROBLEMS FOR PILOT
CERTIFICATES
\$1.00 per copy

- ▲ 260 Multiple-choice questions by subject
- ▲ 75 Weather Map questions
- ▲ Map FREE with each book

- ▲ Explanations, latest type examinations
- ▲ Dead reckoning, instruments, charts
- ▲ Radio, instrument flight procedures
- ▲ WAC 361 & 25 DF—FREE with book
- ▲ A complete text book

Practice Problems for
Pilot Certificates

3430 LARK STREET

SAN DIEGO 3, CALIF.



21

EDNA GARDNER WHYTE (left), pilot, Aberdeen, Miss., has 10,600 hours of flying time. She holds ratings as a commercial flight instructor, and ratings in instrument, multiengine, seaplane, and helicopters. She has 24 first and second place trophies, and took third place in the 1951 TAR. She 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. Her co-pilot is ROWENA EYER BURNS, Ft. Worth, Texas, who holds a commercial flight instructor rating, as well as instrument, multiengine and seaplane ratings. She has logged 450 hours. Edna and Rowena will fly Edna's Cessna 140 in the race.



22

MAYETTA BEHRINGER, Corpus Christi, Texas, has a commercial flight instructor's rating as well as single-engine land and seaplane ratings. She is married and has two daughters, one 23 months and one 6 months. She will fly a Cessna 170, and will be sponsored by the CORPUS CHRISTI CHAMBER OF COMMERCE, Corpus Christi, Texas.

23

FRANCES P. WARNER, Denver, Colorado, has logged 300 hours and has a commercial pilot's rating. This is her first TAR. She is married and has two children, ages 7 and 3. She will fly a Bellanca Cruisemaster.

—:— **BEST WISHES** —:—

To All Contestants of 1952 All-Woman Transcontinental Air Race

— FROM —

Lary Aircraft Company and Fullerton Municipal Airport

LAmbert 5-2268

SALES : Bank Financing : SERVICE

WE SPECIALIZE IN CUSTOM PAINTING OF AIRCRAFT



24

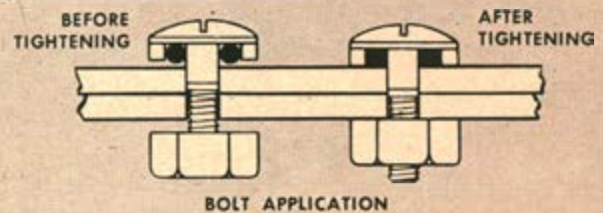
JEAN C. PARKER (left), pilot, Arcadia, California, will be entering her fourth TAR. She has 2800 hours logged, and has a commercial rating. She is an ex-WASP. Jean recently returned from piloting a Bellanca to Bogota, Columbia, and return. She is a member of the Caterpillar Club. Jean's co-pilot is KATHERINE WAGNER, Pasadena, Calif. She holds a private ticket and has logged 190 hours. The women are flying Jean's Cessna 140.



25

SHIRLEY A. BLOCKI (right), pilot, Long Beach, California, has flown 1600 hours and holds commercial-flight instructor ratings, as well as instrument, multiengine, and seaplane ratings. She is also a Link instructor. She flies students and instructs in Link at Bellflower Airport, Bellflower, Calif. Her co-pilot is MARTHA BAECHLE, Long Beach, Calif. She holds a student permit. Martha is a teacher in Bellflower. Shirley and Martha will fly a Cessna 140.

Lock O Seal*



Lock O Seals are approved for use on military aircraft using Class I and IV fuels under specifications USAF 45007 as superseded by MIL-P-5315.

Lock O Seals are available with three types of synthetic rubber seals that will fill all your sealing requirements. Lock O Seals are impervious to oily solvents, ordinary gasoline, special aircraft fuels, water, air and gases. Temperature range from minus 100°F. to plus 500°F.

Lock O Seals provide a permanent positive seal for bolts, nuts, rivets, studs, tubing, electrical connections, flush rivets and other round rods and tubes.

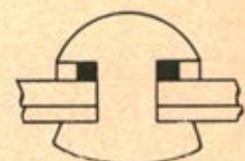
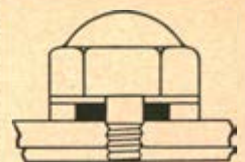
*Patent 2,396,005 Trade Mark

Write for Brochure and Engineering Data

THE FRANKLIN C. WOLFE CO., INC.

3644 EASTHAM DRIVE

CULVER CITY, CALIFORNIA





26

NANCY C. MOORE (right), Alexandria, Virginia, has flown 400 hours, holds a private ticket. She is married and has one four-year-old child. Her co-pilot is JEAN R. HOWARD, Washington, D. C. Jean is International Secretary of the Ninety-Nines, Secretary of the American Helicopter Society, and a Captain in the CAP. She flew in the TAR last year. Nancy and Jean will fly a Stinson Voyager 150.



27

DORIS LANGHER (left), Chicago, Ill., has flown 3600 hours, and holds ratings for commercial-flight instructor, instrument, multiengine, and seaplanes. She flew in the 1951 TAR. She is a Link trainer instructor for United Air Lines. Her co-pilot will be GLADYS MUTER, Chicago, Ill., who holds a student permit. She has 20 solo hours—and 300 hours co-pilot for her husband. Doris and Gladys will fly a Navion 260 and will be sponsored by HOTEL DEL PRADO, Chicago, Ill.

COMPLIMENTS

of the

Del Prado Hotel

53rd and The Lake

Chicago, Illinois

FLY TO ...

James L. Most Aviation

BELLFLOWER AIRPORT

- ▲ AVIATION SALES
- ▲ AIRCRAFT SERVICE
- ▲ RESTAURANT
- ▲ CESSNA DEALER

You're Always Welcome!

10451 East Center St. Bellflower, California

TORREY 7-7211



28

THELMA R. BISHOP (left), pilot, La Jolla, Calif., will have her sister as co-pilot in this race. Thelma has a private license, with 157 hours logged. She flew as a co-pilot in the 1951 TAR. She is married and has a son, age 24, and a daughter, age 15. Her co-pilot is EDNA LAUBENSTEIN, La Jolla, Calif. Edna holds a student permit. They will fly their co-owned Piper Family Cruiser PA-14.



29

DORIS THORKILDSEN (right), Newport Beach, Calif., holds a private license, and has logged 100 hours. She is married and has two children, ages 7 and 8. Her co-pilot is LOLA PERKINS, Studio City, Calif., who has a commercial flight instructor's rating and also a multiengine rating. Lola has logged 2000 hours. She was a WASP in the Ferrying Division. Doris and Lola will fly a Beechcraft Bonanza and will be sponsored by the STERLING TRANSIT COMPANY, Los Angeles, California.

KEEP FLYING

with

Hall's Heavenly Hamburgers

Hall's Drive Ins

SANTA ANA

SEAL BEACH



BEST WISHES

to all

CONTESTANTS

from the

Sterling Transit Co., Inc.

1600 NADEAU

LOS ANGELES



30

BARBARA KING, pilot, Houston, Texas, holds a private license and has logged 400 hours. She started flying when she was 16. She is a member of the CAP and has participated in several searches and CAP missions. She is president of the Houston Air Tour Club. Her co-pilot is ALICE SEABORN, Houston, Texas. Alice has a private license with 500 flying hours logged. She recently made a solo flight in her 1946 T-Craft from Houston, Texas to Fairbanks, Alaska, and return. The women will fly a Cessna 120 in the race, and will be sponsored by the CIRCLE R SKY RANCH, Medina, Texas.



31

ZONA B. KING, pilot, San Francisco, Calif., has a commercial license. Last year she flew as co-pilot with Mary Ring. Zona's co-pilot will be MARGARET STANDISH, Burbank, Calif. Margaret is an ex-WASP, and has a commercial flight-instructor's rating. She has logged 875 hours. Zona and Margaret will fly a Cessna 140.

Bixby Airborne Products



2195 E. Spring
Long Beach, California
Phone 408198 or 8-2154



32

CATHERINE HILLER, pilot, Barre, Mass., has logged 4800 hours and holds the following ratings: Commercial flight instructor, instrument, multi-engine, seaplane, and flight examiner. She holds all ground instructor ratings. She is the manager of Hiller Airport, and is married. Her co-pilot will be MILDRED L. SIMENSON, Barre, Mass. They will fly a Ryan Navion.



33

JOYCE C. FAILING (left), pilot, Baker, Calif., has logged 1050 hours and holds a private license. She was a co-pilot in the 1951 TAR. Joyce was formerly an aircraft communicator with the CAA. She is married and has one girl, 2½ years old. Her co-pilot is ESTHER STONE, of Alamo Airways, Las Vegas, Nevada. The women will fly a Cessna 140 and will be sponsored by the M. C. NOTTINGHAM CO., Temple City, Calif.

In

Las Vegas, Nevada

At

McCARRAN FIELD

GEORGE CROCKETT'S

It's

ALAMO AIRWAYS

For

COMPLETE Best In
The West SERVICE

For the Private Flyer

MOTEL

TEXACO

U-DRIVES

On Any Credit Card



34

YVETTE H. KOVARY, Playa Del Rey, Calif., has a commercial flight instructor's rating. She flew a Mooney in the 1950 TAR. At present she is an engineering assistant in aerodynamics at Northrop Aircraft, and a week-end flight instructor for Universal Flyers at Northrop Field, Hawthorne. She holds the rank of Lt. (jg) in the Coast Guard Reserve. Yvette will fly a Navion in the race and will be sponsored by the INGLEWOOD CHAMBER OF COMMERCE, Inglewood, Calif.



35

MARY M. ANDERSON (left), pilot, Hasbrouck, New Jersey, has a commercial flight instructor's rating and an airline transport pilot's rating. During the war she instructed cadets for the Army Air Force at Spartan School of Aeronautics in Tulsa, Okla. She has flown as co-pilot with several non-skeds. Her last job was with Coastal Cargo. Mary married her boss, Bob Anderson, and continued flying for the line for awhile. She has one daughter, one-year-old. Also pilot is BARBARA POOLE SHOEMAKER, Hackensack, New Jersey. She taught CPT students prior to 1942 and was among the original 25 WAFS (later WASP) to join the Ferry Command under Nancy Love. After the war Barbara was company pilot-sales supervisor for two companies. She is married. The women will fly a Navion and will be sponsored by THE FITZGERALDS and by COASTAL CARGO AIRLINES, Teterboro, New Jersey.

BEST WISHES and HAPPY LANDINGS

to

Contestants MARY ANDERSON and BARBARA SHOEMAKER

SPONSORED BY

"THE FITZGERALDS"

Original Husband and Wife Team

Seen each evening on WJZ-TV
Heard each morning on WJZ



Ed and Pegeen

*Coastal Cargo
Airlines*

TETERBORO, NEW JERSEY

and

TRENTON, NEW JERSEY



36

GERALDYN M. COBB, Ponca City, Oklahoma, has logged 1000 hours. She has a commercial flight instructor rating, and a ground instructor rating. She will fly a Cessna 140.



37

MICKEY YOUNG (right), pilot, San Diego, Calif., has a private license with 125 hours logged. This is her first race. She is married. Her co-pilot is JOAN LOVETT, La Jolla, Calif. She is a commercial flight instructor, and has all ground instructor ratings. She has 950 hours logged. The women will fly a Cessna 140.

LANGLEY OIL CO.

1040 EAST SIXTH ST.

SANTA ANA, CALIFORNIA

PHONE KI 2-3931

Orange County Distributors of

Douglas AVIATION TESTED Gasoline



Look for the Flying Heart When You're Looking for Quality
GASOLINE — DIESEL OIL — FUEL OILS — MOTOR OILS
— GREASES —



- ▲ TRIPLE A BATTERIES
- ▲ HOOD TIRES

- ▲ Parkway Lumite Seat Covers
- ▲ Ray-O-Vac Flashlights & Batteries

For PASSENGER CARS — TRUCKS — BUSES
We Service Commercial Accounts

VALVOLINE MOTOR OIL

May We Be Of Service To You — Come In Or Phone Us

38

MARY MOORE (right), pilot, Bethesda, Maryland, has a private license and has logged 500 hours. This is her first TAR. She flew last year in the air race from Daytona Beach, Florida to Canada. Mary is the pilot in her husband's aerial photographic business. They have a 9-year-old daughter. Her co-pilot is BARBARA JENISON, Washington, D. C. She has logged over 200 hours. Barbara is married and has a 19 year-old son. The women will fly a Temco Swift 125.



VERNA L. WILSON, Kansas City, holds a private license with 350 hours logged. She is a navigation ground school instructor at the Consolidated Ground School, Kansas City, Mo. She flew in the 1951 AWTAR. She will fly a Tempco Swift 125 and will be sponsored by A. G. WILSON, CONSOLIDATED GROUND SCHOOL, Municipal Airport, Kansas City, Missouri.

GRACE M. HARRIS, Kansas City, Missouri, has a commercial license with 1500 hours in the log book. She has flown in several of the National Air Races at Cleveland, Ohio. In 1947 she took second place in the Halley Trophy race; in 1948 took first place in the Kendall Trophy race, and in 1949 took first place in the All-Women Trophy race. She was in the 1951 TAR. She will fly a Stinson 165, and will be sponsored by ONG AIRCRAFT CORPORATION, of Kansas City, Missouri.



EDNA STENNETT, Realtor

Member National Real Estate Fliers Association

**Business Opportunities — Ranches
Residential and Income Properties**

14691 S. VERANO ROAD — SANTA ANA
BELL BOOKKEEPING — SERVICE — NOTARY PUBLIC
By Car, Plane or Mail Phone KI 2-4541

**"Luxury
Typing"
is HERE**



Complete Office Equipment

Tiernan's

902 N. MAIN ST.

SANTA ANA

THE BELLE YOUNG TROPHY FOR OUTSTANDING SPORTSMANSHIP

The Belle Young Perpetual Trophy is being given by the San Fernando Chapter of the 99's for outstanding sportsmanship displayed in the annual TAR. Any qualified contestant in the race, either pilot or co-pilot, is eligible for the award. The winner of the trophy is to be selected by secret ballot by the contestants. A small For-Keeps trophy also will be given each year to the winner. Dr. Dale Young is giving \$100 to the winner of the trophy this year.

PAST WINNERS

FIRST RACE, 1947:

Carolyn West, La Canada, Calif., and Beatrice Medes, Corona del Mar, Calif., in Carolyn's Ercoupe.

SECOND RACE, 1948:

First Place: Frances Nolde, Reading, Pa., in her Navion. Second place, Helen Greinke, Bloomington, Ill. (Cessna 120); in third place was Dorothy Kravoza (Bellanca).

THIRD RACE, 1949:

First Place: Loretta Foy and Sue Kindred, San Diego, Calif. (Piper Clipper); 2nd, Betty Gillies, San Diego, and Barbara London, Long Beach, Calif. (Navion); 3rd, De Thurmond, Long Beach, Calif. (Cessna 140); 4th, Betty Lambert and Clare Hale, San Diego (Cessna 120); 5th, Ruth Gamber and Dorothea Schultz, San Diego (Cessna 140).

FOURTH RACE, 1950:

First Place: Jean Parker and "Boots" Seymour, Arcadia, Calif. (Taylorcraft); 2nd, Betty Lambert and Clare Hale, San Diego (Cessna 120); 3rd, Aileen Pickering, San Pedro, and Irma Story, Lancaster, Calif. (Cessna Patroller); 4th, Claire McMillen (Walters), Montebello, and Clara Davis, Burbank, Calif. (Cessna 140); 5th, Darline Sanders and Dodie Prario, San Diego (Cessna 120).

FIFTH RACE, 1951:

First place: Claire McMillen (Walters), Montebello, and Frances Bera, Santa Monica, Calif. (Cessna 140); 2nd, Marion and Jan Dietrich, San Mateo, Calif. (Cessna 120); 3rd, Edna Gardner Whyte, Aberdeen, Miss. (Cessna 140); 4th, Jean Parker, Arcadia, Calif. (Taylorcraft).

LETTER FROM THE GENERAL'S DESK

Miss Mardo Crane,
AWTAR, Inc.
1407½ Camden Ave.,
W. Los Angeles, 25, Calif.

Dear Miss Crane:

It is good news to learn that the All-Woman Transcontinental Air Race will be flown again this year. In each of the five transcontinental races flown since 1947 the cause of aviation in the United States has been advanced.

Of course, the ability of women in the field of flying is well known in the Air Force. In World War II the Women Auxiliary Service Pilots of the Army Air Forces successfully flew every type of aircraft we had. During the two years of their existence, they fulfilled with distinction their ferrying assignments and made a substantial contribution to the winning of the war.

In flying the Sixth Annual All Woman Transcontinental Air Race the fact will once more be demonstrated that American women pilots can undertake exacting flights and complete them with safety and efficiency. I send the good wishes of the Air Force and my personal hope that this year's event will mark a new high point in a noteworthy series.

Sincerely,

HOYT S. VANDENBERG
Chief of Staff, United States Air Force

CONTACT



723 Sonora

GLENDAL 1, CALIF.

For Your
CONTINENTAL
Engine and Parts
GOODYEAR
TIRES : TUBES : WHEELS
AND BRAKE PARTS

The Long Beach Chapter Says "Thanks!"



The Long Beach Chapter of the Ninety-Nines, Inc., is just eight months old. However, instead of feeling like a brand-new baby should, we feel more like veterans of several wars.

Jumping right into the deep, we bid for the start of the 1952 Air Race. The Air Race Trustees awarded us the bid, and the Santa Ana Junior Chamber of Commerce came forward with an offer to co-sponsor the start. Knowing the County of Orange and the City of Santa Ana was behind us in our efforts, we plunged into the work with great enthusiasm.

Next, we decided to have a try at publishing the Official Program. This was a tremendous job, we found, all by itself. With only thirteen members in our chapter, we found ourselves really rushed to get things done. Our aviation friends all over the country, and especially in Southern California, came to our aid by buying advertisements in the program. We are truly appreciative of their friendship. The programs are being distributed at the race start and terminus, and along the race route. The race pilots will get complimentary copies, as will a large number of others. Everyone of the 3500 copies will be distributed in some manner.

Three of our chapter members had triple jobs in the air race—Bea Medes and Betty Loufek are air race committee members and air race trustees. Chairman Aileen

Pickering is social chairman of the start and as such, is a member of the air race committee.

The Long Beach Chapter wishes to thank the Santa Ana Junior Chamber of Commerce for the tremendous time, effort and financial assistance that it has given to the start of the race. We wish also to thank the merchants and our other friends in the city of Santa Ana for their kindness and assistance. And, of course, we thank the personnel at the Orange County Airport—Bill Nichols, manager, Johnny Martin, the mechanics, the office girls, and the cafe workers for their enthusiastic cooperation.

AT PRESS TIME

As we go to press three more entries have been received by the Air Race Committee.

SARAH GORELICK, pilot, of Kansas City, Kansas, and MARGARET HUGHES, co-pilot, Denver, Colorado, will be flying a Cessna 120. Sarah is a member of the Greater Kansas City Chapter of the 99's, and Margaret is a member of the Colorado Chapter.

PAULINE GLASSON, pilot, and EDITH STEARNS, co pilot, are from Corpus Christi, Texas. They will be flying a Cessna 140A. Pauline is a member of the Texas Chapter. They will be sponsored by "A Group of Aviation Friends."

ADELINE MAYLEN, pilot, Lynwood, California, will be flying a Stinson Voyager. Her passenger will be ERMA KNOWLES, Compton, Calif. Their sponsor will be PACIFIC PIPELINE CONSTRUCTION CO., of Montebello, Calif.

DRESS UP YOUR PRINTING!

TELEPHONE

Kimberly

3-1073

LITHOGRAPHING

Letterheads — Office Forms — Menus
Business Stationery — Booklets — Brochures
Weekly and Monthly Publications

"37 Years Experience at Your Service"

FRED M. SMITH & SON

910 NORTH MAIN ST.

SANTA ANA

Oliver & Loving Studios

ARCADE SHOPS

1766 SOUTH MAIN ST.

SANTA ANA, CALIF.

Photography ▲ Portrait

Commercial ▲ Aerial

Plastic Engravings

Photography of Quality

BETWEEN SEARS
AND MAYFAIR

PHONE
KIMBERLY 3-1731

To The Pilots

On the acknowledgement page, and throughout the rest of the book we have tried to thank everyone concerned with the 1952 Air Race. But, we have nearly forgotten the most important group of people to thank—the gals who are doing the racing. They are the ones who must study the rules, find the airplanes that will be acceptable to a tough inspection team, dig up the money to pay their way, figure the routes to the inch, and time consumed to the second. They must then take-off under exciting conditions, race over the deserts, the mountains and the plains, the forest and the swamps — across the continent, from one ocean to the other — always under the most extreme pressure. The pressure from themselves for the best that is in them, the pressure from their relatives, their friends, their sponsors. For on their return home must come the accounting — and someone will always be first, but someone must always be last.

The people who run the race — and they have all been mentioned somewhere in this book — now want to take this opportunity to thank you, race pilots, for the cooperation, and the fine spirit you have shown, and will continue to show. The sportsmanship trophy, which is to be awarded for the first time this year, will be a difficult one to bestow. It's up to you pilots to select the winner, but the officials know from past races that nearly everyone will be eligible.

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 fine fashion in which you do.

We Thank You.

