

99's **5th** *Annual*

ALL WOMAN

Transcontinental



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Plus

AIR SHOW PROGRAM

SUNDAY, AUGUST 12, 1951, ORANGE COUNTY AIRPORT

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**OFFICIAL
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Gas and oil service is quick here. Many pilots come over from outside airports for regular service and check-ups.

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OFFICIAL PROGRAM '51 99's AIR RACE

This program is presented with the best wishes of the Santa Ana Junior Chamber of Commerce, who, in cooperation with the Los Angeles 99's, are sponsoring the start of this 5th annual All Women Transcontinental Air Race. It is our hope that the pages of information will better acquaint each of you with the story of this air race and also with our Community and our interest in aviation.

FRONT COVER PHOTO:

Bill Boyd, Chairman of the Santa Ana Junior Chamber of Commerce Air Race Committee wishes Jean Parker, winner of last year's race, good luck. Jean is sponsored by Bireley's.



Clara Davis, Chairman, Los Angeles 99's

LOS ANGELES 99's HOST 5th ANNUAL ALL-WOMEN TRANSCONTINENTAL AIR RACE

Los Angeles Ninety Nines' chairman, Clara B. Davis, besides her regular duties of presiding over 53 women fliers, has had the tremendous task of coordinating activity, promoting money making endeavors, and organizing the start of the fifth TAR, the honor of which belongs to Los Angeles Ninety Nines this year. Clara came to California in 1942 from her native Delta, Utah, after attending Utah's Brigham Young University. She married Walt Davis in 1944 and both began courting the wild blue yonder. The WASP program was discontinued about the time Clara was ready to put in an application. So she joined the Ninety Nines, and was secretary for two years before becoming president. Her "Prop Wash" was one of the most novel of chapter magazines printed. She works in the personnel department of the Federal Reserve Bank where she has been for the last ten years. Last year Clara, flying with Claire McMillen, placed fourth in the race. Santa Ana sponsored the two.

Working with Clara is her race committee consisting of Anne Rambo, in charge of transportation and housing; Elizabeth Glaser and Jeanne Strahl, race banquet, and entertainment; and Trixie-Ann Schubert, chapter publicity chairman and in charge of this program. All members have assisted in fund-raising projects wherever possible.

TABLE OF CONTENTS

Title Page	3
Los Angeles 99's Committee	3
Industrial Opportunities in Orange County	4
History of 99's Air Race	5
Official Entry List, 1951 AWTAR	6
Prizes for 1951 Air Race	7
The 99's International Organization	12
Route of 1951 AWTAR	13
Detroit's Program for Contestants	13
The Trail Blazer, Anne Rambo	14
Doug Corrigan Settles in Santa Ana	15
Air Show Program, Orange County Airport	17
Anaheim's Industrial Progress Cited	20
Activities of Contestants in Santa Ana	22
Appreciation Page, National Air Race Committee	25
Objectives of Operation TAR	26
Santa Ana Junior Chamber Committee	27



Welcome 99's
Welcome to Santa Ana,
and to

Claire's
DRIVE IN
RESTAURANT

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*For A Delightful Snack,
Or A Regular Meal*

Industrial Opportunities in Orange County

The following article, prepared by the Santa Ana Chamber of Commerce, deals with the industrial opportunities in Orange County, noted chiefly as an agricultural area between Los Angeles and San Diego counties. However, in the past two decades an increasing development of housing and small industries has begun to change the character of this area. The cities have increased in size by the addition of families who work in the Los Angeles metropolitan area, and in many areas small industrial plants have been established. Orange County welcomes industry, and it welcomes those seeking homes in Southern California where they can call a city their "home town" and enjoy all the pleasures of fine community living.



Industrial progress, the basic factor in the greatness of America, is the fundamental factor also in this country's dominant place in world leadership. The most essential ingredient in industrial progress is human effort; demonstrated by industry itself to be far above the national average in Southern California.

The newest and most dynamic area in Southern California is that portion of the Los Angeles metropolitan area located in Orange County. Here, again, human effort is the dominant factor in its remarkable industrial growth during the last five years. Industry has found it to be an area where people who work, can, and do produce more.

Why?

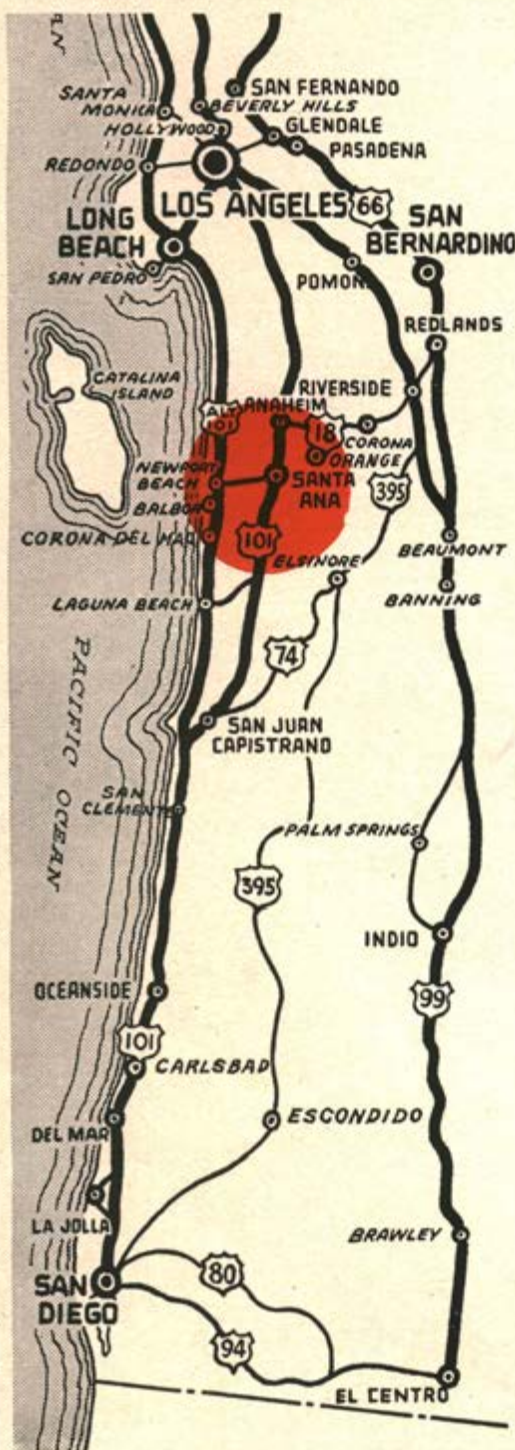
- Better homes, many on small farms.
- Smaller residential areas with good shopping available.
- The finest recreation areas in the world.
- No smoke, no smog.
- No traffic fatigue, before or after work.
- Good schools — churches.
- Fewer complications in family living.

Rich in resources of every kind with facilities available to meet the needs of industry, the area adds the important factor of pleasant comfortable living for employer and employee alike. This happy combination of enjoyment and employment is the key to the building of Southern California's newest industrial center.

GEOGRAPHICALLY. Orange County lies southeast of Los Angeles and within 30 or 40 minutes drive by automobile. It has forty miles of the finest recreational beaches in the world and the northern portion of the county, some fifteen miles from the beaches, is mountainous and wooded with some excellent resort and residential areas. In between is a gently sloping plane, rich as an agricultural area, and rapidly developing into a great residential, commercial and industrial unit.

MARKETS. Using any standard of comparison the Southern California market is far above the national average. There are over two million families in the area, with 65 thousand families in Orange County, each showing an average annual income in excess of \$4,000. The county produced over 225 million dollars in individual income in 1950 and over 200 million dollars in retail sales. During 1950 wholesale distribution from within the area exceeded 35 million dollars and farm production was over 76 million dollars, the sixth highest county in the nation. Orange County has welcomed over 200 industries, now employing over 7500 people and producing a

Continued on Page 19



Situated between the prime Los Angeles and San Diego market areas, Orange County offers a rare opportunity to the aircraft manufacturing plants seeking a west coast location. The Los Angeles-San Diego areas produce 63% of all aircraft manufactured in the United States today. Those who are interested in obtaining additional information regarding industrial opportunities in Orange County are invited to write for a free industrial fact book from the Santa Ana Chamber of Commerce, P. O. Box 205, Santa Ana, California.

History of 99's Transcontinental Air Race

The August 15th Orange county take-off will launch the fifth women's transcontinental air race. Only two entered the first race, flown from Palm Springs, California to Tampa, Florida. The second and third years seven and seventeen planes respectively, flew from Palm Springs to Miami. Last year the number of plane entries jumped to thirty three in the cross country dash from San Diego to Greenville, South Carolina, with Charles, South Carolina as a pylon. This year it is anticipated that the full quota of fifty planes will be racing from Santa Ana, California to Detroit, Michigan.

The last two TARS have been sanctioned officially by the National Aeronautical Association.

Women from eleven states, flying 17 different types of planes have raced in TAR. Last year fourteen of the entries were mothers.

Overall prize sponsors of the race in the past have been Jacqueline Cochran, 1943 and 1949; City of Odessa, Texas, in 1950, and an added purse in 1950 from Mrs. Olive Ann Beech.

This year's elapsed time, handicap race (with the handicap based on the manufacturer's advertised cruising speed for the individual plane) will emphasize the training aspects of flight. It will demand the best in navigation and complete understanding of aircraft with the intent of increasing the proficiency of the participants and making them of greater value to the country in civilian defense or national emergency.

The 1951 transcontinental air race committee which devises the rules and regulations consists of Mardo Crane, chairman, Betty Loufek, Beatrice Medes, Clara Davis, Amalie Stone, Frances Nolde, and Lola Perkins.

Jean Parker of Arcadia, California, was the winner of the 1950 race.

Her co-pilot was "Boots" Seymore. Other winners were; 1949, Loretta Fay; 1948, Fran Nolde; 1947, Carolyn West and Bea Medes.

Mardo Crane is chairman of the All-Woman Transcontinental Air Race, Inc., Board of Trustees. Other members include Betty Gillies, Arlene Davis, Ethel Sheehy and Barbara London. Bertrand Rhine is legal adviser.

DEFENSE ANGLE STRESSED IN THIS YEAR'S ALL WOMEN TRANSCONTINENTAL AIR RACE

This year's race is being conducted as a "training mission" demanding the best in navigation and the complete understanding of aircraft range, fuel consumption, power settings, optimum altitudes, use of radio, etc., for the possible use of women pilots who may be needed in case of any emergency that might arise.

Participants, in entering the race, understand that they are giving their time to concentrated cross-country practice, and they may expect to benefit a great deal by this experience, as well as to make themselves more valuable to their country in case of emergency.

The women pilots of America are to be congratulated for their fine efforts in sponsoring and taking part in this event.

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Official Entry List 1951 All Women T A R

Following is the official entry list of the 5th Annual All Women Transcontinental Air Race, sponsored by The Ninety Nines, Inc. and the National Aeronautical Association, and conducted under the rules and regulations of the Federation Aeronautique Internationale:

PILOT	CO-PILOT	PLANE	SPONSOR
No. 1. MAXINE SMITH San Diego, California Maxine is an Ex-Wasp, Ferrying Division. She holds a flight instructor's rating as well as single and multiple engine, land ratings. She is chairman of the San Diego Chapter 99's and has over 1600 hours logged.		Piper-Vagabond	BREAST O' CHICKEN TUNA
No. 2. HELEN ANDERSON Detroit, Michigan	LUCILLE F. QUAMBY Detroit, Michigan She is former vice president and governor for the Northcentral section of 99's. Also she is a former chairman of the Indiana and Michigan Chapters 99's. She is the assistant production manager for Henning and Cheadle, Inc. Her co-pilot is an Ex-Wasp. She is an outstanding bowler and is a Physical Education teacher at Denby High School in Detroit.	Cessna 140	CONTINENTAL MOTORS Muskegon, Michigan AERO ACTIVITIES OF DETROIT
No. 3. JACQUELINE T. TRENDEL San Diego, California	MARIE L. KRAIGER San Diego, California She started flying in 1948 and has a private license. She is the Commercial Chairman, Department of Foreign Languages and Administrative Counselor in the San Diego Schools. Miss Kraiger, started flying in 1943 and has a Flight Instructor's rating. She is a Wave TE 2 (Communications) in the USNR.	Globe Swift	AMERICAN RENT-A-CAR San Diego, California
No. 4. MELBA M. BEARD Scottsdale, Arizona		Piper Cruiser	
	She is an original member of the Charter 99's founded by Amelia Earhart; and is the National Chairman of the Earhart Scholarship Memorial Fund. She has been a consistent prize winner in aviation meets. She has a son and a daughter.		
No. 5. AILEEN L. PICKERING San Pedro, California	IRMA STORY Lancaster, California Aileen was the third place winner in the 1950 Transcontinental Air Race. She has a sea plane rating. She is a pre-law student. Her co-pilot is an Ex-Wasp with 4,000 hours flying time and is employed by a crop-dusting company, also has an instructor's rating.	Cessna 120	STAR-KIST TUNA
No. 6. MARGARET W. CALLAWAY Fairfield, California	LINDY BOYES Piedmont, California She has participated in air shows in Florida doing acrobatics in her Stearman. She was one of three, out of 150 planes to complete the international air tour from Florida to Mexico City. She is active in the CAP and has instructor's and seaplane ratings. Her co-pilot is also active in the CAP and has a commercial rating.	Cessna 140	EATON & BERRY FURNITURE CO. CHIPMAN VAN & STORAGE RED TOP DAIRY PRODUCTS Vallejo, California
No. 7. IRIS CRITCHELL Redondo Beach, California	ROSALIE A. BENTLEY Los Angeles, California Iris has instructor and instrument ratings, and has taught in the USC College of Aeronautics, Santa Maria. Rosalie flies from the Orange County Airport in Santa Ana, which is the city sponsoring the 1951 TAR.	Cessna 140	CITY OF REDONDO BEACH, CALIF.
No. 8. LOIS K. BARTLING San Diego, California		Swift 125	
	Lois flew to Miami in the 1949 race.		
No. 9. ANNE GROGAN Lemon Grove, California		Mooney	SO. CALIF. AIRMOTIVE CO.
	Anne finished 6th in the 1949 TAR. She is employed by the San Diego & Arizona Eastern Railway.		
No. 10. RUTH G. DEERMAN El Paso, Texas	RUBY HAYS El Paso, Texas Ruth flew in the 1950 TAR, and holds instructor and instrument ratings. She is a member of AOPA and CAP. She and her husband farm cotton and have a plane named Cotton Clipper Junior. Ruby has her own Cessna called Little Dogie, and she has two sons, both of whom are flyers.	Cessna 140	HUSBAND
No. 11. VIRGINIA S. RICHARDSON Yakima, Washington	JOYCE HOBERG Portland, Oregon Virginia has instructor and instrument ratings; multi-engine, single land, and sea ratings; and link and ground instructor ratings. She has logged 6,800 hours and flew as co-pilot with non-scheduled airlines in Seattle and Chicago. She flew in the 1950 TAR and won an award at the 99's 1950 convention for the most SAA ratings.	Cessna-120	RICHARDSON'S AIRWAY, INC.
No. 12. MARY RING San Diego, California		Taylorcraft	CITY OF SAN DIEGO
	She is the former chairman of the San Diego 99's. She has done search and rescue work in the southwest for the Army. She holds an instructor's rating along with A & E ratings. She has one son.		
No. 13. FRANCES J. DIAS Newman, California	ALTA L. WYATT Modesto, California	Piper Pacer	STANISLAUS FOOD PRODUCTS Modesto, California
	Frances is a former Wasp in the Ferrying Division. She has an instructor's rating.		

(Continued on Page 8)

PRIZES FOR '51 AIR RACE

While the main purpose of this year's race is to point up the fact that women pilots are prepared to do a job in the air on the home front if needed it is also significant that the winners will not go without suitable rewards. First place winner will receive \$850, donated by Olive Ann Beech; second place winner will receive \$500, donated by Cessna; third place winner will receive \$300, donated by Ryan Aeronautical Company; fourth place winner will receive \$100 donated by Taylor Craft.

In addition, each pilot and co-pilot flying in the race will receive a beautiful gold medallion with her name engraved on it. The center picture, engraved in gold contains a reproduction of the first airplane flown out of Santa Ana and made by Santa Ana's first citizen of aviation, Glenn L. Martin. These medallions will be presented to each pilot at the formal banquet the evening before the take off of the race. These medallions are a contribution from the Glenn L. Martin Aircraft Company. Various other prizes are presented to the flyers in cities in which stops are made.

BEST WISHES

and

HAPPY LANDINGS

to

ALL THE RACE CONTESTANTS

from

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FRED EASON

BOB MUSSEN

BUD GILLIES

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Santa Ana

PILOT	CO-PILOT	PLANE	SPONSOR
No. 14. PATRICIA GLADNEY	MARGARET V. STANDISH	Cessna 170	
Patricia is an Ex-Wasp with instructor ratings. Her husband flies for Southwest Airways, and they have a daughter. Margaret is also an Ex-Wasp with instructor's ratings. She has 850 hours logged and is employed as a draftsman for Lockheed Aircraft.			
No. 15. ISABELLE G. McCRAE	BETTY McNEIL	Beechcraft Bonanza	H. C. McNEIL
Isabelle is an Ex-Wasp and army flight nurse. Her husband is a Navy pilot and they have a small son.			
No. 16. ELIZABETH C. LAMBERT San Diego, California	CLAIRE HALE San Diego, California	Cessna 120	GIBBS FLYING SERVICE San Diego, California
Betty is the author of "Navigation . . ." and "Meteorology: Practice Problems for Pilot Certificates"—Standard text books used by San Diego flight schools. She holds commercial with flight instructor and instrument ratings. She teaches university aeronautics, adult education and flight school, and has one son. Claire placed second with Betty in the 1950 TAR and fourth in the 1949 TAR. She also has a son.			
No. 17. CLAIRE McMILLEN Santa Ana, California	FRANCES BERA Norwalk, California	Cessna 140	BELLFLOWER JUNIOR CHAMBER OF COMMERCE
Claire ferried planes during World War II. She holds instructor's rating and instructs at Most Aviation in Bellflower. She placed fourth in the 1950 TAR and holds glider records with her twin sister. Frances is an instructor with 4,000 hours logged. She has made 10 parachute jumps.			
No. 18. DORIS LANGHER Chicago, Illinois	LUCY KALLA Chicago, Illinois	Navion	DEL PRADO HOTEL Chicago, Illinois
No. 19. BETTY H. GILLIES San Diego, California	PAT GILLIES San Diego, California	Ryan Navion	ACME SAW & SUPPLY CO. San Diego, California
Betty is a charter member of the 99's. She was a first pilot in WASPs and served in the ferrying division of the Air Transport Command. She was a WASP Squadron Commander at Wilmington, Delaware. She has a son and daughter. Pat has over 200 hours logged at Navion controls and now has her Private license. She is entered as fall enrollee at Stanford University, and is a member of the 99's.			
No. 21. EDNA G. WHYTE Aberdeen, Mississippi		Cessna 140	
Edna has logged 10,410 flying hours. She is a registered nurse. She has instructor's rating and received commission in the Army Nurse Corps and saw duty in competitive flying. She has multi-engine land and sea plane ratings, together with instrument and helicopter ratings.			
No. 22. GERALDINE MICKELSEN Sacramento, California	ETHEL SHEEHY Sacramento, California	Bellanca	
Geraldine is a school teacher and Governor of the Southwest Section of the 99's. Ethel is a charter member of the 99's, a former national 99's president, and one of the first Los Angeles 99's chapter chairmen. Toni Jacobson of Marysville, California is a passenger.			
No. 23. DONNA EVANS Downey, California	VIVIAN CLIFT Beverly Hills, California	Cessna 120	
Donna started flying when she was 15, received her private license on her 17th birthday, and her commercial on her 19th birthday. She flew in the 1950 TAR. Vivian is a student pilot.			
No. 24. IRENE LEVERTON Chicago, Illinois	EVELYN MARTIN Oaklawn, Illinois	Piper Pacer	
Irene has instructor, single and multi-engine land and sea plane ratings. She flew a Stearman duster in Mississippi, Arkansas and Tennessee last season, and has logged 680 hours. Evelyn won first prize in the Chicago-Mexico Powder Puff Derby and first place in the Cleveland-New York Good Will Flight.			
No. 25. RUTH N. RUECKERT San Francisco, California	MARSHA ANN RUECKERT San Francisco, California	Taylorcraft	
Marsha Ann is Ruth's six year old daughter.			
No. 26. LOWANDA GABRIEL Chula Vista, California	FERN STIEFLER Long Beach, California	Cessna 140	
No. 27. DARLINE M. THURMOND Long Beach, California		Cessna 140	
She has an Instructor's rating. She flew in the 1950 TAR and flew a charter plane to Mexico during 1950.			
No. 28. JEAN PARKER Arcadia, California		Taylorcraft	BIRELEY DIVISION OF GENERAL FOODS
Jean was the winner of the 1950 TAR. She is an Ex-Wasp and flew Bombardier Cadets on practice bombing missions.			
No. 29. MARGE GORMAN Mansfield, Ohio		Stinson Voyager	GRIMES MANUFACTURING CO. Urbana, Ohio
No. 30. LUCILLE CHEETHAM Arkansas City, Kansas		Cessna 140	
Lucille has commercial and ground instructor's ratings.			

PILOT	CO-PILOT	PLANE	SPONSOR
No. 31. THEODORA C. STROHMAN Inglewood, California She is a member of the CAP, and is employed by Western Air Lines. She learned soaring from Paul Tuntland, flight soaring expert.		Aeronca Chief	
No. 34. DORIS J. EACRET Bing Crosby Ranch Doris has a commercial rating and does range flying for the ranch.	HELEN McINTOSH Las Vegas, Nevada	Cessna 140	CRUMLEY HOTELS OF ELKO
No. 35. MARION DIETRICH Sacramento, California Jan, Marion's twin, was chairman of the Bay Cities 99's Chapter in 1950.	JAN DIETRICH San Mateo, California	Cessna 120	TALOA ACADEMY OF AERONAUTICS—OAKLAND AIRPORT—SAN MATEO CHAMBER OF COMMERCE
No. 37. EVELYN S. GREENBLATT Atlanta, Georgia		Aeronca Sedan	
No. 38. AILEEN M. MILLER Aileen holds her instructor's rating and has 4,700 hours logged. She operates the flight training school at Needles and assists in the operation of two airports. She is a member of the Coachella Valley 99's.		Luscombe Silvaire	NEEDLES FLYING SERVICE
No. 40. ESTHER H. GARDINER Waterford, Connecticut Aileen has her own Swift which she flies "from my back yard and I park it next to the garage." June has a daughter. Dorothy is an Ex-Wasp and Secretary of the MJB Coffee Company.		Bellanca	
No. 41. HELEN L. VENSUKS Ashland, Ohio		Luscombe	F. E. MYERS BROS. Ashland, Ohio
No. 43. ARLENE DAVIS Cleveland, Ohio Arlene is a member of the Board of Ohio Aviation Planning Committee. In 1937 she received the first 4M Rating for Women. In 1946 she was made the National Chairman of the advisory committee for the Girl Wing Scouts. She has many aviation citations.		Cessna 195	PEERLESS PACKING COMPANY Cleveland, Ohio
No. 44. CAROLINE E. HEMBEL Saluda, South Carolina Caroline has her Instructor's rating, and instructed Navy cadets in 1943, 1944.	JEAN EDWARDS Saluda, South Carolina	Stinson Voyager	PALMETTO FULL FASHIONED HOSIERY MILLS
No. 45. LOIS B. HAILEY El Paso, Texas Lois is an Ex-Wasp with anti-aircraft artillery units for target and radar. She teaches aeronautics in the Austin High School in El Paso. She also operated a CAA ground school.	MRS. CLARENCE WILLIAMS McNary, Texas	Cessna 170	
No. 46. EVELYN S. BRYAN Jefferson City, Tennessee Evelyn holds instructor, land and sea ratings. She has flown 1,950 hours, and is Secretary and treasurer of the Southeastern Section of the 99's. She is a First Lieutenant in the CAP and is the co-owner of the Morristown Flying Service, Morristown, Tennessee. Eddie Lee was a World War Two army nurse, and is Chairman of the Tennessee Chapter of the 99's.	EDDIE LEE GRIFFIN Knoxville, Tennessee	Piper Pacer	
No. 47. BETTY HAAS San Francisco, California She is a Pan-American hostess. She demonstrated North American Navions throughout the U. S.		Ryan Navion	SAN FRANCISCO JUNIOR CHAMBER OF COMMERCE
No. 48. JOAN S. LOYETT La Jolla, California Joan is an instructor at the Del Mar Airport.	THELMA R. BISHOP La Jolla, California	Piper Family Cruiser	
No. 49. ELSIE RINGER Duarte, California Flight instructor with over 1200 hours, and she is a member of the 99's. Bell is a private pilot.	BELLE YOUNG Temple City, California	Piper Cruiser	AERONAUTICS DEPARTMENT MT. SAN ANTONIO COLLEGE Pomona, California
No. 51. PATRICIA HUTCHINSON San Diego, California She is president of Women Flyers of America Chapter in San Diego.	PAT PHELPS San Diego, California	Piper Cruiser	CALIFORNIA TUNA PACKING CO. San Diego, California
No. 52. HELEN GREINKE Bloomington, Illinois		Cessna 140	IDEAL DISPENSER COMPANY Bloomington, Illinois
No. 54. VERA LEONE WILSON Kansas City, Kansas		Tempco Swift	
No. 55. JUNE LEITCH Sausalito, California	LORRAINE LOGAN San Francisco, California	Luscombe	
No. 56. GRACE M. HARRIS Kansas City, Missouri		Stinson Voyager	
No. 57. MARY KITSON Venice, California	JOYCE BARBEE Los Angeles, California	Cessna 140	
No. 58. CAROL ANN CONN Temperance, Michigan		Luscombe Silvaire	
No. 59. MARION R. HART New York City, New York		Bonanza	

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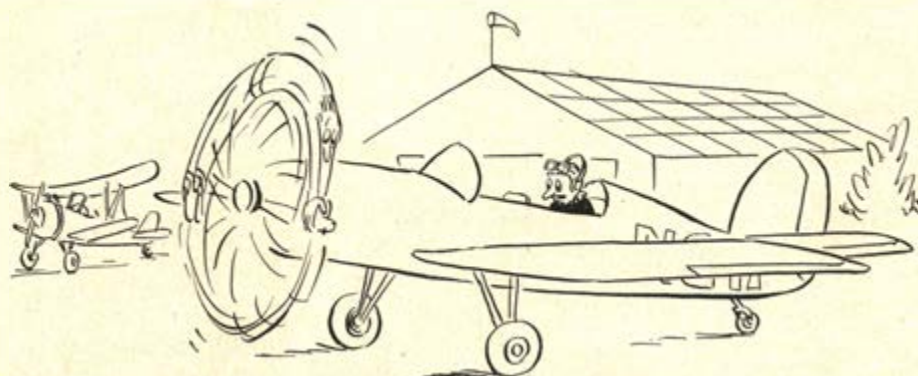
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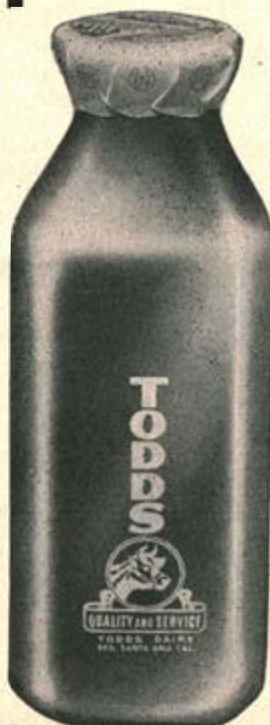
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THE NINETY-NINES, INTERNATIONAL ORGANIZATION OF LICENSED WOMEN PILOTS

The international organization of licensed women pilots known as the Ninety Nines had its inception November 2, 1929, in a hangar at Curtiss Field, Valley Stream, Long Island, New York. Twenty six licensed pilots were rounded up, paradoxically enough, by a non-flyer, Clara Trneckman Studer. This nucleus group contacted every licensed woman flier in the country, 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. Amelia was named 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.

Of international scope, the Ninety Nines has members in Canada, Alaska, Hawaii, South America, Sweden. Nine official national and international aviation records currently are held by members of the Ninety Nines.

An Amelia Earhart scholarship of \$150 annually, which was established at the 1940 national meeting in Denver, each year helps the winner of annual applicants, promote her aviation career. There are about 2,000 Ninety Nines.

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SANTA ANA



ROUTE OF 1951 AWTR

The 1951 All Women's Transcontinental Air Race is from Santa Ana to Detroit. However, since the planes are limited in horsepower to 350 or less, it is necessary to provide stopping places throughout the route for overnight stops and to obtain gas and oil. Following are the route cities, with a brief description of each community:

SANTA ANA: Situated in the heart of the Orange Empire, the largest city between Los Angeles, (30 miles to the Northeast) and San Diego (85 miles Southwest) it was founded originally as the overnight stopping place for stagecoaches going between Los Angeles and San Diego. Close to the metropolitan center, where a freeway connects the center of each city, Santa Ana offers every advantage of a home town where schools, churches, homes, clubs and civic activities, sports and recreational facilities are abundant. It is truly an ideal city for a well rounded, complete home life atmosphere. It's business section too, is represented with well rounded stores and service companies offering complete services for all needs. Some 200 industrial plants within a radius of 12 miles, plus the agricultural interests of the community make for a well balanced community at all times.

BLYTHE, CALIFORNIA: First official stopping place on the route to Detroit is Blythe, California, situated on the West Bank of the Colorado river in the Palo Verde Valley, 100 miles north of Yuma, Arizona, 200 miles east of Santa Ana. Chiefly an agricultural community, this area has also become a livestock feed market for the Los Angeles area market. With a population of nearly 5,000, Blythe is the only incorporated city for 100 miles in any direction.

PHOENIX, ARIZONA: Located in the center of the state, Phoenix is 168 miles east of Blythe. Called the Valley of the Sun because of the year round sunshine, Phoenix is the second stopping place on the route of the 1951 Air Race.

TUCSON, ARIZONA: Approximately 125,000 people reside within a 6 mile area of the Tucson post office. The Sunshine City, Tucson has always taken a great deal of interest in the 99's Air Race. The Tucson Airport Authority makes every effort to assist in this great event. Historically Tucson, 125 miles south of Phoenix, has developed into one of the southwest's finest cities evolving from a few adobe buildings standing among the cacti during the Civil War days.

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. One small hotel and restaurant is available, but 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 on the route to Detroit, El Paso is on the western border of Texas.

ODESSA, TEXAS: Supply center for 25,000 producing oil wells in the Permian Basin, Odessa is the oil capital and trading center of this area. It is also famous for its fine Hereford cattle. The sports center of west Texas, Odessa has also gained national recognition for its popular "Chuck Wagon Gang" which serves close to 50,000 meals at cost each year for conventions and meetings. Odessa had a population of 2,407 in 1930, nearly 30,000 in 1950, a fine tribute to its wonderful community spirit and natural resources.

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, the headquarters city between Fort Worth and El Paso. There are five Federal Highways and three State highways going through Abilene, a fast growing progressive Texas city. While oil and cattle are the chief industries Abilene has two colleges and one university, 14 public schools and two business colleges. The 551 retail trade establishments, plus 350 service trade establishments ranked second among the 353 trading areas reported by the Federal Reserve Board last year.

TULSA, OKLAHOMA: Northward from Texas, the route of the 99's air race heads through Oklahoma. Tulsa is the 8th official stop on the route.

SPRINGFIELD, MISSOURI: Springfield is the 9th city designated as an official stop on the route of the 1951 Air Race.

ST. LOUIS, MISSOURI: Tenth city where the participants can set down is St. Louis. The "Visit St. Louis" committee is happy to welcome the 99's air race participants and are proud of their city, surrounded by the United States. One of the St. Louis slogans, "The Center of Everything" pretty well describes this large metropolitan area of the west, where major league baseball is played all season long. Settled by French pioneers in 1764, St. Louis was destined to grow, from the very beginning, when fur trading centered in this community. It became the natural gateway to all areas west of St. Louis. In 1821 Missouri became the central

state of the Union, and while it prospered it became the battlefield for the Civil War, with more than one tenth of the battles being fought on its soil. Today, St. Louis is the ninth largest manufacturing city, with rail and water lines connecting it with every section of the country. St. Louis truly has a romantic, stirring story of the development of America.

INDIANAPOLIS, INDIANA: State capital of Indiana, Indianapolis is a city of 560,000 people, a teeming center of commerce and industry, located in a rich agricultural area. It is the largest city in the United States not located on navigable water. Industries represented in Indianapolis cover almost every known product. James Whitcomb Riley and Booth Tarkington contributed to the world wide fame of this city, located almost directly in the population center of the United States.

FORT WAYNE, INDIANA: "America's Happiest Town", Fort Wayne is a well balanced city, founded by "Mad" Wayne Anthony. The gateway to the northern Indiana lake region, Fort Wayne is 146 miles from the end of the race at Detroit. TWA, United and Chicago & Southern Airlines furnish complete passenger and freight service in Fort Wayne.

DETROIT, MICHIGAN: The terminal city for this year's air race, Detroit is the home of the 1951 International Air Fair and in conjunction is celebrating its 250th Anniversary.



DETROIT PROGRAM FOR RACE CONTESTANTS

Race contestants are expected to arrive in Detroit on August 17, 18 and 19. All contestants must arrive prior to 5 p.m. on Sunday, August 19 to be eligible for the awards. On Monday morning, August 20, all contestants will meet at 10:00 a.m. at the Book-Cadillac Hotel. On Monday evening there will be a banquet in the Crystal Room of the Book-Cadillac where the awards will be presented. For the remainder of the week, the 99's will hold their international convention at Mackinac Island, Michigan.

CONGRATULATIONS 99's

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All Womens Transcontinental

Air Race

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THE TRAIL BLAZER

The "Trail-Blazer" has the distinction of flying the route of the air-race to check each designated airport en route and make sure all arrangements have been made to handle race entrants with dispatch. Miss Anne Rambo's life during the past 15 years has been intimately bound up with aviation. She is a licensed pilot and ground school instructor. During World War II, she was the Coordinator in charge of a flight school for Naval Air Cadets at Prescott, Arizona; later she became an officer in the Army Air Corps and served at West Point. She is a Past Commander of the Amelia Earhart Post, American Legion, and established the memorial to that famous flyer in the Smithsonian Institute, Washington, D. C. in 1949. She is on the board of the National Aeronautics Association, Southern California Chapter and is vice-chairman of the Los Angeles Chapter, Ninety Nines, Inc. Miss Rambo instructs and counsels in aviation at Glendale College.



Trail blazing for this race will be no new experience to Anne. By almost every means of travel she has seen most of the world. She saw America first, then twice to the outposts of Siberia; many times across the Andes by plane; months of study and travel in Europe, Mexico, Central and South America. She has flown up the mysterious Amazon and Yangtze Kiang Rivers, has spent many hours in Korea, Japan, China, India and Russia. She has her master's degree from Occidental College in History and has studied at the University of Paris,

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TRANSCONTINENTAL AIR RACE**

Santa Ana
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TRAIL BLAZER, Cont.

Mexico and Columbus University. Her co-pilot on the trip will be Rita Patton, a commercial pilot who spent two and a half years in the WAVES, holds a flight instructors rating and is employed at Lockheed. Following is the itinerary of the "Trail-Blazer":

- August 3, leave Orange County Airport in Santa Ana
- August 3, Blythe, Calif., Phoenix, Ariz., Tucson Ariz.
- August 4, Columbus, New Mex., El Paso, Tex., Odessa Texas
- August 5, Abilene, Texas
- August 6, Tulsa, Oklahoma
- August 7, Springfield, Missouri
- August 9, Indianapolis, Indiana
- August 10, Fort Wayne, Indiana
- August 11, Detroit, Michigan

NOTE: This schedule is subject to change due to weather or unexpected problems.

DOUG CORRIGAN MOVES TO SANTA ANA

Doug Corrigan, one of the world's most famous aviators, who left the Long Beach Municipal Airport on July 8, 1938, at 11:45 A.M. on a trip to New York and back, but instead, arrived in Ireland on July 18th, has selected Orange County as his new home.

Corrigan recently bought a 20-acre citrus grove on North Flower Street and West Orange Road in Santa Ana. He plans to move his family to Santa Ana just as soon as he can build a home on the property. In the meantime, he is working in his citrus grove, learning the business from the ground up. Corrigan's decision to locate in Santa Ana was prompted by the Jack Smith Company, Santa Ana realty firm.

Corrigan has been flying in Alaska recently and does not intend to give up aviation, which is his true love. He is to be one of the feature attractions at the Air Show at the Orange County Airport Sunday afternoon, August 12.

Welcome 99's to **VAUX** IN BALBOA

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Cocktails till 2 A.M.*

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AIR SHOW PROGRAM

SUNDAY
AFTERNOON
AUGUST 12

ROBERT E. GEIER, MASTER OF CEREMONIES

Robert A. Geier, whose entire life is aviation has been flying continuously since 1935. He has taught for over 11 years, spent 3 years as aeronautical inspector with the CAA. He was manager of the Martin School of Aviation for 5 years. A noted author on aviation, his column, SKY-BOBBING, has been appearing in numerous publications since 1947. Other articles have appeared in WESTERN FLYING, AIR AGE, WESTERN PILOT, IN FLIGHT and CROSS COUNTRY NEWS. He won 3rd place in the Women's International Aeronautical Literary Association contest in 1948. His textbook, FLY RIGHT, has sold throughout the entire United States.

- 2 p.m. Arrival of Air Race contestants
Jenny Flying exhibition by Johnnie Martin
Aero Squadron Flight
Dead Stick Landing demonstration
Power Model Flying
Paul Mantz introduction and flying exhibition
Bomb dropping contest
Balloon breaking contest
Demonstration of maneuvers on Private Flight test
Helicopter exhibition
Crop dusting exhibition
Demonstration of new planes in flight
Introduction of Douglas Corrigan
Oldest and youngest pilot contest
Oldest person attending show award
Military flying demonstration
Parachute jump
Max Conrad arrival on non-stop flight from Mexico City.
Southern California Soaring Association Demonstration



Bob Geier



Johnnie Martin

Ground exhibits all afternoon, continuous movies in hangar from 2 to 4 p.m. Pictures of many of the race contestants are posted inside the first hangar. Our thanks to the El Toro Marine Base for the Military Exhibits.



Paul Mantz, one of the world's foremost aviators is establishing an airplane museum at the Orange County Airport. On display will be the famed airplanes that are now chiefly found in history books.



The Martin School of Aviation has turned out over 12,000 students without a training fatality. Orange County is proud of this pioneer aviation company, nationally known for efficient, courteous and competent service.



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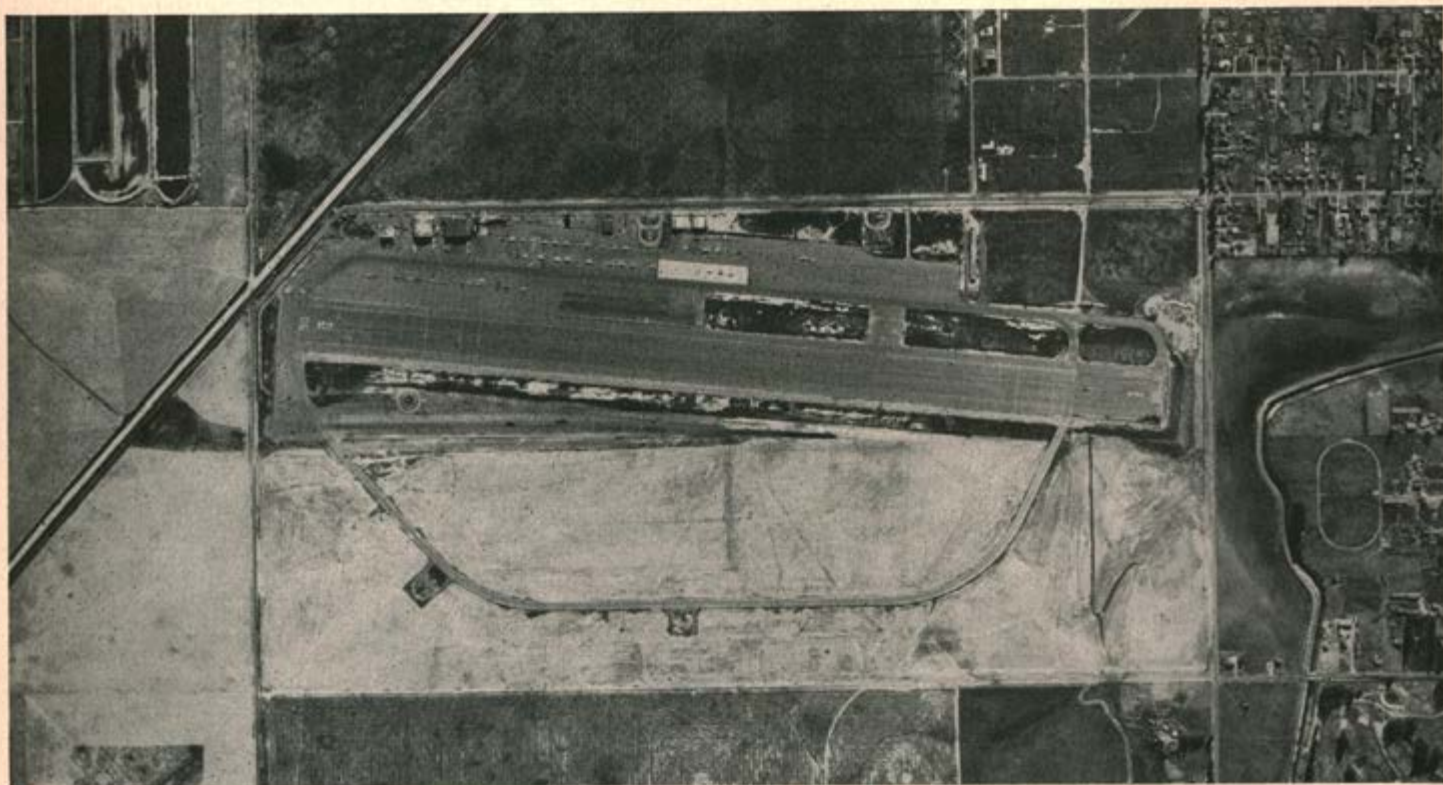
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We cordially invite anyone who is interested in building in Orange County to consult our office for advice and information.

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Address all inquiries to:
ORANGE COUNTY BUILDERS' ASSOCIATION
941 NORTH SANTIAGO SANTA ANA, CALIFORNIA
C. W. MEYER, Secretary-Manager

Industrial Opportunities in Orange County



View of the Orange County Airport adjacent to Santa Ana. Santa Ana welcomes discussions with industrial plants which could be served from

this airport located in the center of the Southern California aircraft manufacturing area, 80 miles from San Diego, 20 miles from Long Beach.

Continued from Page 4

wide variety of products including pottery, china, machine tools, hardware, beet sugar, pipe, batteries, cabinets, agricultural implements, oil well equipment, textiles, dairy products, auto parts, apparel, wood products, etc.

TRANSPORTATION. Despite the vast expanse of the Southern California area it is well integrated, closely knit by a network of traffic arteries and free-ways which keep all sections easily accessible to each other. For carrying agricultural and manufactured articles to market, for transporting raw materials and for other industrial transportation, five facilities are available. Orange County has a vital portion of these facilities in its area and the new Santa Ana Freeway, now nearing completion has been a great factor in the rapid growth and development of the area. The county is well serviced by Southern Pacific, Santa Fe, Union Pacific and Pacific Electric railroads with excellent service to Los Angeles and San Diego by Santa Fe streamliners and all necessary freight schedules.

Orange County owns and operates one of the best airports in the entire So. California area. Built by the army during World War II it has every facility with concrete runways, taxi strips, large paved parking areas, hangers, underground fuel storage, restaurant, training school, repair shops and an area set aside for industrial development for concerns needing air transportation.

Automobile, truck, and bus transportation is more highly developed within this area than in any other part of the country. Improved roads cover the entire county with a well developed network of high-speed highways and freeways connecting every other major city and area in Southern California. Freight transportation is available over these fine highways by Pacific Freight Lines, Pacific Motor Trucking Co., So. Calif. Freight Lines, Valley Express Company, many contract carriers, radial highway common carriers, and Interstate common carriers.

UTILITIES. Orange County is fortunate in having available to it all of the utility services which could be needed by industry. Natural gas is distributed throughout the county by the Southern Counties Gas Co. which is tied into the huge new pipe line which brings gas to the area from Texas, augmenting our own supplies developed in Southern California's great oil fields. Electric power supplied by the So. California Edison Company is abundant and may be had at rates which compare with the lowest in the nation. All of Southern California is served by an interconnected system with power sources from Hoover Dam, the High Sierras and from steam plants.

Supplementing the underground supply of water in the area is water brought by means of a huge aqueduct from the Colorado river by the Metropolitan Water District. This supply is now available in the county for domestic, industrial and agricultural purposes.

The people of the county have planned far into the future by providing a county wide system of sanitary sewers which will soon be completed. The availability of this service is having a great influence in the rapid growth of the area.

INDUSTRY IS WELCOME. With the rapid increase in population (85% since 1940) the people are turning to industrial development to balance the predominantly agricultural economy of the county. Fine industrial tracts and sites are available at reasonable prices in Anaheim, Fullerton, Costa Mesa, Santa Ana, Orange, Garden Grove, Huntington Beach and Westminster. These areas are well serviced by transportation and utilities and full cooperation can be expected from Chambers of Commerce, city and county government agencies and the people. The people of Orange County invite the industrialists of the nation to consider locating where living is good and where production is profitable.

Visit Orange County, the best part of Southern California!

THREE ORANGE COUNTY INDUSTRIAL PLANTS



The Treesweet Products Company in Santa Ana.



The Kohlenberger Engineering Company in Fullerton.



The Kwikset Lock Company in Anaheim.

ANAHEIM INDUSTRIAL GROWTH CITED

Industry discovered Orange County during World War II. The impetus given industrial development during the war period has resulted in a new and phenomenal expansion of industry in Orange County; and particularly in the Anaheim area.

Since the colonization of Anaheim in 1857 the community had been dependent on agricultural products for its income. The community, during the past fifty years, has had its economy tied to the culture, packing and processing of the Valencia orange. Since V-J Day Anaheim has rapidly developed into the industrial city of Orange County. The Anaheim Chamber of Commerce places industrial development in first position on its program of work and gives special emphasis to diversification.

Continued on Page 23

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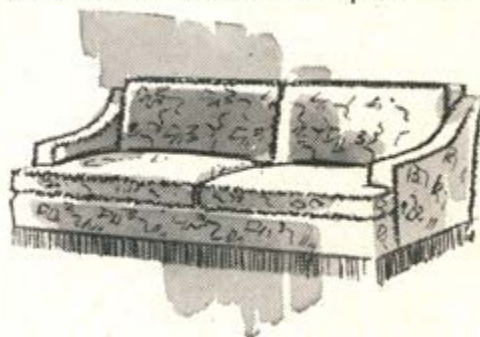
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ACTIVITIES OF CONTESTANTS

While it is necessary for the planes entered in the Air Race to be on hand early for rigid inspection purposes, the Santa Ana Junior Chamber of Commerce and the Los Angeles 99 Chapter have arranged for the following schedule of activities for all race contestants:

- Saturday, August 11 — Arrival in Santa Ana.
- Sunday, August 12 — Air Show at Orange County Airport honoring race contestants.
- Monday, August 13 — A tour of Orange County, featuring a visit to the San Juan Capistrano Mission, the Orange groves, the coastline, the oil fields and Knott's Berry Farm.
- Tuesday, August 14 — Briefing sessions at Orange County Airport.
- Tuesday evening — Banquet at the Balboa Bay Club.
- Wednesday, August 15 — 8:30* Loading and warm-up.
9:30 Pilots' weather briefing meeting in conference room administration building.
11:30 Report to aircraft for take-off.
12:00 TAKE-OFF.

*Pacific standard time

NIC-L-SILVER Batteries



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SOLD EVERYWHERE

ANAHEIM INDUSTRIAL GROWTH CITED

Continued from Page 20

An ever-growing list of products now bear the "Made in Anaheim" label—blinds and awnings, builders hardware, industrial alcohol, ladies' ready-to-wear, concrete blocks, electric motors, furniture, women's nylon hosiery, fruit presses, farm machinery, vegetable presses, citrus machinery, mattresses, paints, lacquers, plastic fabrication, synthetic resin, insulated copper wire, trailers, gas control equipment, chrome furniture, range finders.

So, the passing-through county of Southern California now becomes of age industrially. Such blue chip corporations as the General Electric Company found Anaheim an ideal location on the west coast for their modern synthetic resin plant; of recent date the Daystrom Furniture Company of the American Type Foundry Group; the Robertshaw-Fulton Controls Company, the nation's foremost manufacturer of automatic controls; and the Northrop Aircraft Corporation chose Anaheim as the location for their new plants after a thorough survey of the industrial properties of the entire southland.

The Northrop Aircraft Corporation plant, now under construction with its 250,000 square feet, becomes the largest plant ever to be built in this county.

The strategic location of Anaheim's industrial districts, lying between not only the two fastest growing metropolitan areas, but significantly between the two greatest airplane manufacturing centers in the nation, This places Anaheim, of Orange County, in the threshold of a first-ranking industry which has extraordinary potentialities for the expansion of satellite type plants which are so essential to feed parts and small assemblies into the great airplane assembly plants in the San Diego and Los Angeles Counties.

The convenience of transportation via the Santa Fe Railroad and the trucking lines tie the entire region together into an ideal pattern for an industrial concentration.

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**EVERYONE—MERCHANTS, DISTRIBUTORS, PROFESSIONS, PROPERTY OWNERS, LABOR, GAINS
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ANAHEIM IS PROUD OF ITS

- Business District ● Homes ● Playgrounds
- Parks ● Schools ● Churches
- Free Parking Lots ● Industrial Plants

THE SELECTION OF ANAHEIM

(Reasons why the General Electric Company located its plant in Anaheim are outlined in a General Electric booklet. Pertinent excerpts are published below):

"The location of Anaheim is ideal for several reasons. It has excellent railroad facilities, is close to seaport and water transportation and links into a network of highways that joins it to important industrial centers.

"There is a progressive attitude in the city, living conditions are good and efficient personnel available. In fact, all the conditions requisite to the success of a manufacturing venture of this type are present. There are comfortable homes, progressive schools, recreational facilities, churches and many other civic and social organizations required by the personnel upon whom the success of the works will so largely depend.

"The people of Anaheim are co-operative. Business and civic organizations aided in many ways during the period in which the plant was being designed and constructed. Courtesy combined with willingness to help has been shown by the entire community. This demonstration of friendliness and co-operation has given the General Electric Company confidence in the success of its new venture."

- EXPANDED PAYROLLS
- INCREASED VOLUME OF RETAIL SALES
- AUGMENTED DEMAND FOR PROFESSIONAL SERVICES
- BROADER JOB OPPORTUNITIES
- ADDITIONAL CITY TAX INCOME
- INCREASED SALES OF CITY POWER AND WATER
- MAINTENANCE OF PROPERTY VALUATIONS

WE ARE PROUD TO ANNOUNCE A TOTAL OF 27 INDUSTRIES LOCATED OR RE-LOCATED IN ANAHEIM SINCE V-J DAY

Vista Furniture Co.—*Modern Furniture*
Electra Motors Corp.—*Electric Motors*
Newkirk Mfg. Co.—*Farm Machinery*
Viking Manufacturing Co.—*House Trailers*
Oranco Manufacturing Co.—*Foundry*
Brownstein-Louis Co.—*Shirts*
General Electric Co.—*Synthetic Resins*
Kwikset Locks, Inc.—*Locks*
Trimfit of Calif.—*Nylon Hosiery*
Rinshed-Mason Co.—*Paint Lacquers*
The Neville Co.—*Synthetic Resins*
Alex Tamale Co.—*Tamales*
Roddick Tool Co.—*Internal Pipe Wrenches*
Anaheim Suit & Coat Co.—*Women's Apparel*
Daystrom Furniture Corp.—*Chrome Furniture*
Anaheim Furniture Mfg. Co.—*Household Furniture*

California Hosiery Co.—*Women's Nylon Hosiery*
Citrus Reaming Equipment Corp.—*Automatic Orange Juicers*
Foster Sand & Gravel Co.—*Concrete Blocks*
Williams Manufacturing Co.—*Plastic Fabricators*
Marco Industries Co.—*Indicator Lights for Aircraft*
P & L Welding & Machine Works—*Food Processing Machinery*
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A WORD OF THANKS

The ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC. wishes to express profound thanks and appreciation to the following organizations and individuals for their invaluable assistance and sponsorship of the 5th 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:

BEECH AIRCRAFT CORPORATION, Wichita, Kansas
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TAYLORCRAFT, INC., Conway-Pittsburgh Airport, Conway, Pa.
U. S. Civil Aeronautics Administration
U. S. Coast & Geodetic Survey
U. S. Marine Base, El Toro, California
Santa Ana Junior Chamber of Commerce
Santa Ana City Council
Orange County Board of Supervisors and Mr. W. H. Nichols, Orange County Airport Manager
Martin Aircraft Sales & Service, Orange County Airport
Orange County Squadron, Civil Air Patrol
Aero Club of Michigan
Michigan Chapter of Ninety Nines, Inc.
Los Angeles Chapter of Ninety Nines, Inc.
Girl Cadets of the Michigan Wing, Civil Air Patrol
Bertrand Rhine of Los Angeles, Legal Advisor
Glenn Eastburn
Balboa Bay Club of Newport Beach, California

AND to the many others who have helped to make this Air Race possible, our sincerest thanks and gratitude!

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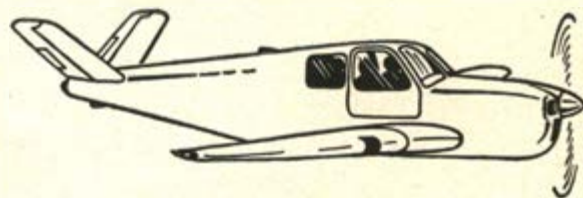
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OBJECTIVES OF NINETY-NINES ALL WOMEN TRANSCONTINENTAL AIR RACE

There are five main objectives to accomplish each year in the flying of the All Women Transcontinental Air Race:

1. To bring to the attention of the general public that all commercial and private flying is safe and practical.
2. To emphasize the fact that light planes used today most extensively in private aviation are safe in every respect and easily flown.
3. To provide activity in private flying, and this stimulates further activity in both private and commercial aviation. To provide competitive, safe, enjoyable flight activity for women who have their private or commercial pilot's license.
4. To underline the admitted fact that women are efficient, safe pilots.
5. 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.



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For many months the Santa Ana Junior Chamber of Commerce has been working hard on the many details involved in successfully promoting the start of this, the 5th Annual All-Women's Transcontinental Air Race. Having sponsored Claire MacMillan and Clara Davis in the race last year, and realizing the opportunities of furthering Orange County aviation by sponsoring the start of the race, preliminary plans were formulated last December. Bill Boyd is the general chairman of the Air Race Committee. Assisting him are Ed Crane, housing; Scott McClary, concessions; Dick Dommies, transportation; Floyd Spangler, radio; Fred Croddy, sound equipment; Milt Stafford, banquet at Balboa Bay Club; Lew Hodgson, publicity; Whitey Manson and Ray Couch, Air Show; Bob Laster, signs; Bob McConnell, hospitality; Milford Dahl, State JC Vice-President; Al Blacklidge, Jr., immediate past-president of the Santa Ana Junior Chamber of Commerce; Vic Alleman, president, and Armand Hanson, chairman of the aviation committee of the Santa Ana Junior Chamber of Commerce. In addition to these and many others who have assisted in this project, the Santa Ana Junior Chamber wishes to express their appreciation to the Santa Ana City Council, the Orange County Airport and Manager Bill Nichols, the Martin School of Aviation and Johnnie Martin, the Union Oil Company, the Glenn L. Martin Aircraft Company, the Orange County Board of Supervisors, the Santa Ana Register, the Balboa Bay Club, the Santa Ana Chamber of Commerce, radio station KVOE and all the other individuals and organizations whose willing cooperation has assisted to make this event successful.

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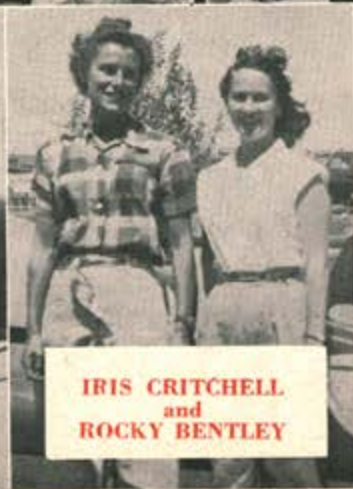
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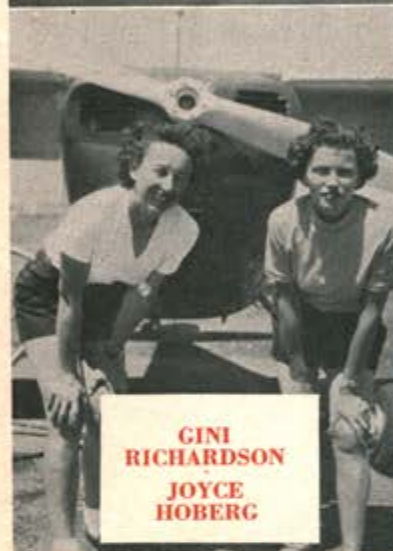
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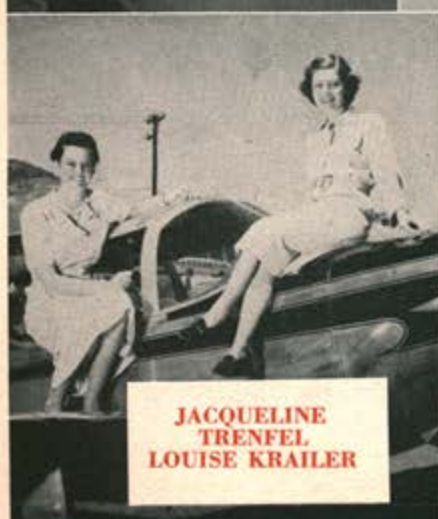
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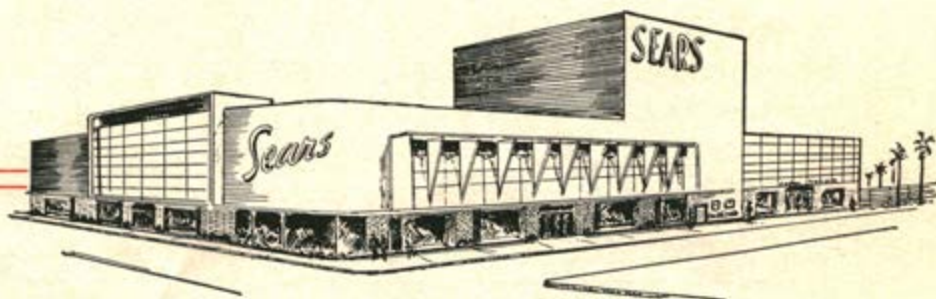
AT THE ORANGE COUNTY AIRPORT

Welcomes the 99's



congratulations

to the Santa Ana Jr. Chamber of Commerce and the Women Pilots of America on the staging of the 5th Annual All Women Transcontinental Air Race.



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