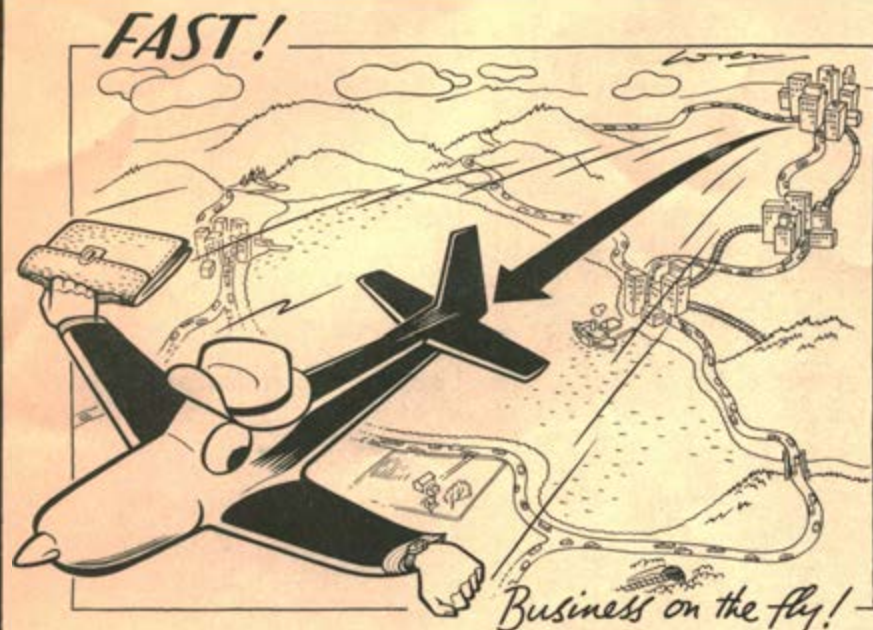


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Ninety-Nines All Women **TRANSCONTINENTAL AIR RACE**

FROM SAN DIEGO, CALIFORNIA TO GREENVILLE, SOUTH CAROLINA



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Super
260**

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This super 260 is the same type Ryan Navion **Mrs. Betty Gillies** and her 15-year-old daughter, **Pat**, will be flying when they take off from San Diego, June 11 to compete in the Ninety-Nines All-Woman Transcontinental Air Race. Mrs. Gillies won second place in 1949.



Ryan Aeronautical Company

Lindbergh Field

San Diego 12, California



Odessa, Texas

Pursuant to our telephone conversation of May 18th, beg to advise that the City of Odessa in addition to providing the \$1500.00 cash prizes will do the following:

1. Provide free accommodations at the Sand and Sage, West Texas' most complete Motel. Incidentally, the participants in the race will be the first occupants of this beautiful western type motel.
2. A Chuck Wagon Barbecue (see Chuck Wagon pamphlet), or a dinner at the Country Club, whichever the participants prefer.
3. Leg prizes will be provided by local merchants as recommended by your committee. Please let us know just what is appropriate.

I believe we can arrange to give each girl who stays overnight in Odessa a custom made Western hat, manufactured locally, provided we can get head sizes in advance. These hats would only be presented to girls who stayed overnight in Odessa.

4. Gas will be provided at the wholesale price--we have not yet been able to get any of our oil companies to donate same.
5. In all probability, we will have someone at Greenville, South Carolina to present checks to the winners--this is a matter we will discuss with Miss Mardo Crane on the occasion of her visit to Odessa on June 5th.

THE CHUCK WAGON GANG

Odessa Chamber of Commerce

The Good-Will Ambassadors - - "Spreading the name and fame of Odessa throughout the Great Southwest"



AIR RACE

FOUR YEARS AGO, the first all woman transcontinental air race started with one entrant. In 1948, four women contestants took off from Palm Springs for Florida in the second air race. San Diego received the start of the third all woman transcontinental air race last year and by that time the race had grown to include sixteen planes, with twenty-four women participating. Due to the success and growth of the air race, the Ninety-Nines officially adopted it at their National Convention in 1949 as a national project, and San Diego was again selected for the start with Greenville, South Carolina, as the terminus.

THE NATIONAL AIR RACE COMMITTEE, headed by Mardo Crane, consists of Evelyn Briggs, Betty Loufek, Bea Medes, and Barbara London. Their duties include promoting sponsors and trophies for the race, selecting starting and finishing points, setting the dates and formulating all necessary rules and regulations. These rules are essentially the same as last year's, stressing safety and navigation ability rather than speed, with the major change raising the horse-power to 300 h.p.

INCREASINGLY WIDE-SPREAD INTEREST has been shown by sponsors and advertisers. The San Diego Ninety-Nines gratefully acknowledge the assistance of San Diego business men in promoting the race, and extend special thanks to sponsors STAR-KIST TUNA, ACME SAW WORKS & SUPPLY, CHAMP'S FLYING SERVICE, SOUTHERN CAL AIRMOTIVE, DEAL MOTOR CO., JOHNSON CARPER FURNITURE, GIBBS FLYING SERVICE, VALLEJO JR. CHAMBER, SAN DIEGO WORLD EXPOSITION, TREPTE CONSTRUCTION, FRIEDKIN'S, and VAN CAMP'S.



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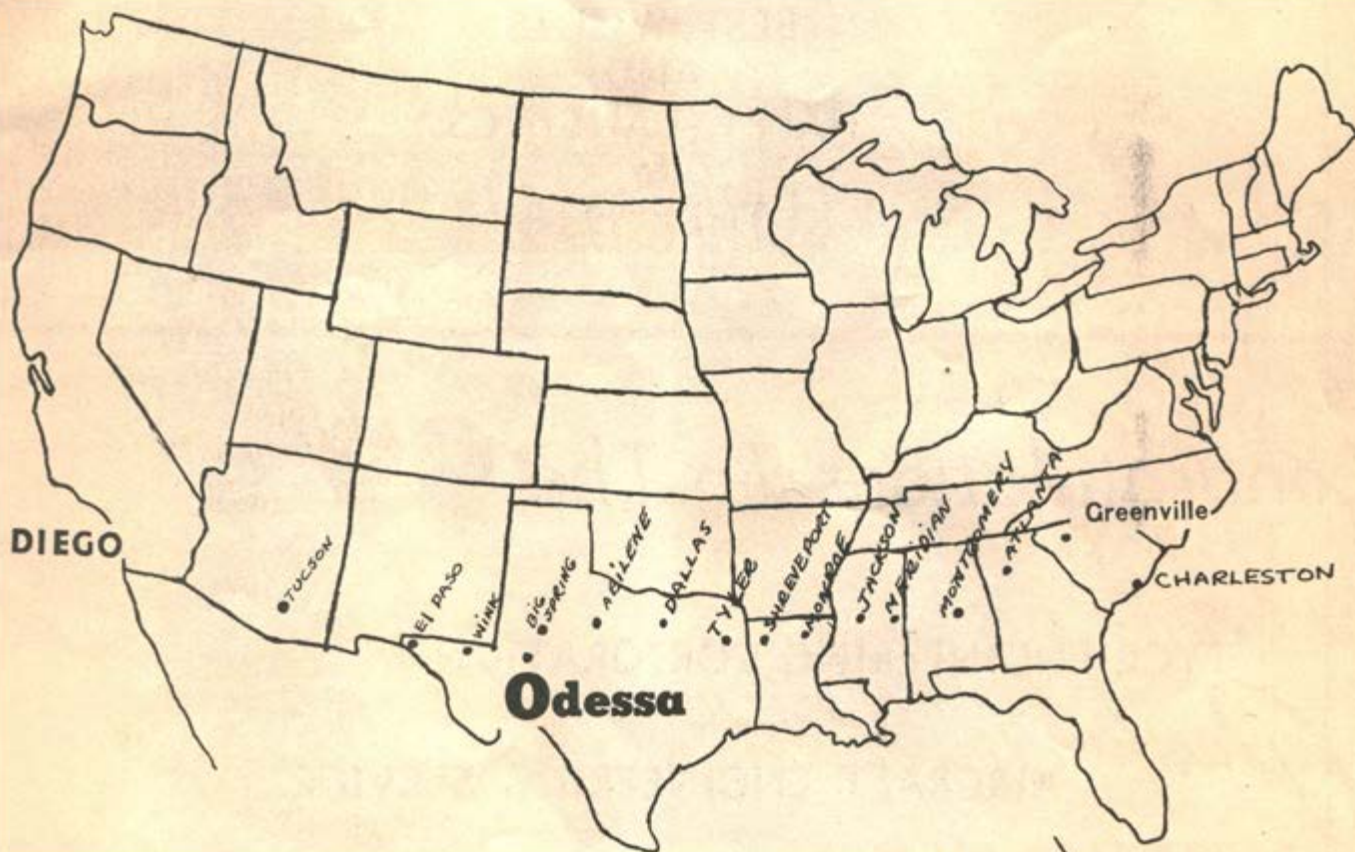
\$1500 donated by Odessa, Texas
first place \$750.00
second place 500.00
third place 250.00

\$300 additional donated by Mrs. Beech of
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PROGRAM

Thursday: Morning - Recreation and rest
Lunch - - Kiwanis Club
Night - - Cocktail Party, seafood dinner, sponsored by
City of Charleston

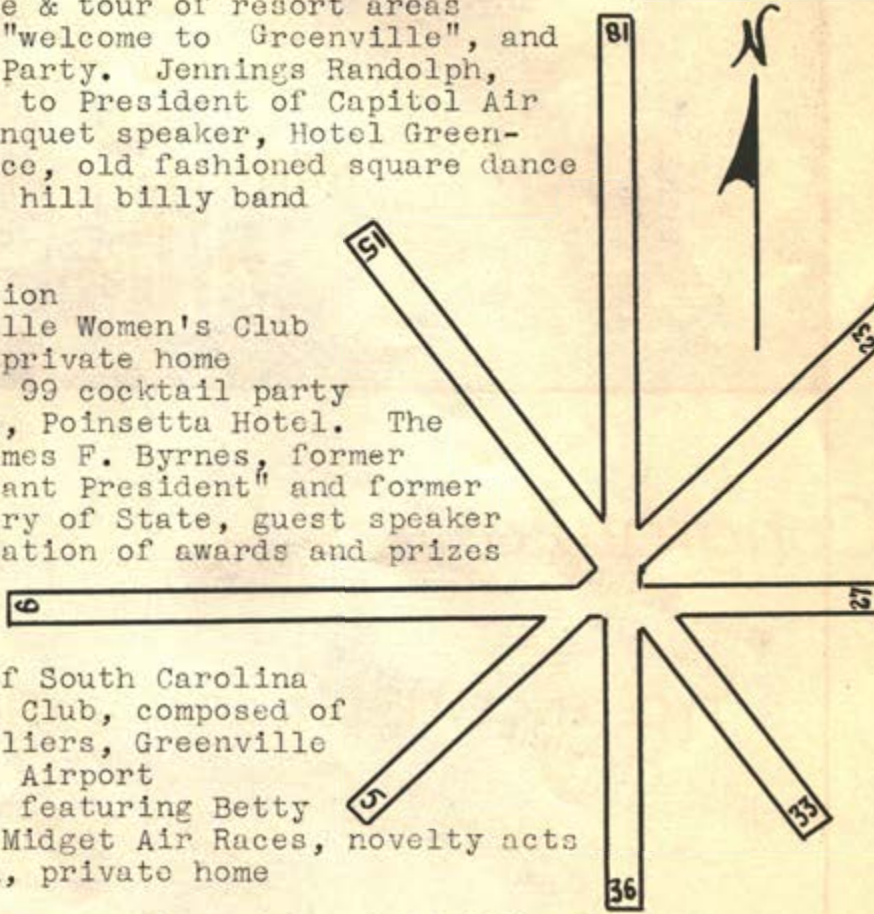
Friday: Morning - Recreation and rest
Afternoon-Lunch in cool mountains Northwest of
Greenville & tour of resort areas
Night - - Banquet: "welcome to Greenville", and
Cocktail Party. Jennings Randolph,
Assistant to President of Capitol Air
Lines, banquet speaker, Hotel Green-
ville Dance, old fashioned square dance
with real hill billy band

Saturday: Morning - Recreation
Lunch - - Greenville Women's Club
Afternoon-Party, private home
Night - - Private 99 cocktail party
Banquet, Poinsetta Hotel. The
Hon. James F. Byrnes, former
"Assistant President" and former
Secretary of State, guest speaker
Presentation of awards and prizes

Sunday: Morning - Meeting of South Carolina
Breakfast Club, composed of
private fliers, Greenville
Municipal Airport
Afternoon-Air Show, featuring Betty
Skelton, Midget Air Races, novelty acts
Night - - Reception, private home

Monday: Depart for National Convention at Brackettville, Texas

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W.S. Judy, MD, Chairman
AVIATION COMMITTEE,
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TRANSCONTINENTAL AIR RACE

Lt. Gen. George entered the U.S. Army in 1917, being commissioned as a second lieutenant in the cavalry, but shortly associating himself with the aviation branch.

As a second lieutenant he served in France as a pilot with the Second Bombardment Group. During the period from World War I to World War II, Gen. George served at various air force stations in the United States and overseas. He was on duty in the office of Chief of Air Corps for four years, in charge of bombardment aviation. After completing a course of instruction at the Air Corps Tactical School, he became an instructor in bombardment and finally Director of Air Tactics and Strategy at that school. After graduation from the Command and General Staff School at Fort Leavenworth, he was assigned to the Second Bombardment group at Langley Field, which was the first organization equipped with B-17 Flying Fortresses. In that organization he participated in good will flights to the Argentine, Brazil and Colombia.

In June of 1941 he was ordered to Washington as Assistant Chief of the Air Staff in charge of the Plans Division. In March of 1942 General Arnold appointed him Commanding General of the Ferrying Command, which was changed to the Air Transport Command in July of that year. General George remained with the ATC until the end of World War II, at which time he was assigned as Senior Representative of the United States Army on the staff of the United Nations. He was retired January 1, 1947, as a lieutenant general.

He has been awarded the following honors and decorations:

Distinguished Service Medal
Distinguished Flying Cross
Knight Commander of the British Empire
Order of the Southern Cross of Brazil
Distinguished Flying Cross of Peru
Order of the Banner in the Cloud (China)

Legion of Merit
Air Medal
Legion of Honor of France
Order of El Sol del Peru
Grand Cordon of Yun Hui



Lt. Gen. George

COAST-TO-COAST



- #1. AILEEN PICKERING, San Pedro. Began flying 7-17-49 in Lancaster, California. Soloed 9-17-49 at Lancaster Airport. Received pilot instruction from Babe Story. Obtained sponsor for race two months before receiving private pilot's license. College student, studying law and education. Lives at home with mother and seven year old daughter Dale. Flying career has been brief and interrupted because of schooling.

IRMA (BABE) STORY, co-pilot. Ex-Wasp with better than 3,000 flying hours logged. Vice-chairman L.A. 99's. Flight instructor at Lancaster Airport.

SPONSOR: STAR-KIST TUNA OF TERMINAL ISLAND

PLANE: Cessna 140 "Patroller", brand new, 8 hr. gas range, plastic doors for patrolling oil lines, etc.



- #2. BETTY GILLIES, San Diego. Learned to fly in 1928. Charter member of the Ninety-Nines. Did instructing and charter flying before the war. First pilot to sign up under Mrs. Nancy Love in the Women's Auxiliary Ferrying Squadron which later became known as the WASP. Served in the Ferrying Division of the Air Transport Command from September 1942 to December 1944. WASP squadron Commander at New Castle Army Air Base, Wilmington, Delaware. Has two children Pete, age 17, and Pat, age 16.

PAT GILLIES, co-pilot. A junior at Douglas School at Carmel, California. Will be sixteen by the time of the race. Over 200 hours at Navion controls.



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PLANE: 260 h.p. Super-Navion, owned by Betty and Bud Gillies.

- #3. MARION HART, New York City. Private license July 1946; instrument license December 1947; commercial license June 1948; commercial glider February 1948. Member SPA. No children. Started to fly after war, and has flown across the country solo several times. Owns Cessna 170.

PLANE: Cessna 170 belonging to Marion Hart.



- #4. RUTH GILLETT DEERMAN, El Paso. First lesson July, 1944; first solo August 1944. Private license September 44; Commercial Mary 45; Instructor rating September 45; Instrument August 47. Member of 99's, AOPA, NAA. Flying time 1001:15. Own Cessna 140 named "Cotton Clipper". Husband is cotton farmer, not interested in flying.

RUBY CAMPBELL HAYS, co-pilot. First lesson February 47; solo March 47; private license June 49. Member of 99's, NAA. Husband uses their Cessna 190 to commute daily from El Paso to their farm at Salt Flats. Two boys, age 16 and 18. The 18 year old has soloed and is working on private. Log time 33 hrs.

SPONSOR: CHAMP'S FLYING SERVICE. Bill and Wayne Champney, Cessna Distributors, Storage, Servicing, Flight Instruction and Charter.

PLANE: Cessna 140 owned by Ruth Deerman.



- #5. ANNE GROGAN, San Diego. Native of West Warwick, Rhode Island, has made home in San Diego since 1944. Learned to fly locally in 1948. Member San Diego 99's. Flew Air Race 1949 as co-pilot in plane which finished sixth. Employed by San Diego & Arizona Eastern Railway, subsidiary of Southern Pacific, as Payroll Clerk.

SPONSOR: SOUTHERN CAL AIRMOTIVE, INC. Wholesale and retail dealers in aircraft parts and supplies. Mooney dealers.

PLANE: Mooney "Mite". 1950 de luxe model.

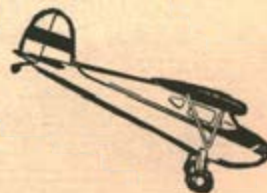


- #6. LOIS B. HAILEY, El Paso. Started flying as a hobby in '39. Commercial license in '41. Joined WASP in '43 and served 2 years, attached to Anti-Aircraft Artillery units for target and radar work. Did some radio-controlled target flying. Taught flying for four years after leaving WASP. Operated a CAA approved ground school in El Paso in partnership with Lois Ziler for four years. Now teaching aeronautics in Austin High School, El Paso.

LOIS H. ZILER, co-pilot. A graduate aeronautical engineer from Purdue University. Worked for Pratt & Whitney for two years before joining the WASP. Served two years in the WASP with tow target squadrons. First to do radio-controlled target work. Since leaving the WASP, has been doing flying and ground instructing in El Paso, where she owns a CAA approved ground school.

SPONSOR: DEAL MOTOR COMPANY of El Paso.

PLANE: Piper Pacer



- #7. JEAN PARKER, Arcadia, California. Former WASP. Was sponsored in last year's race by the Arcadia Chamber of Commerce.

"BOOTS" SEYMOUR, co-pilot.

PLANE: Taylorcraft N96972



- #8. MARTHA ANNE WOODRUM, Roanoke, Virginia. Age 33, single. Woodrum Flying Service, Roanoke, Virginia.

SPONSOR: JOHNSON CARPER FURNITURE COMPANY, Roanoke, Virginia.
Featuring "Fashion Trend" furniture.

PLANE: Bonanza N3055V



- #9. DARLINE THURMOND, Los Angeles. Chairman of the 1949 Air Race Committee. Flew in the Second Air Race in 1948. Holds Commercial Pilots Certificate with Flight Instructor's Rating. Placed third in the 1949 Air Race to Miami.

PLANE: Piper Clipper N5834H

- #10. ELIZABETH LAMBERT, San Diego. Betty (E.C.) Lambert is the author of "Navigation..." and "Meteorology: Practice Problems for Pilot Certificates"--standard text books used by San Diego flight schools and others. Holds Commercial with Flight Instructor and Instrument Ratings. Ground Instructor in Aircraft, Engines, Links, CAR, Meteorology and Nav. Instructed in aeronautics in University, high school adult education and flight school. Now teaching at Vocational School. San Diego 99, AOPA, and Instit. of Navigation. Owns a BT-13. One son age 4 months. Sales from Betty's books have contributed \$115 profit to Scholarship Fund, in return for assistance by San Diego 99's.

CLAIRE HALE, co-pilot. Started flying 1946. Aircraft dispatcher at Gibbs for over a year. Private pilot and San Diego 99. She and Betty placed fourth in 1949 race, in spite of hour's delay due to mechanical trouble. Student in Betty's navigation class. One son, Tommy, age seven.

SPONSOR: GIBBS FLYING SERVICE, INC. Government approved Primary Commercial, Instrument, Flight Instructor courses, Aircraft and Engine Mechanics School. Complete aircraft repair facilities, charter service, rentals, and instruction. Cessna Dealers.

PLANE: Cessna



- #11. MARY KATHERINE PACKARD, Vallejo, California. Age 35. Married. Flying solo.

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PLANE: Cessna 140 fabric-wing. NC 1903V



- #12. IRENE LEVERTON, Chicago, Illinois. Flight instructor, SEL, MEL, MES. 430 hours total. Demonstrator pilot for Rose Parakeet. Started flying at 17. Soloed in 1944, on skis. Private 1945. Line crew chief at Sky Harbor Airport in early 48. Commercial February 1948. Flight instructor rating December 1948. Multi-engine land and sea in Grumman Widgeon in January 1949 to Nov. Now working in United Airlines Meteorology Department. Secretary and Reporter Illinois 99's. Co-chairman 99 Air Meet 1949. Co-chairman Miegs Field Dedication Race to 1950 Convention 99's. Flew with Mickey in Chicago three years ago.

MARY ELLEN (MICKEY) COLLINS, co-pilot. Secretary local CAA office, unable to compete as pilot while employee. Learned to fly in Chicago 1946. Member San Diego Search and Rescue Flight, secretary San Diego 99's, Civil Air Patrol. Co-pilot with Julie Hale in Navion in 1949 race.

SPONSOR: SAN DIEGO WORLD EXPOSITION 1953.

PLANE:

- #13. JUANITA PRITCHARD, Clairton, Pennsylvania. Ferried planes to Alaska three times, to Central America six times, and also possesses flight certificates in these countries. She also has the distinction of being one of the youngest "flying grandmothers" in the 99's. She will be sponsored by several groups in Pittsburgh.

SPONSOR: PITTSBURGH PILOTS COUNCIL, AERO CLUB, C.A.P., and the CLAIRTON BUSINESS & PROFESSIONAL WOMEN'S CLUB

PLANE: Piper Pacer "Pittsburgh Pacer"

- #14. JANE PAGE, San Diego. Learned to fly in 1943. Was a WASP at Ashville, North Carolina during the war. Has flown for non-scheduled air carriers since the war. Flew in the 1947 and 1946 Cleveland National Air Races. First lieutenant in the U.S. Air Force Reserves. Member of the Professional Race Pilots Association. San Diego 99.

SPONSOR: TREPTE CONSTRUCTION COMPANY, INC. Commercial and Industrial Construction

PLANE: Waco ZGC-7 (285 h.p. Jacobs engine)

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#15. LENORE L. McELROY, Ann Arbor, Michigan.

PLANE: Bonanza N3709N



#16. DONNA EVANS, Downey, California. Private license.

LELA HOBDAY, co-pilot. Private license.

SPONSOR: DELPERT FLYING SERVICE and PARAMOUNT CHEVROLET of Norwalk, California.

PLANE: Trojan



#17. VIRGINIA STOVER, Yakima, Washington. Flight instructor, with Commercial pilot's license, Instrument Rating, Link Rating, and Ground School Ratings. She has operated flight schools, and is now employed by a Dust & Spray Company.

MILDRED MANDEVILLE, co-pilot. Chairman of Washington chapter of 99's. Land and sea single engine rating.

PLANE: Ercoupe



#18. ISABELLE McCRAE, Lemon Grove, California. Began flying in 1936. Towed targets with B-26s and flew on Engineer Test Flights with the WASP in 1943 and 1944. Stationed at Stockton and Kingman, Arizona during this time. Army Flight Nurse at Randolph and Love Fields, Texas, after the war. Husband is Navy pilot. One son, Michael, age four.

JOANN GREENMAN, co-pilot. Owner of the Bonanza. Husband is a dentist, learned to fly about five years ago. One boy age 1½, one girl age 4½.

PLANE: Bonanza N5949V

SPONSOR: Mrs. Beech
Sec'y-treas. of Beech Aircraft Co.



#19. Monie Dye, Santa Monica. Member L.A. 99's.

MARY KITSON, co-pilot

PLANE: Piper Cruiser



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THE SAN DIEGO AIR RACE COMMITTEE sincerely thanks the San Diego, La Mesa, and La Jolla business men who have contributed the above prizes. Other prizes are being obtained as the official entries are received, so that each entrant will receive an award of some sort regardless of her race position. These prizes will be listed in the "late entrants" sheet due to the printing deadline of May 22nd.



NOTE: The following entries have not at the time of publication submitted their entry blanks to the National Air Race Committee, due to various reasons. However, they are definite in their plans for doing so, and therefore we are including them in this unofficial list.

LOIS BARTLING, San Diego. Learned to fly in 1936 in Chicago, Illinois. Owned her own Swift 85 for two years. Has just bought a Swift 125. Flies her husband on business and pleasure trips. Flew to Miami in the 1949 race.

PLANE: Swift 125



SPONSOR: FRIEDKIN'S, LINDBERGH FIELD, SAN DIEGO

DOTTIE SANDERS, San Diego. Owns Cessna 120, de luxe model. Born in Buffalo, Wyoming and was reared near Sioux City, Iowa, where she was married to Bob Sanders. He is a flight instructor and soloed Dottie when she was learning to fly. Private license.

DODY PRARIO, co-pilot. Born and raised at Fremont, Ohio. Is married to Doctor Bob Prario, dentist, and has daughter Ann age 3½. Both Doctor and Mrs. Prario fly their own Stinson. Dody learned to fly in a Cessna, has private license. Both Dottie and Dody have approximately 150 hours.

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PLANE: Cessna 120 N1656V owned by Dottie Sanders.



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MARJORIE CROWL, Phoenix, Arizona. Instructor and commercial pilot. Helps her husband run his crop-dusting and flying service: Crowl Duster and Flying Service, Inc. Handles a crop-duster like a professional. Phoenix 99.

DONNA DAVIS, co-pilot. Private license May 1948 at Briese Flying Service, Brown Field. San Diego 99. Member Betty Lambert's commercial navigation class.

SPONSOR:

PLANE: Cessna 140 N76503



VIOLA "COOKIE" LYONS, Oregon. Born at Hillsboro, Oregon. Flying since 1944, 2500 hours in light aircraft. Commercial pilot with flight instructor rating. With her husband, built and operate John Day Flying Service, John Day, Oregon. Member Oregon 99's. First, second, fifth place in three races so far. One son, 10 years old.

PLANE: Cessna 120 (1946)



IRIS CRITCHELL, Redondo. Learned to fly in 1939. Private license 1940 in Los Angeles area. Commercial license during war. SEL, MEL, Instrument and Instructor ratings. Worked on CPT on three programs, taught at USC College of Aeronautics at Santa Maria. Instructed at Bay Cities Airport, Los Angeles, until it was closed.

NANCY KRAUSS, co-pilot. Age 16, student at Grossmont High. Being given dual by Mickey Collins.

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PLANE: Taylorcraft



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The National Air Race Committee



left to right: Betty Loufek, Bea Medes, Barbara
London, Evelyn Briggs, Mardo Crane

Betty Loufek--co-holder, with twin sister Claire McMillen of three sailplane records: distance, altitude, endurance.

Bea Medes--ex-WASP, assistant to Nancy Harkness Love during the war in the ferrying division.

Barbara London--ex-WASP, only WASP to earn Air Medal for unusual ferrying duty during the war. Commanded WASPS stationed at Long Beach. Now a Major in AF Reserve.

Evelyn Briggs--Official starter of last year's air race; teacher; instrumental in founding San Diego Chapter 99's.

Mardo Crane--ex-WASP; Chairman Los Angeles 99's; writer (alleged). Appointed Chairman of the Air Race Committee in New York at the 1949 Convention of the 99's.

Mardo Crane will again be the "trail-blazer" for the annual transcontinental air race. Again her duties will be to check each designated airport en route and make sure that all arrangements have been made to handle race entrants with dispatch. Her success last year was evidenced by the enthusiasm with which every airport welcomed entrants, both during the race and en route home. Mardo will be sponsored by the Apple Valley Inn, newest airport resort catering to pilots, located near Victorville, California.



Marion Hart



Ruth Deerman
Ruby Hays

Donna Davis

Ninety-Nines



Irene Gerhardt



Darlene Thurmond



Joann Greenman
Isabell McGee



IRMA STORY
and
AILEEN PICKERING



Claire Hale Betty Lambert



Anne Morgan



Martha Goddard



Juanita Ritchard



Lois Bartling
with Ken Friedkin
FRIEDKI
School of Aeronautics



"Mickey" Collins



Jane Page



Donna Evans
Lola Hobday



Mary Tackard



Virginia Stover



Pat & Betty
Gillies



Mary Ring



Dottie Sanders
Dodie Prario

THANK YOU!

There are many San Diego firms whose policy on advertising makes it impossible for us to mention them by name. These anonymous donors have been responsible to a great extent for the success of the Air Race.

We hope that the intangible returns from their assistance will repay them in a slight measure for our inability to express our personal thanks.

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Barbara Thisted, 99
Dale Thisted, 49½er

DEL MAR AIRPORT

Due to the deadline for this program we have been unable to secure further information on the \$300 prize money given by Mrs. Beech, secretary-treasurer and part owner of Beech Aircraft Corporation at Wichita, Kansas. We certainly hope to have further opportunity to thank Mrs. Beech for her donation, particularly as she is sponsoring a contestant.

Consolidated Vultee Aircraft Company has donated all of the tie-down equipment used to accommodate the air race entrants.

NINETY-NINES

International Organization of Licensed Women Pilots

SAN DIEGO CHAPTER

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1949 AIR RACE RESULTS

First	- Laurette Foy and Sue Kindred	Piper Clipper
Second	- Betty Gillies and Barbara London	Navion
Third	- De Thurmond	Cessna
Fourth	- Betty Lambert and Claire Hale	Cessna
Fifth	- Ruth Gamber and Dorothy Schultz	Cessna
Sixth	- Mary Ring and Ann Grogan	Cessna

1950?

GOOD LUCK AND BEST WISHES TO ALL FOR A SUCCESSFUL AIR RACE....

San Diego 99's

Race Pilot & Co-Pilot
No.

19.	Monie Dye & Mary Kitson Santa Monica, Calif.	Piper Cruiser	3481M	W.R. Franz Enterprises
20.	Iris Critchell & Nancy Krauss Redondo Beach, Calif.	Taylorcraft	N513SM	Merchants of El Cajon
21.	Lois Bartling San Diego, Calif.	Swift 125	N2381B	Friedkin School of Aeronautics
22.	Mary Disney & Ruth Gamber Napa, Calif.	Luscombe	N2200B	Public spirited citizens of Napa
23.	Barbara J. Ward Washington, D. C.	Ercoupe	NC94693	Amer. Av. Mag. & Sanders Aviation
24.	Viola May Lyons John Day, Oregon	Cessna 120	72985	John Day J. C.
25.	Mildred Harshman Dayton, Ohio	Bonanza	N8499A	Ripps Coffee Shop
26.	Geri Masinter & Ruth Rueckert San Francisco, Calif.	Stinson	627K	Nassau Kleen Aire & distributors
27.	Darlene Sanders & Dody Prario San Diego, California	Cessna 120	1646V	Van Camp Sea Food Co.
28.	Marjorie Hardman Crowl & Donna Davis San Diego, Calif.	Cessna 140	76503	Charlemagne's Restaurant
29.	Yvette Hyatt Kovary Venice, Calif.	Mooney	387A	Coast Guard Reserve
30.	Gladys Davis Concord, Calif.	Mooney	122C	City of Concord
31.	Arleen Davis Cleveland, Ohio	Cessna 195	9344A	
32.	Claire McMillen & Clara Davis Santa Ana, Calif.	Cessna 140	5311C	Santa Ana J.C.
33.	Mary Ring & Helen Dick San Diego, Calif.	Aeronca Chief	34504	

Ninety-Nines

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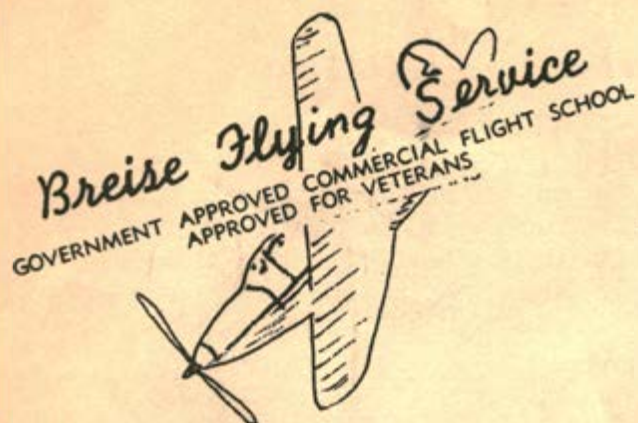
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NINETY-NINES

International Organization of Licensed Women Pilots

SAN DIEGO CHAPTER

The Ninety-Nines is an international organization of licensed women pilots founded twenty years ago by ninety-nine women pilots in Long Island to promote aviation and women in aviation. Amelia Earhart, one of the charter members and the first president, suggested the unique name to denote the group's original membership. Over 2,000 licensed women pilots in all parts of the world belong to the Ninety-Nines at present.

The San Diego chapter of Ninety-Nines was established in 1946, with Betty Lambert, fourth place winner last year, the first chairman. Mary Ring, the present chairman, placed sixth in the Air Race last year. Vice-chairman Evelyn Briggs is a member of the National Air Race Committee. Secretary Maxine Stewart Smith and assistant secretary Mickey Collins will both be entrants in this year's race. Treasurer Donna Davis handles all financing of the San Diego race start, while Julie Hale and Helen Dick, other members of the Executive Board, are in charge of the program and publicity.

San Diego Ninety-Nines welcomes whole-heartedly all of the contestants, sponsors, officials, and guests, and extends their fullest appreciation to all who have made this year's Air Race such a successful event.

