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Air Race Classic



37th ANNUAL AIR RACE CLASSIC

June 18-21, 2013



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We regret any errors, all of which are unintended.*

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**Special thanks to
all the 2013 Air Race Classic racers
and volunteers who helped at:**

Pasco, WA

Mountain Home & Mayfield, ID

Logan, UT

Rawlins, WY

Spearfish, SD

Brookings, SD

Holdrege, NE

La Junta, CO

Woodward, OK

Fayetteville, AR



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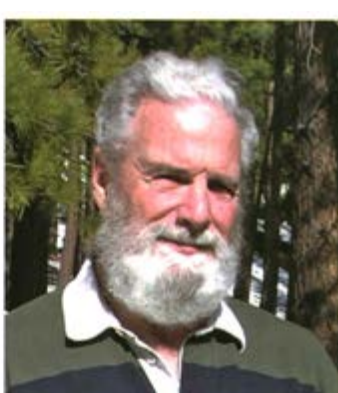


Marvin Guthrie (Chief)



Brenda Thibodeau

Chief Timer



Sam Coleman

Chief Inspector



Lynette Ashland

Past Presidents and Honorary Directors

The Air Race Classic is indebted to the service of these women.



Velda King Mapelli
1977 - 1984



Pat Jetton
1985 - 1987



Esther Lowry Safford
1988 - 1990, Director Emerita



Barbara Lewis
1991 - 1993



Pauline Glasson
1994 - 1996



Genie Rae O'Kelly
1997 - 1999



Dottie Anderson
2000-2002



Judith A. Bolkema-Tokar
2002 - 2005



Vicki Hunt
2005-2006



Valdeen Wooton
2006 - 2007



Norma Futterman
Honorary Director



Ruby Sheldon
Honorary Director

Air Race Classic Mission

The Air Race Classic, Inc. is a nonprofit 501(c)3 organization dedicated to:

- Encouraging and educating current and future women pilots
- Increasing public awareness of general aviation
- Demonstrating women's roles in aviation
- Preserving and promoting the tradition of pioneering women in aviation.

2013 General Information

Airplane Inspections open at Start (All airplanes) Start Registration & Hospitality Room open	Friday	June 14	0800 PDT 0900 PDT
Racers & Aviation Youth Activities Arrival Deadline Airplane N# and/or Color Change Deadline Airplane Inspections close Mother Bird / Baby Bird get-together Hangar Party- Meet the Racers BBQ	Saturday	June 15	0900–1500 PDT 1200 PDT 1200 PDT 1400 PDT 1700 PDT 1800 PDT
Collegiate Racers Meeting Start Registration closes Safety Seminar MANDATORY Take-Off Banquet MANDATORY	Sunday	June 16	0900 PDT 1000 PDT 1000 PDT 1830 PDT
All Racers Briefing MANDATORY Racer Flyby Briefing MANDATORY Outlook Weather Briefing MANDATORY First-Time Racers Clinic MANDATORY	Monday	June 17	0800 PDT 0900 PDT 1100 PDT 1300 PDT
Take-Off Breakfast All Racers Final Briefing MANDATORY Start Take-Off	Tuesday	June 18	0600 PDT 0630 PDT 0800 PDT
Finish Deadline Meltdown Party	Friday	June 21	1700 CDT 1800 CDT
First-Time Racers Debriefing Score Sheet Signing MANDATORY Airplane Inspections at Terminus (Selected Airplanes only)	Saturday	June 22	0800 CDT 0900–1500 CDT 0900 CDT
All Racers Breakfast & Debriefing MANDATORY ARC Awards Banquet MANDATORY	Sunday	June 23	0800 CDT 1800 CDT

2013 Race Route Mileage for Designated Flyby Airports

Airports	Nautical	Statute
PSC Tri-Cities Airport, Pasco, WA		
ID26 P & R Field Airport, Mayfield, ID (flyby only)	226.58	260.74
U76 Mountain Home Municipal Airport, Mountain Home, ID (fuel, RON)		
LGU Logan - Cache Airport, Logan, UT	200.49	230.72
RWL Rawlins Municipal Airport - Harvey Field, Rawlins, WY	208.14	239.52
SPF Black Hills Airport - Clyde Ice Field, Spearfish, SD	219.60	252.71
BKX Brookings Regional Airport, Brookings, SD	299.12	344.22
HDE Bewster Field Airport, Holdrege, NE	257.09	295.85
LHX La Junta Municipal Airport, La Junta, CO	242.85	279.46
WWR West Woodward Airport, Woodward, OK	213.21	245.35
FYV Drake Field Airport, Fayetteville, AR	<u>261.22</u>	<u>300.61</u>
Total Race Distance	2128.30	2449.18

Welcome Air Race Classic Participants!



The Mid-Columbia Chapter of the Ninety-Nines is so excited to be hosting the 37th annual Air Race Classic Start in the Tri-Cities, WA! The Tri-Cities consists of Pasco, Kennewick, and Richland, separated by the beautiful Columbia, Snake, and Yakima rivers.

You may be surprised to learn that we live in a desert or shrub-steppe area where it averages only about 6 inches of rain a year, providing over 300 days of flying weather a year.

The Tri-City region is known for its agriculture, science expertise, and recreation opportunities. There are over 160 wineries within a 50 mile radius of the Tri-City region, which has become widely known for its award winning wines, thus our theme for this year's Start. While here, we hope you will take advantage of the boating, kayaking, hiking, and golfing opportunities. Take a jet boat tour of the breathtaking Hanford Reach National Monument. Also while here, take advantage of our two FBOs which are offering mountain flying training.

We are sending you a warm welcome as we look forward to your visit.

Mid-Columbia Ninety-Nines



Pasco, WA

Tri-Cities Airport (PSC)

Stop Chair: Marjy Leggett

Airport Manager: Ron Foraker

PORT COMMISSION:
JAMES T. KLINDWORTH
RONALD P. REIMANN
JEAN RYCKMAN



JAMES E. TOOMEY
EXECUTIVE DIRECTOR
RONALD L. FORAKER
DIRECTOR OF AIRPORTS
BUCK TAFT
DEPUTY DIRECTOR OF AIRPORTS

Dear Air Race Classic Members and Guests:

The Tri-Cities Airport is honored to host the start of the 2013 Air Race Classic and welcomes all of the participants of this year's cross country race. As some of you may be aware, Pasco was the starting point of the Air Race Classic back in 1984, and being asked to host for the second time is a rare privilege.

The Tri-Cities area has experienced tremendous economic growth that has fueled passenger enplanements at the airport. In just the past five years, boardings at the Tri-Cities Airport have increased by nearly 100,000. Challenged by this growth, the Port of Pasco, who owns and operates the airport, has begun the planning process to expand the terminal building. The planned project will double the size of the existing terminal and add critical space for security screening and passenger boarding and convenience areas. The airport terminal building has not gone through any type of expansion since the mid 1980's and is in need of critical system updates. The terminal will take on a new look as the front door to our community as shown in the rendering below.



The Tri-Cities Airport has always played an important role in our region; first in 1926 as a contract air mail service, then as a state of the art training facility for the US Navy in the 1940's, and today, as a regional airport facility offering transportation service to eight major hubs. The Federal Aviation Administration provides air traffic control, a radar surveillance system, an instrument runway approach system and other NAVAIDS. The general aviation ramp will be the site for the preparation and activities for the week prior to the event. Fixed based operator services will be available.

We welcome the 2013 Air Race Classic to the Tri-Cities Airport and wish each of you the best of luck!

Sincerely,

Jean Ryckman
President, Port of Pasco Commission

Mountain Home, ID

Mountain Home Municipal Airport (U76)

Stop Chair: Susan Harper

Airport Manager: Arnold Borreson

Welcome to the City of Mountain Home, Idaho, a vibrant rural community of 15,000 located about 40 miles southeast of Boise, the county seat of Elmore County. We are proud to be known as the home of the Mountain Home Air Force Base 366th Fighter Wing, Marathon Cheese Processing Plant, a strong agricultural community, and many other fine community businesses.

Mountain Home lies between the Danskin and Owyhee Mountains. It was originally a post office at Rattlesnake Station, a stagecoach stop on the Overland Stage Line, about seven miles east of the city, on present-day US-20. With the addition of the Oregon Short Line railroad in 1883, the post office was moved downhill and west to the city's present site.

Visitors and residents alike enjoy our abundant local recreational activities including hiking, camping, fishing, backpacking, rafting, motorcycle and snowmobile trails, and hunting, to name a few. Scenic and interesting areas nearby include Sawtooth & Jarbridge wilderness areas and Bruneau Dunes.

Whichever part of this magnificent state you choose to discover, you'll find spectacular scenery, fun things to do, and friendly, helpful people. You'll also find a place that's unhurried, unspoiled, and unassuming.



Susan Harper, Stop Chair and Idaho 99, with her Cessna 180, Skydancer

*Arnie Borreson - Airport/FBO manager, A&P IA (right)
Mountain Home terminal (below)*



A view of Bennett Mountain in the distance.

Logan, UT

Logan - Cache Airport (LGU)

Stop Chair: Kim Hall

Airport Manager: Lee Ivie

Logan/Cache Airport sits squarely in the middle of Cache Valley, which is in Cache County. The early history of this great area and its name come from its popularity among the trappers of the 1830's as an area used for trapper rendezvous and a place to "cache" their bounty of furs trapped in these magnificent mountains and valleys. Logan and its surrounding valley are situated in the north central end of the state, or the "Top of Utah."

The Logan area has many scenic attractions. The valley is surrounded by the Bear River Range of the Rocky Mountains, with several beautiful canyons and mountain streams. Logan Canyon was one of the few canyons in America to be featured in a special edition of National Geographic magazine, titled "Logan Canyon, the Last Unspoiled Place."

Logan is home to one of the best Land Grant universities in the country - Utah State University. It has a total enrollment of 20,000+ students and is the home of the Space Dynamics Laboratory, which has placed more experiments/research projects on space shuttle flights than most other universities combined.

Logan/Cache Airport began in 1929 on 84 acres, expanded to 400 acres in 1939 to accommodate civil pilot training programs and war training programs. During World War II, this airport and community became a significant center in the Intermountain region for Army Air Corps Officer Training. Utah State Agricultural College (now USU) provided much-needed classrooms and instructor capabilities as well as housing.

Logan/Cache Airport is home to 140 aircraft, which include four corporate jets, nine twin-engine planes, five helicopters, and 122 single-engine aircraft. There are 79 hangars and six or eight corporate hangar facilities. There are three flight schools, two offering fuel services, plus a self-fueling station. The total economic impact (annual revenues) of businesses using the airport is approximately \$5 billion. The main runway is 17/35 with a precision ILS approach on 17.

Cache County website:
<http://www.cachecounty.org/>

Logan City website:
<http://www.loganutah.org/>

Good luck to all participants in the Air Race Classic, and enjoy the time you spend in our beautiful city and valley.



Rawlins, WY

Rawlins Municipal Airport - Harvey Field (RWL)

Stop Chair: Rick Caldwell

Airport Manager: Mike Rose

We, the Rawlins-Carbon County Airport Board, and our employees, Mike Rose and Bob Hepner, are looking forward to seeing all of you! It is possible that you will be visiting our fair city during our fire season. We will be doing everything humanly possible to make things as pleasant as possible. We will also be offering a fuel discount for all racers. Please ask!

Early history of Rawlins, WY is peppered with Wild West tales of outlaws, gold and silver rushes, and Indian Wars, coal mining, the railroad expansion, oil and natural gas exploration and development.

In the 1860s, Union General John A. Rawlins camped in the area near a spring from which sprang water that he claimed was "the sweetest water he'd ever tasted." Thus, the name Rawlins was given to the settlement.

Within several years, the Union Pacific Railroad had expanded, big sheep and cattle ranches were established, and the town was incorporated in 1886.

The town's most infamous outlaw was probably Big Nose George Parrott, aka George Francis Warden, who plotted a train robbery in the style of the James Brothers. George's plans were upset by railroaders, and he was jailed in 1880 and lynched the following year. His remains were "snatched" by local doctors, who wanted to study a "criminal brain." George's skin was tanned into shoes, and his skullcap became a paperweight. These may be seen in the Carbon County Museum.

Rawlins was home to the first woman doctor in Wyoming - Dr. Lillian Heath.

Calamity Jane, frontierswoman, scout, and cattle rancher, also spent time at her home north of Rawlins.

Rawlins boasts an historic downtown featuring many brick buildings, more than 100 years old. Be sure to check out the walking tour.

We are also home to the Wyoming Frontier Prison, commonly referred to as the Old Pen, which housed inmates from 1901-1981. Today, it is a museum with daily tours from Memorial Day to Labor Day.

WELCOME TO WYOMING!



Rick Caldwell, Stop Chair



B-25 visits RWL in 2012



Mike Rose & Bob Hepner

Spearfish, SD

Black Hills Airport - Clyde Ice Field (SPF)

Stop Chair: Laura Jilek

Airport Manager: Ray Jilek

Welcome to the beautiful Black Hills! Spearfish has a unique blend of history, beauty, small-town charm, and big-city amenities. The town is nestled at the mouth of scenic Spearfish Canyon, in the beautiful valley of the world-famous Black Hills of South Dakota.

Spearfish was first settled in 1876, during America's last gold rush. By the turn of the century, it was one of the last places in the United States to see regular stagecoach service while being one of the first places in South Dakota to welcome aviation.

The Black Hills Airport was built in 1936, through the Works Progress Administration. The first air mail was carried out of Spearfish in 1938. While the airport has seen many uses and changes over the last 75 years, it still remains a vital part of our Black Hills communities and the busiest GA airport in South Dakota. We serve as the gateway to Historic Deadwood, Mt. Rushmore, Crazy Horse and the endless recreation opportunities of the Black Hills National Forest.

Ray and Laura Jilek, owners of Eagle Aviation, Inc., are celebrating their 12th anniversary in the FBO business. Services at Eagle Aviation, Inc. include an FAA-certified repair station, fuel sales, flight instruction, hangar rental, and car rental. They look forward to being a part of the 2013 Air Race Classic!



*Ray and Laura Jilek (Owners, Eagle Aviation),
Derrick Parent (Lead Line Svc), and Jason Woolston (CFI, CFII, MEI)*



*Clyde Ice Field - Black Hills Airport sign
Photo taken by Grateful Dead Reckoners (aka Classic 41) - the ONLY race team who flew this stop on the race in 2011. Yep, there's a story in this picture...*

Brookings, SD

Brookings Regional Airport (BKX)

Stop Chair: Phil Tiedeman

Airport Manager: Phil Tiedeman

The Brookings Regional Airport (BKX) and the City of Brookings welcome you for the 2013 Air Race Classic. The Pheasants Fury FBO has experienced personnel who are ready to service and to assist you with your travels.



The City of Brookings was named to honor Wilmot Wood Brookings, a spirited frontier judge and the first provisional governor of the Dakota Territory. The area was surveyed and platted in 1879, and the first railroad reached the city in October of the same year. Today, the city is home to South Dakota State University, 3M, Daktronics, Larson Manufacturing, Rainbow Play Systems, and the newest Bel Brands USA cheese plant. There are also several beautiful parks in Brookings, including Pioneer Park, Sexauer Park, Hillcrest Park, McCrory Gardens, and the South Dakota Arboretum.

Brookings Regional Airport is located less than one mile from beautifully kept historic downtown. The airport is a Part 139 Class IV large general aviation airport. It features two asphalt runways (12/30 is 5,231 x 100 feet and 17/35 is 3,599 x 60 feet), various instrument approaches, and a new Ground Communication Outlet (GCO) to connect you directly to Flight Service or Minneapolis Center.

The airport has started the long-awaited airfield realignment project in the fall of 2012. The project entails an almost complete reconfiguration and extension of the runways and taxiways, which will help to revitalize the airport and meet the growing needs of the aviation industry. There is no need to worry, as we will be sure to have the airport open for your arrival.

The Brookings Regional Airport is excited and honored to serve the participants and spectators of the 2013 Air Race Classic.



BRING YOUR DREAMS.

Pheasants Fury Aviation



Holdrege, NE

Brewster Field Airport (HDE)

Stop Chair: Carole Sutton

Airport Manager: Lanny Lambrecht

Welcome to Holdrege, Nebraska!

Brewster Field is located less than two miles northeast of Holdrege. It offers modern aviation amenities that serve many needs around the region – for a variety of medical, agricultural, and commercial enterprises. Phelps and surrounding counties rely on the services at Brewster Field.

In addition to the primary runway of 4,700 feet with a parallel taxiway, a well-groomed sod runway is also available for daytime operations. Aviation fuel and aircraft maintenance services are available, and a hangar, suitable for small- to medium-sized corporate jets, is available for aircraft storage. Racers will find a comfortable passenger waiting area and pilots lounge.

Holdrege is a picturesque town in America's Heartland where "the downtown intersections are paved in brick, the trees are old and big – ash, maple, oak and elm – and the houses have spacious, well-kept lawns and generous, shady porches."

Our town is the county seat of Phelps County and home to the County Courthouse, as well as a beautiful 1930s Post Office and City office building. If you have a chance, enjoy the downtown architecture with arched windows and fancy brickwork crenellations. Take a walk through our parks, enjoying our walking trails, a fishing pond, picnic areas, and a George Lundeen sculpture. The Lake Seldom wetlands project is a favorite spot for area birdwatchers.



A view from the ramp looking across the facilities at Brewster Field on a sunny day with a stunning blue skyscape.

The gals from the Nebraska 99s are always committed to welcoming racers at the ARC stops around Nebraska. Pictured here (L-R): Linda Sutton, Patsy Meyer, Kathy Spahr, Carole Sutton & Susan Askew



La Junta, CO

La Junta Municipal Airport (LHX)

Stop Chair: Pam Denahy

Airport Manager: Dan Eveatt

The La Junta Municipal Airport is three miles north of La Junta, CO in the La Junta Industrial Park, off State Highway 109. It covers an area of 3,700 acres at an elevation of 4,229 feet above mean sea level.

This untowered field is the largest general aviation airport in southeastern Colorado, which includes two runways and 77 acres of tarmac. The main runway, 08/26, is 75 feet wide by 6,851 feet long, and the crosswind runway, 12/30, is 60 feet wide by 5,800 feet long.



The history of La Junta Municipal Airport begins in 1935 with initial development by the Civil Aeronautics Authority. In 1940, the War Department leased the facility for civilian pilot training of British RAF and Royal Canadian Air Force pilots in four-engine aircraft.

In 1942, the airport was taken over by the United States Army Air Forces. La Junta Army Airfield was activated November 2, 1942 and was initially designated as an advanced twin-engine flying school. Additional redesignations were made in 1944 and 1945, but finally, La Junta Army Airfield was deactivated on February 28, 1946. It was returned to the local government for civil airport use following its closure.

Since 1946, the La Junta Municipal Airport has operated under the City of La Junta – the Smile-Hi City. Located along the Arkansas River at what once was the junction of the Mountain Branch of the Santa Fe Trail and the Trappers Trail, which led to the mountains and gold camps of Colorado. La Junta is among the best kept secrets in Colorado.

The name La Junta means “the junction” in Spanish. Native Americans, Spanish explorers, trappers, gold seekers, immigrants and settlers, farmers and ranchers have all contributed to the colorful mix of cultures that make up present day La Junta.

The Koshare Indian Museum, Bent’s Old Fort National Historic Site, Otero Museum, Comanche National Grassland, Picketwire and Vogel Canyons and the Picketwire Theater are all located in or near La Junta.



Southeast Colorado offers a wide variety of history and tourism opportunities. Hiking, biking trails, museums, bird watching, hunting or discovering the wealth of heritage – La Junta and the entire Southeast Colorado region are a great place to visit.

For more information on La Junta, visit www.VisitLaJunta.net.

Woodward, OK

West Woodward Airport (WWR)

Stop Chair: Jennifer Newton

Airport Manager: Rory Hicks



Welcome to Woodward, Oklahoma!

Woodward is home to more than 13,000 friendly people and is located in the middle of northwest Oklahoma. Visitors to Woodward are drawn to the mixture of wide-open spaces, natural beauty and small-town hospitality. From its beginnings in 1887, with the coming of the railroad and the great cattle drives, to the cycles of oil booms and busts (and booms again), Woodward has grown from a rough-and-tumble frontier town to a jewel shining on the prairie. With lots of new hotels and restaurants, great local events and the blessings of the great outdoors, Woodward has enough to keep you coming back year after year.

The West Woodward Airport offers wonderful assistance and amenities to those flying into Woodward. It is located approximately six miles west of Woodward on Hwy OK-15 to Airport Parkway Road. The airport offers such amenities as wireless internet, route planning, WSI weather, and a pilot lounge open seven days a week. It is also equipped with an A&P certified mechanic for inspections and light field maintenance and repairs. Other services include courtesy cars, jet fuel & 100LL fuel, and overnight hangaring.

WWR has been serving the public since the 1920s and was originally located in the area now known as Crystal Beach. Charles Lindbergh visited the Woodward Airport in the 1930s. He had the opportunity to take a tour of the Woodward Municipal Airport when his aircraft had technical difficulties. After discovering that Lindbergh had flown into Woodward during a local rodeo, the rodeo's name was changed to Lindbergh's Rodeo.



Woodward also was home to an Army Air Corp air base that served as an active photo reconnaissance training base from activation in 1943 until deactivation in 1945. In 1947, the City of Woodward took over the air base and moved the Woodward Airport from Crystal Beach to the air base, where it stands today. The previous Crystal Beach location now serves as the Woodward Municipal Golf Course area and still has one of the original 1930s green airport hangars.

The Woodward Convention & Visitors Bureau would again like to thank this year's participants in the Air Race Classic for stopping into Woodward for some well-deserved rest and relaxation. We hope that you come back and visit us again soon and wish all of you good luck in the race and a safe and pleasant journey.

Fayetteville, AR

Drake Field Airport (FYV)

Stop Chair: Camelia Smith

Airport Manager: Ray M. Boudreaux COL USAF (ret.)

It is with great excitement that we welcome competitors, support crews, families and ARC staff to Fayetteville Executive Airport, Drake Field for the 2013 Finish Line. Drake Field, dedicated in 1944, was the only commercial service airport serving all of Northwest Arkansas until 1998.

Following the construction and the grand opening of Northwest Arkansas Regional Airport, the City of Fayetteville began converting Drake Field from commercial service to general aviation service while maintaining FAA Part 139 certification. This allows the airport to be able to support University of Arkansas sports program charter flights. Currently, Drake provides that service to athletic programs including football, baseball, soccer, volleyball, basketball, and even the U of A golf team.

In the last 12 years, Drake has undergone a complete overhaul to make it a first-class general aviation airport for our citizens and our visitors. During this period, new hangars and aprons were constructed, and the terminal was completely upgraded to match our new general aviation mission. Located conveniently along I-540, Drake is only minutes away from any destination in Northwest Arkansas.



The airport is located at the southern end of the City of Fayetteville in a beautiful valley along the West Fork of the White River. We have 6,005 feet of instrument-equipped runway and a fully certified control tower open from 6 am until 10 pm daily. Drake hosts SkyVenture Aviation, a Part 141 flight school and maintenance shop; Wings Avionics, an avionics maintenance shop; Devol Aviation, a maintenance shop; South Delta Aviation, an aircraft brokerage firm; NFlight Technology, a flight camera dealer and designer. We are home to the University of Arkansas Flight Department. More than 100 aircraft are based at Drake today.

You are being hosted by the Arkansas Air and Military Museum, situated on the west side of the airport in the historic WW II-era "White Hangar." The unique hangar

is composed entirely of wood, since metal was scarce during its construction due to the war effort. Even the small metal brackets and fasteners were fabricated from junk cars and farm equipment! The museum recently doubled its size by joining with the Ozark Military Museum. Displays cover the early days of aviation as well as the early war years. We hope that you will get a chance to enjoy the fine work of the museum staff and dedicated volunteers.

Please also visit the City of Fayetteville's award-winning website and "like" Drake Field's Facebook page: www.accessfayetteville.org/government/aviation/www.facebook.com/DrakeFieldAirport.

Favorable winds and clear skies to the competitors for the 2013 race. See you at the finish line at Drake Field!



“No Limits” Girls Aviation Program

Girls at the Donald W. Reynolds Arkansas Boys and Girls Club in Fayetteville, AR have been developing a “No Limits” attitude as they learn about aviation in preparation for ARC Terminus events.

The multi-disciplinary program gives the girls a chance to combine visual arts with the history, science, mathematics, and language of aviation. The weekly gatherings allow the girls to play as they learn about aviation through their group activities.

The games are fun for the girls but help to develop their ability to focus, react, and develop cooperation skills, all of which are needed to fly an air race. Different aspects of the program have focused on careers in aviation as well as flying for a hobby. These dialogues bring awareness to these young girls about both general and commercial aviation.

The girls will be participating in the second “Adopt-A-Pilot” program, in which they can actually track teams as the racers prepare for and fly in the 2013 Air Race Classic. Girls from the Greater Mobile Boys and Girls Club were the first group to participate in the inaugural “Adopt-A-Pilot” program during the 2011 Air Race Classic. The girls in the 2011 program from Mobile will be traveling from Alabama to meet and join the local Fayetteville girls for our 2013 ARC Terminus events.

It will be a “No Limits” party and celebration for all these girls as they meet their race mentors at the finish line!



2013 Air Race Classic Sponsors - THANK YOU!

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Women in Aviation International (WAI)

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Eastern PA 99s
Sport Air Racing League - Mike Thompson
Sundance Aviation

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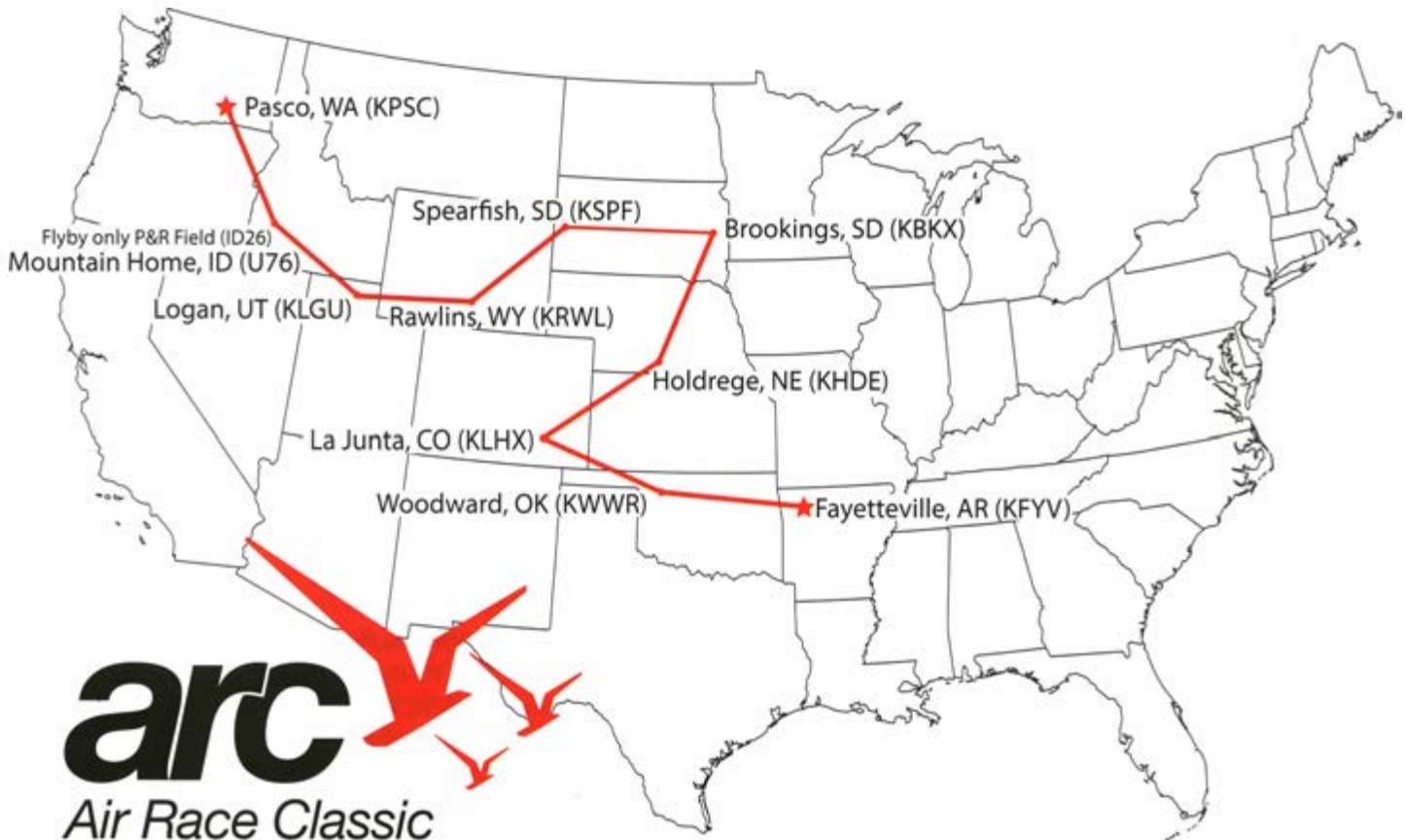
In-Kind Donations

Air Race Classic Board of Directors
and Assistant Directors



2012 Race Teams

2013 Air Race Classic Route



Airplane Qualifications, Race Handicaps, and Scoring

The Air Race Classic (ARC) is an annual VFR all women cross-country event flown in official ARC daylight hours. Airplanes with at least 100 horsepower (HP) and not more than 600 HP may compete in one of two classes: Competition or Non-Competition. Competition Class includes Stock and modified Stock, normally aspirated, piston-powered airplanes, rated for continuous operation at maximum engine speed. Non-Competition Class includes airplanes not qualifying in Competition Class per ARC rules and those teams, not racing, but flying the event solely for education and experience. Both classes follow the same rules and enjoy similar flying adventures over the 2,400+ statute-mile course.



Handicaps are the basis for the ARC competitive race. They are a method to allow all ARC entry-qualified make and model airplanes to compete against one another in the same race. Prior to the race, each airplane is flown to determine the handicap for that particular airplane based on its current, demonstrated best speed. During the race, designated flybys incorporate special FAA-approved flight procedures that allow all teams to be timed at the start and finish of each ARC race leg. Winners are determined after all airplanes arrive at and cross the final finish line. Official scores are calculated for each race leg by taking an airplane's ground speed, subtracting any applicable penalties, and then subtracting the airplane's handicap.

Once the first plane launches, the teams have four days to fly all race legs and to arrive and cross the Terminus finish line. No preliminary results will be released, but you can follow the race and see each team's progress nightly at www.airraceclassic.org when their locations are posted.

Volunteers - Behind the Scenes of the ARC - Thank You to Everybody!

Sponsoring a transcontinental air race requires more than a few people willing to spend countless hours putting the pieces in place. The continual, year-round process begins with the all-volunteer Air Race Classic Board of Directors, whose members oversee the organization and its events. They also provide guidance to ensure the future of the race. Assistant Directors widen the sphere of influence and provide additional expertise to support the Air Race Classic's mission and goals. All Directors and Assistant Directors of this 501(c)3 corporation are volunteers willing to shoulder the responsibility and reap the reward of sponsoring the race, because they believe in its value to both general aviation and women in aviation.



Volunteer timers

Reorganization took place this year to support the ARC's mission and goals in today's changing world. In particular, technological advances resulted in implementing new tools for race timing and scoring. The restructuring resulted in a reorganization and expansion of ARC Divisions:

1. FINANCING – Advertising; Sponsors; Silent Auction; Grants; Endowment Fund; Sales; Future Start & Terminus Selections
2. MARKETING – ARC Promotion; Trade Shows & Conferences; National Press Releases; Racer Promotion; Publications (electronic, paper); ARC Program; Awards & Prizes
3. SUPPORT – Documents & Databases; Website; ARC History; Thank Yous
4. ROUTE – Route Selection; Start & Terminus Liaisons; FAA Coordination; En Route Stops; Race Central
5. TIMING & SCORING – Timing Coordination; Scoring; Judging; Timing Technologies
6. RACERS – Entry Administration; Mother Bird Program; Credentials; Scholastic Outreach
7. AIRPLANE – Airplane Entry; Inspection; Handicaps; New Airplane Technology
8. EDUCATION – Safety; Briefings; First Timers/Refresher; Public Education/Youth; Educational Videos

A network of additional volunteers supports the race by working with the Board and Assistant Directors within these divisions and by dedicating numerous hours, throughout the year, to ensure a safe, competitive, educational and festive event. The ARC volunteer network makes this event continue to happen annually. Thank you to the men and women involved in this network!

Working on this event can be almost as exciting as flying it, as ARC's energy and enthusiasm are contagious. If you would like to be part of the behind-the-scenes activity that supports this race, please join us. Contact info@airraceclassic.org.



Volunteers help with the ARC booth at one of the many conferences



Maintenance students and volunteer mechanics perform aircraft inspections



Hands-on youth activity about air traffic controllers



Racers volunteer to help meet our education directive

We would love to list all our volunteers and thank them by name, but the program just isn't big enough. While they go nameless, their hard work is not forgotten. A special thank you to each and every one of you. Without your hard work and dedication, this race would not happen.

The ARC Board of Directors in Action





ANNOUNCING
THE ABINGDON CO. AS THE
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OF THE AIR RACE CLASSIC

“Your airplane does not know whether you are old or young, a student or a master, a novice racer or an expert, fearless or afraid - when you begin the competition, you will rank with those tenacious women who dare to reach for victory, and ultimately, you are a champion.”

- Abingdon Welch



FIRST PLACE WILL RECEIVE TWO ELISE WATCHES IN EGYPTIAN GOLD AND SECOND PLACE WILL RECEIVE TWO ELISE WATCHES IN ATHENIAN SILVER.



Amanda Keck
Crown Point IN



Rachel Borsa
Erie PA

CLASSIC 1
Purdue University
Cirrus SR-22 310 hp

** Purdue University **

Sponsor: Lockheed Martin

Amanda Keck is back for her second Air Race Classic. A flight instructor at Purdue University and Eagle Aircraft, she has an instrument rating and single- and multi-engine Commercial licenses with 450 hours logged. She says she is racing this year "to become a part of an experience of a lifetime." Last year, she and her partner went for ice cream with a team from Louisiana Tech – and left them at the Dairy Queen!

When she is not flying, Amanda enjoys karate and mixed-martial arts.

Amanda is a member of the Purdue University chapter of Women in Aviation International.

Welcome **Rachel Borsa** to her first Air Race Classic! Rachel is a full-time student at Purdue University, where she is a supervisor for the freshman orientation program and a member of the Aviation Technology Student Council. She has a single-engine Private license with 160 hours in her logbook. She says she is competing in the ARC because she wants to see the country – "and what better way than to fly across it?" Rachel is also looking forward to meeting other female pilots, hearing their stories and learning from their experiences in their aviation careers.

When she is home from school Rachel works at the local pizza shop and is a baby-sitter / nanny for families around the county.

Rachel is a member of the Purdue University chapter of Women in Aviation International.

**To all those answering
the phone at
1-800-WX-BRIEF,
thank you!**
**The hard work and
thoroughness of our
Flight Service Station
briefers keep our racers
informed and safe.**

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Tonya Hodson
Marion KS

Jennifer McLean
Wichita KS



Karen Morrison
Wichita KS

CLASSIC 2
K State Wildcats
Cessna 172S 180 hp

**** Kansas State University ****

Tonya Hodson returns for her second Air Race Classic. A Commercial pilot with single- and multi-engine licenses and instrument, tailwheel and formation flying credentials, Tonya has 1,850 hours in her logbook. She is a senior at Kansas State University, where she is earning a Professional Pilot bachelor's degree and an Unmanned Aerial Systems Operator certificate.

Her interest in the ARC dates to 2004, when she helped judge the first turn at the start of the race in Wichita, KS. Flying the ARC for the first time last year, Tonya "learned so much about cockpit resource management, teamwork and the value of the perfect partnership."

Tonya enjoys formation flying in Stearman biplanes and serves on the board of Stearman Flight Inc. She is the proud mother of two sons. Tonya is a member of the Wichita chapter of the 99s and the K-State Salina chapter of Women in Aviation International.

Jennifer McLean is flying her first Air Race Classic. Welcome! Jennifer is a full-time student at Kansas State University who has a single-engine Private pilot certificate, an instrument rating and 355 hours logged. She has wanted to fly the ARC since 2010. And now, here she is!

Jennifer is majoring in Technology Management with a core in aviation and a minor in business. She used to swim competitively, but, she says, "one time, I swam the wrong stroke during a swim meet and I got disqualified. That's when I decided the water was not for me and the sky was." When she's not flying, Jennifer enjoys sports and working out. She is a member of the Kansas State University chapter of Women in Aviation International.

CLASSIC 2 (cont.)
K State Wildcats

Karen Morrison is a Private pilot, single-engine land, with 104 hours logged. She is flying her first Air Race Classic because "the guys in my family race cars and I can tell them, 'Well, I get to race planes!'" Karen works as a shift manager at a restaurant, which meshes well with her school schedule at Kansas State. She enjoys drawing and reading when she's not "playing in the clouds."

Passing the Baton ...

After 32 successful races with the Air Race Classic, I am proud to pass the baton to our next generation of racers.



Best of luck to all racers: enjoy the tailwinds on your back, the sun in your face and seeing the marvelous earth from above.

Joyce Wells



Alison Taylor
Smyrna TN

Alexis Hutchinson
Hermitage, TN

CLASSIC 3

Piper Cherokee 140 160 hp

**** Middle Tennessee University ****

Welcome the first-time team of Alison Taylor and Alexis Hutchinson!

Alison Taylor is an instrument-rated Commercial pilot with single- and multi-engine licenses. She works as a flight instructor at Murfreesboro Aviation and has 480 hours logged so far. Alison is a member of Women in Aviation International and Vice President of the Air Raiders Chapter at MTSU. Alison is a student at Middle Tennessee State University with many passions both inside and outside aviation including sports, eating, and being crafty. She is flying her first Air Race Classic and is very excited because as she says, "I love to be adventurous and try things that scare me." She certainly came to the right place for that!

Lexi Hutchinson holds a commercial certificate, airplane single-engine land, with an instrument rating and 221 hours in her logbook. She is flying the ARC to build flight time, experience real-life situations and be part of "something big that represents women in aviation." She is the first pilot in her family and did not discover her passion for aviation until her sophomore year at Middle Tennessee State University. Now, she wants to be around the airport environment even when she's not flying. Said Lexi, "I cannot imagine not knowing what it feels like to be behind the controls."



Mary Ann Richards
Homedale ID



Lois Chattin
Boise ID

CLASSIC 4

**Fortunate Flyers
Cessna 172M 150 hp**

Mary Ann Richards is back for her second ARC. Mary Ann is a Private pilot with 1,830 hours in her logbook. She is a member of the Idaho 99s.

Mary Ann is competing in the race because she appreciates the challenges of flying and all the opportunities a cross-country race can present. Her husband is also a pilot. Together, they are dairy farmers, and in their free time they enjoy traveling. Mary Ann worked as a florist before retiring and loves spending time in her gardens. She has three children, eight grandchildren and three great-grandchildren.

Lois Chattin is flying her first Air Race Classic. Welcome!

Lois holds a Private pilot license, single-engine land, and has 106 hours in the air. She is racing because she desires "the thrill and the experience." Lois is an art teacher in a public high school, and she says flying exercises the other part of her brain. She earned her license in 2006 as a gift to her husband. But "As it turned out...it was really a gift (a wonderful gift) to myself."

Lois is a member of the Idaho 99s.





Olga Mitchell
East Falmouth MA



Mary Build
Naples ME



Margot Cheel
Cohasset MA

CLASSIC 5
New England Hurrycanes
Cardinal 177B 180 hp

This is **Olga Mitchell's** first Air Race Classic. Welcome!

Olga is a Commercial pilot and instrument flight instructor with single- and multi-engine certificates, tailwheel and aerobatics endorsements and 3,500 hours in the air. Though she has never flown the ARC before, she is not new to racing; Olga enjoyed flying the Garden State 300 proficiency race and looks forward to the challenge of flying under competitive conditions.

Olga became a CFI in New Jersey after retiring from work in technical management in the telecom industry. She owns a Decathlon, which she flies in aerobatics competitions. When she's not flying, Olga enjoys playing piano, sculpting in clay, doing tai chi and cross-country skiing. Olga is a member of the Eastern New England 99s.

Mary Build's face will be a familiar to many past racers; she has been an ARC judge for the last several years. This year, she's back to racing – watch out!

Mary is a Commercial pilot and instrument flight instructor who runs an FBO and a seaplane base. She has 5,025 hours in her logbook in addition to single- and multi-engine land, single-engine sea, advanced ground instructor and tailwheel credentials. Says Mary, "I have always been competitive, but early on realized I was a very slow runner. When I found I could race an airplane, I couldn't wait for the opportunity. It is such a thrill!"

Besides flying, Mary enjoys kayaking as well as downhill and cross-country skiing. She is a member of the Katahdin Wings chapter of the 99s.

CLASSIC 5 (cont.)
New England Hurrycanes

Margot Cheel is a first-time racer. Welcome to the ARC!

An aerial photographer, Margot is a Private pilot with 325 hours logged. She looks forward to the opportunity to learn new flying skills and test her abilities alongside other women pilots. Margot is a member of the Eastern New England 99s.

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Pat Ohlsson, ARC participant 2007, offers her best wishes to all racers.

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Katja Jourdan
Kerhonkson NY

Amanda Suter
Winlock WA

CLASSIC 6
Team Pancho Barnes
Cirrus SR-20 200 hp

**** Jacksonville University ****

Sponsors: Aerosim Flight Academy, Davis Aviation Center, (Jacksonville University), Michael McKenny

Katja Jourdan is back for her second Air Race Classic. Katja is a Private pilot with single- and multi-engine certificates, an instrument rating and 200 hours logged. She says, "It's truly an honor to be able to meet so many other fantastic female pilots." Last year, she and her teammate were interviewed by a local TV station in Lake Havasu, Ariz. "My race partner and I couldn't make the shot as humorous or entertaining as the camera crew wanted," she said, "because we were exhausted from the heat."

Katja works as a residential life community adviser, assistant IT network administrator and teaching assistant in the Aviation Department at Jacksonville University. In her free time, she enjoys reading, cooking, teaching and, "of course, flying." She plans to work as a flight instructor after graduation until she is hired by an airline. Longer term, Katja hopes to open her own flight school.

Katja is a member of the Jacksonville University chapter of Women in Aviation International.

Welcome **Amanda Suter** to her first Air Race Classic! Amanda is a Private pilot with 127 hours in her logbook. She graduated as valedictorian of her high school class, simultaneously receiving her associate's degree. Amanda is now studying aviation management and flight operations on an NROTC scholarship at Jacksonville University, and she will attend Navy flight school after she is commissioned as an officer in 2014.

Amanda is racing because the ARC is "a great way to gain experience and see the country at the same time." She enjoys skydiving, BASE jumping, surfing and riding her street bike; she also loves "traveling, good food, great friends, and blue skies." Amanda is a member of the Jacksonville University chapter of Women in Aviation International.



Jessica Vinson
Spring TX

Bailey Ryan
Bartlett TN

CLASSIC 7
Pretty Woman
Cessna 182Q 230 hp

Jessica Vinson is back for her second Air Race Classic. An instrument-rated Commercial pilot and flight instructor with 800 hours logged, Jessica has single- and multi-engine, multi-engine instrument flight instructor, advanced ground instructor and tailwheel credentials. She said, "Aviation is my passion and my career. I love the people and community that come along with racing. Last year was an incredible experience to make new friends and see the U.S. in such a different way."

Last year, her team was stuck on the ground in Sault Ste. Marie because of instrument conditions en route. Just as they were about to cross the timing line, lake fog rolled in and the field went IFR five minutes after they left!

When she's not flying, Jessica enjoys dancing, cross-fit training, cooking, reading and wedding planning with her fiancé, Ricky Garcia, who is also a flight instructor. She has two cats, Rhett and Scarlet, and an African gray, Aggie, who loves to go flying. Jessica is a member of the Ambassador chapter of the 99s.

Bailey Ryan is flying her first Air Race Classic. Welcome, Bailey!

Bailey is a regional pilot for Pinnacle Airlines with 1,510 hours in her logbook. She has single- and multi-engine land, multi-engine flight instructor, advanced ground instructor and tailwheel credentials and is a skydiver as well. Bailey is racing because, "I want to share in the excitement with other women who have a passion for flying. I couldn't be more thrilled to be going on this adventure with a best friend and former flight student, Jessica!

Besides flying, Bailey enjoys all sorts of outdoor activities, including biking, four-wheeling and geocaching. She loves animals and considers her two Weimaraners, Otto and Copper, and her parrot, Spruce, to be her babies. Bailey is a member of the Memphis Belles chapter of Women in Aviation International.



Mary McMahon
Temecula CA

Claudette DeCourley
San Diego CA

CLASSIC 8
Cali Aviadoras
Piper PA-28 180 hp

Welcome the first-time team of Mary McMahon and Claudette DeCourley.

Mary McMahon is an instrument-rated Private pilot with 435 hours in her logbook. A former engineer in medical device manufacturing, Mary worked as a consultant before retiring in 2011 to spend more time in the air. She decided to fly the ARC because, "Every few years I find the need to shake things up or challenge myself to do something adventurous and a little scary. I've always admired the ladies who have flown in this race." Now, Mary is one of them!

Mary also enjoys golfing and cooking. She lived briefly in Ireland after she retired and took the opportunity to fly while over there. Mary is a member of the Coyote Country chapter of the 99s.

Claudette DeCourley is a flight instructor with single-engine land, instrument instructor and tailwheel credentials. She has 2,750 hours in the air, teaches six days a week and is a volunteer pilot for LightHawk. "The air race," she said, "symbolizes the achievements of women who pushed limits and followed dreams. I desire to participate in sustaining and promoting the legacy of female air racers, adding my name to the roster. I relish the adventure and what better challenge than the race to test my mettle."

Before becoming a CFI, Claudette worked in the fields of psychology, education, real estate, science, and marine recreation. When not flying, she enjoys ballroom dancing, bridge, tennis, hiking, diving, sailing, the beach and being outdoors. "In the blue or on the blue," she said, "I am happy." Claudette is a member of the San Diego chapter of the 99s.



Tookie Hensley
Mohave Valley AZ

Pamela Bird
Sandpoint ID

CLASSIC 9
Blue Birds of Happiness
Cessna R172M 160 hp

Sponsors: Landmark Aviation, Friends of Eagle Airfield, Tookie's Flying Service

Tookie Hensley is back for her 21st Air Race Classic. She is an Instrument-rated Commercial pilot with single- and multi-engine land licenses, as well as instrument flight instructor, ground instructor and tailwheel credentials, with 1,500 hours. A CFI since 1985 and owner of a flight school since 1990, Tookie is a member of the Rio Colorado 99s.

Tookie races "to introduce my friends and students to a wonderful experience. I was my co-pilot's examiner, so now I want to have her take part in the fun of the ARC." One year, she said, she could not keep track of her co-pilot on the ground – but navigating in the air worked out fine.

Tookie's husband, Don, is also a pilot. Her joys in life, other than flying, are, "grandkids (five), great-grandkids (13) and, of course, racing!!!!"

Welcome **Pamela Bird** to her first Air Race Classic! Pamela is a Private pilot with 250 hours and the co-founder, with her husband, Forrest – who is also a pilot – of the Bird Aviation Museum in Sandpoint, Idaho. She is flying the ARC, "Because Tookie said so!"

Pamela is the CEO of a company that assists inventors with their commercialization needs. She co-branded the first credit card in the nation! Besides aviation, she enjoys horseback riding, snow skiing, gardening, and boating.

Everything ARC at www.airraceclassic.org



Amy Warbalow
Grand Forks ND

Katrina Kugler
Grand Forks ND

CLASSIC 10
wUNDER women
Cessna 182Q 230 hp

**** University of North Dakota ****

Welcome the first-time team of Amy Warbalow and Katrina Kugler to the Air Race Classic!

Amy Warbalow is an instrument-rated Commercial pilot with single- and multi-engine certificates and 280 hours in the air. A student at the University of North Dakota, Amy comes from a family of aviators and grew up flying with her dad. She hopes to join the family business after graduation, getting a job with a regional airline and then bumping up to the majors.

Amy is racing because she feels it will help her be a better pilot. "I am excited to be a part of the first UND team to compete in this race," she said, "and hope Katrina and I can start this as a tradition for other UND females." When she's not flying, Amy enjoys running, swimming and playing hockey. She is a member of the UND chapter of Women in Aviation International.

Katrina Kugler holds a Commercial certificate with single- and multi-engine and instrument flight instructor credentials, an instrument rating and 756 hours logged. She is a flight instructor and flight supervisor at UND, where she majored in flight education. "I have flown many long cross-countries in my personal flying," she said, "but they have always been for fun and never for perfection. I will enjoy flying this year to learn what racing is all about and to create a path for future UND teams."

Aviation is all in the family for Katrina, too – she started flying at 15 because of her father, and her husband, Andrew, is also a pilot. Katrina and Andrew like to take road trips with their cocker Spaniel, Honey, fly remote-controlled airplanes and enjoy the outdoors – when the North Dakota winter allows it. Katrina also enjoys watching baseball and hockey. She is a member of the UND chapter of Women in Aviation International.



Terry Carbonell
Tavernier FL

Ellen Herr
Fort Myers FL

CLASSIC 11
Team Wild Mama
Cessna 182RG 260 hp

Sponsors: Knots2U Ltd, Pacific Prowler, Boss Aircraft Refinishers, Voice Flight Systems LLC, Vernon Conly Air Service, Wx Worx, Androsia Batik Fabrics & Resort Wear

Terry Carbonell returns to ARC for the seventh time. She is an instrument-rated Commercial pilot with single-engine land and sea licenses, instrument flight instructor and advanced ground instructor credentials and a tailwheel endorsement. A part-time attorney and part-time flight instructor, Terry has flown 2,050 hours. She is a member of the Paradise Coast chapter of the 99s and an at-large member of Women in Aviation International.

Said Terry, "I fly cross-country all the time, but to fly 'the perfect' cross-country is a challenge. The varied routes are always interesting, and to spend my birthday month with 100 of my closest friends is priceless!"

Terry took up flying later in life at the request of her now deceased husband, Mario. She said, "His dying wish became my passion. I particularly enjoy working with young people, showing them all that life and aviation have to offer. In 2011, I worked with the Mobile Boys & Girls Club with their new aviation program."

Ellen Herr returns for her third Air Race Classic. She is an Instrument-rated Private pilot with single-engine license and 1,613 hours logged. She is also a member of the Paradise Coast chapter of the 99s.

The ARC, Ellen said, "is a fantastic way to see this beautiful country. Just getting from my house in southwest FL to the start of the race is a great adventure. Racing is a great way to meet other women pilots and challenge myself to learn new skills."

Ellen is a retired physical therapist who specialized in orthopedics. She is the web mistress and scholarship chair for her 99s chapter and secretary of the Fort Myers Flying Club. Ellen flies missions for Pilots-N-Paws, transporting rescue dogs to new homes, and enjoys traveling, gardening, kayaking and bird-watching when she's not flying. Her husband, Ed, is a retired helicopter pilot and an enthusiastic supporter of the ARC!



Jodi Jacob
Sterling VA

Megan Grupp
Lynchburg VA

CLASSIC 12
Liberty Belles I
Cessna 172S 180 hp

** Liberty University **

Welcome the first-time team of Jody Jacob and Megan Grupp to the Air Race Classic!

Jodi Jacob is an instrument-rated Private pilot, single-engine land, with 195 hours in her logbook. A student in Liberty University's aviation program, she has been flying since October 2011 and hopes to fly internationally, mixing her passions for language, travel and humanitarian work with aviation.

Jodi is flying the race "for the experience, all the learning gained and for all the women I will meet along the way. They have so much wisdom and I can't wait to learn from them and my own new experiences."

After high school, Jodi spent a year and half traveling around the world volunteering with different mission organizations. She has backpacked everywhere from New Zealand to India to Japan. Jodi is a member of the Liberty University chapter of Women in Aviation International.

Megan Grupp holds a Private pilot certificate, single-engine land, and an instrument rating, and has flown 137 hours. She is studying in the Liberty University School of Aeronautics.

Said Megan, "Growing up in Alaska, it's hard to love anything other than adventure and the outdoors. I love to travel and experience new things, and thoroughly enjoy any form of outdoor recreation." Megan is a member of the Liberty University chapter of Women in Aviation International.



Jessica Dyer
Lynchburg VA

Charity Holland
Lynchburg VA

CLASSIC 13
Liberty Belles II
Piper PA-28R 200 hp

** Liberty University **

The Air Race Classic welcomes the first-time team of Jessica Dyer and Charity Holland.

Jessica Dyer is an instrument-rated Commercial pilot, single-engine land, with 225 hours logged. She has earned all her ratings and certificates at Liberty University and is working on being certified as a flight instructor so she can teach at the school. Last year, Jessica competed on the university's National Intercollegiate Flying Association team.

Jessica plans to one day earn her commercial helicopter add-on. She enjoys snowboarding and flying to the beach with her boyfriend. Jessica is a member of the Liberty University chapter of Women in Aviation International.

Charity Holland is an instrument-rated Commercial pilot with single- and multi-engine licenses, an instrument flight instructor certificate and 500 hours in the air. She is a flight instructor at Liberty University and a coach for the school's National Intercollegiate Flying Association team. Having competed on the team herself, Charity said she looks forward to getting back in the competitive spirit with the ARC.

"I am eager for the knowledge I will gain during this race," she said. "I also love to compete and think that this race will allow for some fun competition among other female aviators."

Charity is in the process of seeking a spot as a pilot with the U.S. Navy. She is a member of the Liberty University chapter of Women in Aviation International.



Caroline Baldwin
Silver City NM

Lydia Baldwin
Fort Collins CO



Cara Baldwin
Morgantown WV

CLASSIC 14
Baldwin Family Flyers
Piper PA28 180 hp

Sponsors: Grant County Pilots Association, David Fischer, Dottie & Fred Fuller, Valdeen Wooton

Caroline Baldwin returns for her ninth ARC. She has 910 hours under her belt and is a Private pilot and a skydiver. Asked why she does this, she said, "I race for the adventure and challenge, to learn more about flying and this wonderful country, and to enjoy the excitement and the camaraderie of the ARC community."

Caroline is retired from work as a consultant, researcher, librarian and teacher. She is now a community volunteer, especially busy with an award-winning community literacy program that she founded 10 years ago. Additionally, she is the secretary/treasurer of the Grant County Pilots Association, sings in a women's chorus directed by Valdeen Wooton, (a former ARC president and her 2004 race partner). Caroline plays French horn in a community band and makes a point of playing tennis three times a week. Caroline is an at-large member of the 99s.

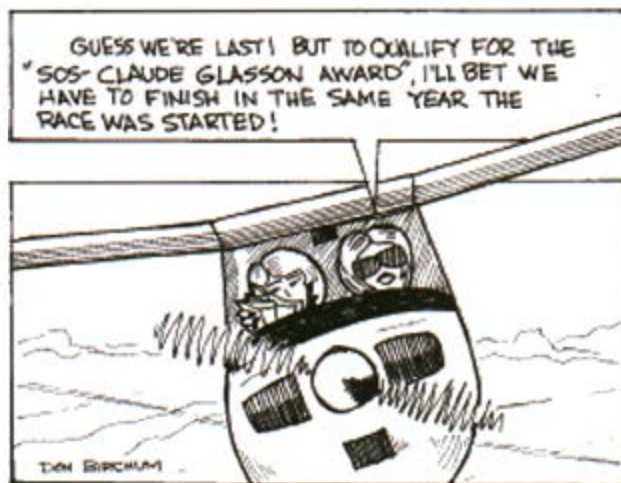
Lydia Baldwin is back for her fourth ARC. She is a Private pilot with 180 hours and a member of the Colorado 99s. She said, "I was inspired to earn my pilot certificate, join the 99s and to fly in the Air Race Classic by my mother, Caroline. She helped me to realize the thrill of flying and has always inspired me to be confident and positive and to enjoy life. We have wonderful experiences flying across the country and growing our wings."

Lydia has been an RN for 14 years and is a nurse manager in the intensive-care unit at her local hospital. She loves living in beautiful northern Colorado with her husband, Marc, who is also a pilot. When not busy with her job, Lydia enjoys biking, hiking and flying out of KFNL in Loveland.

CLASSIC 14 (cont.)
Baldwin Family Flyers

Cara Baldwin is a student pilot flying her second Air Race Classic with her aunt and grandmother, Lydia and Caroline. She races because, "It will help me get more experience in a small plane, so when I am able to train for my license, everything won't be new. Also, I had an amazing experience last year. I can't wait to repeat it this year!"

Cara just completed 11th grade at Morgantown High School in West Virginia. She plays soccer, competes on the school swim team and enjoys photography.



Don't forget to check
www.airraceclassic.org during the race
to see if your favorite team has its own
blog or web site to explore!



Mary Wunder
Collegetville PA

Juliet Lindrooth
Bryn Athyn PA

CLASSIC 15
Team Wunder Women
Mooney M20F 200 hp

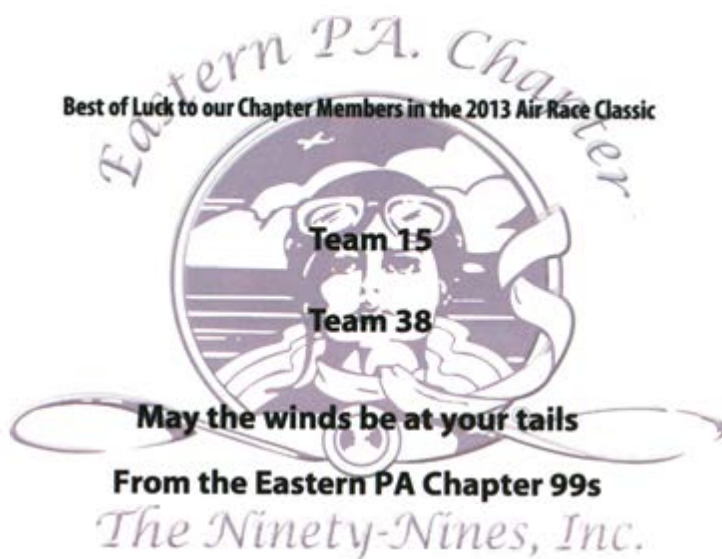
Mary Wunder returns for her sixth Air Race Classic. She is an instrument-rated Commercial pilot with 2,270 hours and single-engine, multi-engine and tailwheel credentials. Mary is a retired air traffic controller, a career she thoroughly enjoyed because, "where else can you tell people what to do and they have to listen to you.?"

For Mary, racing started "as an item on my friend's bucket list, but after the first race you become hooked and you don't want to miss out on all the fun. Now I race because I look forward to seeing everybody – and I want to win." During an earlier race, she went running to help a college team move their airplane, and she hit a divot that was on the ramp from a helicopter that had landed. She hit the divot and went flying -- "without an airplane."

Mary is a member of the Eastern Pennsylvania chapter of the 99s and the chair of the 99s Endowment Fund. The fund has a goal of \$1 million, and on her watch, it has gotten nearly three-quarters of the way there. Said Mary, "I think it's so important that the 99s be around for future generations. I want little girls to know that there is nothing that they can't do." She is also a member of the Independence chapter of Women in Aviation International.

Juliet Lindrooth is flying her first Air Race Classic. An air-transport pilot with 12,000 hours in the air, Juliet is a 767 first officer for American Airlines. She has single- and multi-engine land, instrument and multi-engine instrument flight instructor certificates, tailwheel and aerobatics endorsements and a jet type rating.

Said Juliet, "I have always wanted to do the Air Race Classic but never had the time and/or the money. Now I will find the time and the money. I think it's going to be a ton of fun. I hope to promote our trip to all the women who want to do this in the future."



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CLASSIC 15 (cont.)
Team Wunder Women

Juliet has been flying since she was 15 and soloed on her 16th birthday. She was a flight instructor for five years, a J32 captain for a commuter airline for three years and has been flying for American for 13 years. On weekends, she flies vintage pre-World War II aircraft. She and her husband, Steven, who is also a pilot, restore vintage aircraft and fly them for a museum. When not flying, Juliet enjoys photography, web design, graphic arts, ski patrol, her four kids, ages 19-24, and her golden retriever, Bear. Juliet is a member of the Eastern Pennsylvania chapter of the 99s and the Independence chapter of Women in Aviation International.



Michelle Bassanesi
Rome, Italy



Gretchen Jahn
Broomfield, CO

CLASSIC 16
Dream Catchers
Cessna 182R 230 hp

Sponsors: CP Centro Pilota Srl (Rome, Italy), Ed Frost (Winchester, IL)

Michelle Bassanesi is flying her first Air Race Classic! She is an instrument-rated Commercial pilot with single- and multi-engine, instrument flight instructor, advanced ground instructor and tailwheel credentials. She has 1,350 hours in the air and is racing "for the experience and the camaraderie."

Originally from Sydney, Australia and now living in Rome, Italy, Michelle is a student at Embry Riddle Aeronautical University majoring in aeronautics, with minors in aviation safety and management. She is a professional problem solver and resource broker for one of the oldest conferences and event service companies in Rome, mentoring young women and inspiring them to follow their dreams. She creates opportunities in Europe for women who want to enter aviation as a profession.

Michelle is a member of the Ambassador chapter of the 99s and the European chapter of Women in Aviation International.

Gretchen Jahn is a veteran racer, with 17 Air Race Classics under her belt. An instrument-rated Commercial pilot with 1,650 hours logged, Gretchen has single-engine land and sea certificates and a tailwheel endorsement. Said Gretchen, "I love to meet and help new racers. There is always more to learn about the airplane, weather, aviation rules, team coordination and personal capabilities. It's fun to 'collect' airports, become more proficient and go fast!"

Gretchen is a businesswoman and entrepreneur, focusing on manufacturing, aviation and management. She is the former CEO of Mooney Airplane Co., general manager of Alpha Aviation in New Zealand and COO of the German company REMOS Aircraft. She also founded a software company. Today, Gretchen runs a management consulting firm working with midsize companies.

She and her husband, Karl, also a pilot, just bought an RV-7 so they can travel cross-country fast with lower fuel costs. Gretchen is a member of the Colorado chapter of the 99s.



Marge Thayer
Mesa AZ

Helen "Wheels" Beulen
Mesa AZ

CLASSIC 17

Cessna 182RG 235 hp

Sponsors: R & M Thayer Family Trust, Ben York, Brian Beulen

Marge Thayer is a veteran racer with ARC, having flown "18 to 20" races previously. She is a Commercial pilot with single-engine land and sea and multi-engine land certificates, and 3,950 hours flown. She is a member of the Arizona Sundance chapter of the 99s.

When asked why she races, Marge replied, "Oh, I love it! It is a great challenge and a big family reunion every summer." Recalling a humorous experience, Marge said, "Helen and I were flying a great leg in a race in which we had been doing very well. About 10 minutes into the leg, Helen looked out the window and said, 'Marge you will not believe this, but the gear is still down.' I didn't raise the gear; I just laughed because I was sure Helen was just joking. Helen said 'Marge, put the gear up now!' Needless to say, Helen was not joking, and our team did not win that year!"

Marge is a charter pilot. Her hobbies are "my four-legged kids... Rudder, Spinner, Aileron (Ailey), Wings (Wingy) and newest Elevator (Vator). I love my RV and going on the road with my Road Bunnies."

Helen "Wheels" Beulen returns for her eighth ARC. She is an Air Transport Pilot and has flown 4,300 hours. She holds ratings for single- and multi-engine land, multi-engine instrument flight instructor, advanced and instrument ground instructor, glider-private and tailwheel. She is a member of the Arizona Sundance 99s.

When asked why she keeps returning to ARC, Helen said, "There are so very many reasons! One is the joy of flying with my Marge. Another is the way my mind and skills are sharpened. I also value the lifelong friendships we have developed. Marge and I look forward to the Start of the race because it is a family reunion! My absolute favorite is meeting those who help out along the way. I have had the amazing opportunity to see our country and meet its finest people on this race!"

Helen is a corporate pilot, a flight instructor and a special education teacher. She has six children, three of whom are pilots, and her husband is a retired airline pilot. Her greatest joys are her family, including three grandchildren, and flying.



Terry Nitz
Fredericksburg VA



Roberta Boucher
Fredericksburg VA



JoAnne Alcorn
Winter Haven FL

Kaye Tucker
The Villages FL

CLASSIC 18
Blond Bombs
Cessna 172G 210 hp

Sponsor: The Plane Doctor

Terry Nitz returns for her fourth Air Race Classic. She is a Commercial pilot with single- and multi-engine land certificates and 1,210 hours logged. She flies the race for the fun of it as well as the competition.

Terry is a certified registered nurse anesthetist. Her husband is also a nurse but not a pilot. In her free time, Terry loves skiing in the winter and enjoys traveling, especially to Europe. In the summer, you can find Terry in her herb garden or swimming. On rainy days, she likes to read a good book. "Above everything else, I love to fly," she said. "Those weekend breakfasts or lunches 50 miles or more away are precious."

Roberta (Bobbi) Boucher is back for her fourth ARC. Bobbi is a Commercial pilot with more than 6,000 hours logged. She holds single- and multi-engine land and sea, multi-engine flight instructor, advanced ground instructor, glider-private and tailwheel credentials.

Bobbi started out flying sailplanes and first soloed in 1973. She spent six years in the Navy working on P-3s, which enabled her to get her Airframe and Powerplant ratings as well as her flight engineer rating. At the request of the World Wildlife Foundation, Bobbi went to Africa to build and fly a Beaver RX 550 ultralight aircraft. She has also done a firewall-forward Lancair 320 and has built a Super Lancair ES with an IO-550 up front. Bobbi has built and then flown her own RV-4 in five AirVenture Cup races, making her the most experienced female pilot and solo pilot in that race's history.

CLASSIC 19
Snow Birds
Cessna 172R 160 hp

Sponsors: Jack Brown's Seaplane Base, Montgomery Aviation of Indiana, City of Winter Haven

JoAnne Alcorn returns for her sixth Air Race Classic. She is an instrument-rated Commercial pilot with 1,506 hours logged. She is rated for single-engine land and sea, multi-engine land, advanced and instrument ground instructor and tailwheel. She is a member of the South Florida chapter of the 99s and an ARC director.

When asked why she races, Jo explained, "I often fly long cross-countries, but there is nothing comparable to the challenge of the ARC. The adventure of new places and new flight conditions is exciting and fun. And the camaraderie with like-minded women is wonderful. These are friendships for life." Said Jo, "It's great to meet up along the race route with other racers and hear their hilarious stories. But what an event the Newberry 11 was in 2012, when 11 race teams had to wait for fog to lift! A surprised FBO with his dog, Blueberry, entertained us all."

Since retiring as an IT manager in 2001, Jo has worked with her husband, Steve, in aircraft sales and services as president of Bachman Aviation (Winter Haven, FL). They enjoyed an amazing flight in a J3 Cub that was documented in AOPA Pilot magazine. Besides flying, Jo loves to do research on her family tree. Flying allows her to explore family homesteads and meet distant cousins. She loves to travel, read and cook. Pecan pie is her specialty.

Kaye Tucker is flying her first ARC. Welcome!

Kaye is a Private pilot with 943 hours in her logbook. She is flying the race because she wanted the experience and fun of meeting new female pilots. "This year was especially interesting to me because most of my flying experience has been east of the Mississippi."

Kaye is a retired City of Bloomington, Minn., employee. She also owned a computerized embroidery business. Her interests include sewing – especially custom embroidery and knitting – and, of course, anything aviation-related.



A SENSE OF COMMUNITY

Being part of general aviation means being part of a community, and taking part in the 2013 Air Race Classic is a great way to strengthen that community. Not only will you build bonds with your fellow aviators, you will open the door for others to follow.

Every time you land at a destination along your route, you are connecting others to the joy, fun, and sense of accomplishment that makes GA flying so rewarding.



I commend you for taking part in this adventure, and I encourage you to share your experiences with everyone you know. Telling your story is a great way to invite people around you into the general aviation family. You're sure to discover that you know more than one person who has dreamed of flying, and you can offer them the encouragement they need to turn their dreams into reality.

Together, we can use that same energy and excitement to help protect our community airports, improve safety, grow the pilot population, and remind our political leaders that GA matters.

AOPA is proud to be a Full Throttle sponsor of the 2013 Air Race Classic from Pasco, WA to Fayetteville, AR. Fly safe, fly fast, and have fun!

CRAIG FULLER
PRESIDENT, AOPA



Preserving Women's Air Racing for Generations to Come Introducing The Air Race Classic Endowment Fund

The Air Race Classic is celebrating its 37th continuous year and is looking forward to a bright and successful future. To ensure this legacy, the Board of Directors has established an Endowment Fund with a goal of raising \$500,000. Interest from investing this money will be used by the Board for a myriad of purposes - e.g., marketing the race, publicity, scholarships, mailings, fundraising, youth education - in essence, any purpose that supports the goals of the Air Race Classic.

"Those monies will be prudently invested, and once the goal is met, the principal will be retained, and revenue earned shall be allocated to the Air Race Classic Board for distribution to help defray the costs of running this race," said Carolyn Van Newkirk, 2012 pilot for Team 20 and a Director on the Air Race Classic Board. *"It is our hope that the legacy will last indefinitely."*

Take this great opportunity to donate and get a tax deduction! With your help, we can continue to be a part of aviation history, facing new challenges, accomplishing goals, sharing the experience, and securing a future in aviation. We appreciate your support!

Refer questions to endowment@airraceclassic.org

Send your donations to:
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www.airraceclassic.org
Watercolor drawing by artist Frank Batson



Camelia Smith
Hindsville AR

Julia Matthews
Aquilla TX

CLASSIC 20

Cessna 182RG 235 hp

Camelia Smith is back for her sixth Air Race Classic. She is an Instrument-rated Commercial pilot, with single- and multi-engine land, instrument flight instructor, and advanced and instrument ground instructor certifications with 10,000 hours flown. She is a member of the Arkansas chapter of the 99s.

Said Camelia, "I started flying the ARC for the challenge and adventure. Now, I also race for the added purpose of helping to introduce young women to the many career possibilities in aviation. This year I am very excited the 2013 Terminus is my hometown, Fayetteville, Ark.!" One year, her cell phone rang at the Terminus and she shut it off, thinking it was a predawn alarm that had mistakenly gone off. Turns out, she had hung up on the ARC president, who was calling to advise that her plane was to be inspected as a possible winner. "I learned how fast I can jump into my clothes and be at the airport!"

Camelia's first aviation experience was as a "hostess" for TWA, which led to flying lessons and a whole new world of friends and adventure. She has flown as a flight instructor and as an air taxi and corporate pilot. She has also done fire detection flights for the state and national forest services. Now, she and her husband, Bill, who is also a pilot, fly for business and for pleasure.

Julia Matthews returns to the ARC for the sixth time. She is an instrument-rated Commercial pilot, with single- and multi-engine land, flight instructor and tailwheel credentials and 2,200 hours flown. She is a member of the Brazos River chapter of the 99s.

Julia races for the love of flying, the camaraderie, adventure and challenge. Said Julia, "There is nothing like the joy of flying low and slow over this beautiful country."

She is retired from a career in small business and enjoys gardening, fishing and reading at her house in the country. Julia recently bought a Maule M5 taildragger that she flies out of a field at her home.



Jessica Lowery
Choudrant LA



Andrea Ziervogel
Baton Rouge LA

CLASSIC 21

Cessna 172S 180 hp

**** Louisiana Tech University ****

Jessica Lowery is back for her second Air Race Classic. Jessica is an instrument-rated Commercial pilot with single-engine land and flight instructor certifications and 280 hours logged. She is a student at Louisiana Tech majoring in professional aviation and minoring in aviation management. Said Jessica, "I race to gain experience in a different environment, meet new friends and visit old ones. The freedom I feel when flying is something I look forward to every day."

Not only is Jessica a flight instructor at the university, she is flight adviser to EAA Chapter 836 and a volunteer with Pilots for Patients. She is a member of chapter 47236 of Women in Aviation International.

When she's not flying, Jessica enjoys sports, crossfit, traveling and reading her FAR/AIM! Go Dawgs and Who Dat!

Welcome **Andrea Ziervogel** to her first ARC! Andrea is a Private pilot, single-engine land, enrolled at Louisiana Tech. She is flying the ARC because, "I think it would be a good experience. I am excited to apply everything I have learned in my first year at Louisiana Tech University. I am also excited to fly in different parts of the country."

Andrea's father is a helicopter pilot, and she enjoys flying in choppers with him. In her spare time, she likes to bake and cook.



Susan Carastro
West Palm Beach FL

Marie Carastro
Montgomery AL

CLASSIC 22

Cessna 182T 230 hp

Marie and Susan Carastro are a mother-daughter team, who are flying in their 11th Air Race Classic together.

Susan Carastro holds Commercial, single- and multi-engine land, and flight instructor certificates, with more than 1,440 hours logged. She flies the ARC "to spend time with my Mom, vacation, meet new friends, visit with old friends and challenge my cross-country skills." One year, the Flying Carastros flew so fast, they couldn't keep the race numbers on the plane!

A veterinary ophthalmologist, Susan is involved with all kinds of animals, from giraffes to sea mammals, including sea lions and dolphins. She said, "What a great job!"

She spends her free time horseback riding, playing racquetball and running.

She is a member of the Gold Coast chapter of the 99s.

Marie Carastro is a Private pilot with 1,100 hours in the air. She flew in the 1960 Powder Puff Derby and now competes in the ARC to spend "quality one-on-one time" with her daughter, Susan, to see old friends, make new friends and experience the thrill, excitement and challenges of piloting.

Her husband, Bob, is also a pilot and works for the State of Alabama Department of Aeronautics. He is retired, having been an instructor pilot with the Air Force.

Marie has been a registered dietitian for more than 59 years. Now in private practice after 23 years with the Alabama Department of Public Health for the past 23 years, Marie is a nutritional consultant monitoring federal and state provider standards.

When she's not flying Marie enjoys genealogy, gardening and grandchildren. Marie is a member of the Alabama chapter of the 99s.



Barbara Goodwin
Kalamazoo MI



Maureen Kenney
Caliente CA

CLASSIC 23

**Cardinal Crew from Kalamazoo
Cessna 177B 180 hp**

Veteran racer **Barbara Goodwin** is back for her 10th ARC. Barb is a Commercial pilot with single-engine land, flight instructor and basic ground instructor credentials and 2,918 hours logged. A retired middle school math and science teacher, she is now a CFI out of Kalamazoo, Michigan.

Barbara flies the ARC for "fun, friends and skill-building." During the 2010 race, on the very first leg, her vacuum system failed, and she and race partner Maureen Kenney were stuck in Waycross, GA for 36 hours. The airplane mechanic was also the town emergency medical technician, and he showed up between emergencies to fix their plane.

Barb is active in many volunteer groups - EAA Young Eagles, the Air Museum at Kalamazoo Airport, the Michigan chapter of the 99s, and Women in Aviation International, where she is a member at-large. Her husband, Robert, is also a pilot. When she's not flying, Barbara enjoys gardening and travel.

Maureen Kenney returns for her fourth Air Race Classic. An instrument-rated Private pilot with 700 hours in the air, Maureen is the ARC webmistress.

During the 2010 race, when they were stuck in Waycross, they borrowed the airport car. They were shown an old Crown Victoria police car. Said Maureen, "Well, I drove it, but I could barely see over the steering wheel - classic little old lady."

Maureen is a licensed educational psychologist, but early in her career she realized an interest in and talent for computerizing small businesses. That gave rise to an interest in web development, and she spent the last decade of her career creating web sites and managing a team of developers working on web applications for the Jet Propulsion Laboratory. Now, she's "retired and loving it!"

Maureen is a member of the San Fernando Valley chapter of the 99s and the Southern California chapter of Women in Aviation International. When she's not flying, she enjoys traveling with her husband and reading.



Helen Helping
Ocala FL



Sarah Morris
Lynchburg VA

CLASSIC 24
Maule Rats
Maule MT-7 235 hp

Welcome **Helen Helping** to her first Air Race Classic! Helen is a Private pilot, single-engine land, with 480 hours in her logbook. She is flying the race "for looking to the sky out a hangar door first light, for the three-bounce landings and the perfectly silent ones, for the junker courtesy cars, for the backcountry strips, for the stories, for the view from the cockpit, for leaving the ground and coming home, for friends and mostly, for the freedom."

Helen has worked as a business consultant, CPA and finance director. Currently, she is a data modeling specialist for an isotope company. Other than flying, Helen enjoys, running, biking, skiing and "pretty much anything that involves friends and a destination. And oh, yeah, the ocean."

This is **Sarah Morris'** third Air Race Classic. Sarah is an instrument-rated Commercial pilot with single- and multi-engine, instrument flight instructor, and advanced and instrument ground instructor certifications and 630 hours flown. She is racing, "Because it is the most fun you can possibly have in an airplane! I love the flight experiences, I love getting to know all the other women racers, and I love seeing the country in a way that few people get to."

Sarah is a flight instructor and mechanic at Liberty University, gaining technical experience as she prepares to be a missionary pilot, using her skills to serve people in Third World countries.

When she's not flying, Sarah spends her time playing the violin and restoring a 1931 Travelair biplane. She is a member of the Virginia chapter of the 99s and the Liberty University chapter of Women in Aviation International.

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Gene Nora Jessen
Meridian ID

Patty Mitchell
Cascade ID



Brenda Carter
Payette ID

CLASSIC 25
Three Musketeers
Beech Musketeer A23-24 200 hp

Sponsor: PPG Aerospace Where Smart Solutions Take Flight

Gene Nora Jessen returns for her ninth Air Race Classic. Gene Nora is a Commercial pilot with single-engine land and sea, multi-engine land, instrument flight instructor, advanced ground instructor, tailwheel, and formation flying credentials. She has 4,430 hours logged. She has been a member of the 99s for more than 50 years and is active with the Idaho chapter. She is a past President of the 99s.

Gene Nora has a fervent interest in aviation history, as evidenced in the publication of her two books, "The Powder Puff Derby of 1929" and "The Fabulous Flight of the Three Musketeers." She has the distinction of being one of the Mercury 13, women who undertook the same physical and psychological training as did the Mercury astronauts. She also flew as a sales demo pilot for Beech Aircraft, then married and moved to Idaho to operate her own flight school. Gene Nora and her husband, Bob, owned Boise Air Service until their retirement. They are both recipients of the Wright Brothers Master Pilot Award.

When asked why she races, she said, "It's an opportunity to stay sharp in the airplane and enjoy the company of a group of truly inspiring women."

Patty Mitchell returns for her eighth Air Race Classic. "Patty Pilot" is an Air Transport Pilot, holding single- and multi-engine land, instrument multi-engine flight instructor, advanced and instrument ground instructor, tailwheel, aerobatics and formation flying credentials – plus a jet type rating. She has 19,854 hours in her logbook.

Patty flies the ARC for, "Fun fun fun – can't wait to be with flying friends every year. We love the challenge and the cross-country flying. When we get back to Idaho, we are so very current."

CLASSIC 25 (cont.)
Three Musketeers

Patty is a retired 747 pilot, smokejumper pilot, search and rescue coordinator for Montana Aeronautics and commuter airline pilot. She owned an FBO and is a Gold Seal CFI, CFII and aviation speaker for 99s. She, her husband, Robert, who is also a pilot, and their dog cruise and live on a 48-foot motor yacht at least half the year. They've completed the Great Loop through the rivers from Great Lakes to Mobile, Florida, the East Coast and the Erie Canal back to the Great Lakes. Patty enjoys flying in the mountains and getting women involved in aviation.

Brenda "BJ" Carter will be flying her third ARC. She is a Private pilot, single-engine land, with more than 634 hours flown. She is a member of the Idaho 99s.

BJ first entered the race to become a better pilot and is returning, because she learned "it is a great way to see this country and meet dynamic women pilots." She used to teach middle school, then retired, then took a part-time job as a community service specialist for the Boise Police Department. Now, she's on her second retirement. Said BJ, because she was a community role model, she had few opportunities to set her own speed limits – but air racing was one!



HOW 'BOUT THIS – FLYING DREAMS THAT COME TRUE!
Air Race Classic



Minnetta Gardinier
Iowa City IA

Lynn Sykes
Gwinn MI

CLASSIC 26
Kool Katz with Attitude
Cessna 177B 180 hp

Minnetta Gardinier is back for her sixth ARC. She is an instrument-rated Private pilot, single-engine land, with 1,215 hours logged. She is a member of the Iowa chapter of the 99s. Said Minnetta, "I return to this race each year for the great fun, friendship and flying that it provides. It's a blast to reconnect with past racers and to meet new racers. I also enjoy introducing pilots to the Air Race Classic." She also races to raise awareness and money for the National Multiple Sclerosis Society.

During her rookie race in 2008, the new extra set of plane keys she had made didn't work on race start morning. But 2011 topped that surprise. When weather forced cancellation of the first four stops on the route, Minnetta stunned everyone – racers and airports alike – by flying the entire original race course anyway.

Minnetta is an Associate Dean at University of Iowa Graduate College, as well as an Associate Professor of Pharmacology. But, she said, "Flying is my number one hobby, and it continues to encroach into my life in other ways – local airport commission, 99s, EAA." She also enjoys travel (preferably in her own plane), reading, gardening and attending theater and performing arts events around the Iowa City area.

Welcome **Lynn Sykes** to her first ARC! Lynn is an instrument-rated Commercial pilot with 437 hours in her logbook. The race, she said, "is a retirement gift to myself. I love Minnetta's enthusiasm regarding the ARC and want to be a part of it. I look upon it as a learning experience."

Lynn recently retired after 35 years as an accountant in the construction industry. Her primary interest: "I love to fly. Doesn't everyone?" Lynn also enjoys reading, knitting, gardening, cross-country skiing and walking. She is a member of the Northwoods chapter of the 99s.



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Frances Irwin
Lake Havasu City AZ



Pam Rudolph
Lake Havasu City AZ



Shannon Hicks-Hankins
Lake Havasu City AZ

CLASSIC 27
Three of a Kind Racing
Cessna 182L 235 hp

Sponsors: Hicks Cooling & Heating, Aircraft Spruce & Specialties, ACS Products

Welcome, **Frances Irwin**, to your first Air Race Classic! Frances is a Private pilot, single-engine land, with 116 hours logged. She is racing "for the personal challenge and camaraderie of other female pilots, skill development and fun."

Frances developed her interest in aviation through her employment with a leading distributor and manufacturer of aircraft parts. She and her husband, John, are both new pilots, and they enjoy flying together. When not in the air, Frances enjoys skiing, camping, off-road riding, boating, paddleboarding and hiking with her dogs Buddy and Darla. She is a member of the Rio Colorado chapter of the 99s.

Pam Rudolph is flying her second ARC. She holds a Private pilot certificate, single-engine land and sea, with 1,800 hours flown. She is a member of the Rio Colorado chapter of the 99s.

Pam returned to the race for, "the adventure of seeing new places, honing my skills, and because it's so much fun!" A retired pharmacy technician, she owns a Bonanza and this year earned her seaplane rating. She enjoys flying back and forth to Florida several times a year to visit family. When she's not up in the air, Pam enjoys quilting, a hobby that she started when she and her husband, Bill, retired to Arizona.

Shannon Hicks is back for her second Air Race Classic. Shannon is an instrument-rated Commercial pilot with single-engine land and sea, multi-engine land, instrument flight instructor, and advanced and instrument ground instructor certifications and 5,775 hours in the air. She is a member of the Rio Colorado chapter of the 99s.

CLASSIC 27 (cont.)
Three of a Kind Racing

Shannon races, "because it is fun and challenging. The amount of knowledge you gain from the experience is extraordinary. I love the excitement." On the first night of last year's race, she and co-pilot Pam Rudolph worried that they would oversleep or get up too early. "Trying to transition into all time being Zulu time got the best of us, and Pam was up at 3 a.m. trying to refigure the wakeup call. We laughed about how serious we were."

Shannon does office work for her family business and teaches flying part-time. A graduate of Embry Riddle Aeronautical University, she has been flying for more than 25 years. For three years, she was a captain flying FedEx freight for Empire Airlines in a C208. Her husband, Jon, is also a pilot and an aircraft mechanic. When she's not flying, Shannon enjoys travel, hiking, mountain biking and most water sports. She loves the outdoors and adventure.

Save The Dates!

Future Air Race Classics

June 16-19, 2014

June 22-25, 2015

June 20-23, 2016

June 19-22, 2017



Elizabeth Roberts
Paoli PA



Barbara Harris-Para
Whispering Pines NC



Tracy Lovness
Stillwater MN

Sandi Randall
Cumberland WI

CLASSIC 28 - WITHDRAWN
Bonanza "B's"
Bonanza 200 hp

Betty Roberts is flying her first ARC. Welcome!

Betty is a Private pilot, single-engine land and sea, with 950 hours in her logbook. Said Betty, the race "has been an item on my bucket list for many years, and I wouldn't miss the chance to check it off. The ARC is an amazing adventure, a formidable challenge, and an opportunity to connect with an incredible group of women."

Betty worked in information technology, installing, training and supporting administrative systems for education. After retiring three times, she started her own consulting business. Betty has trained and titled three golden retrievers both nationally and internationally and is a member of Therapy Dogs International. She also enjoys boating, RVing, and quilting, and she is a member of the Eastern Pennsylvania chapter of the 99s.

She is dedicating the race to fellow 99 and mentor Louise Sacchi; to her instructor and partner, Jeary, for his endless patience, skill and encouragement, and to her Momma Bird, Barbara.

Barbara Harris-Para returns for her third Air Race Classic. An instrument-rated Commercial pilot, she has single- and multi-engine land and instrument multi-engine flight instructor certifications with 4,700 hours logged. She is flying the race this year "to help out a fellow 99 experience the joy of racing, meeting other women in racing and the fun of it all. Since I don't have a plane to use this year, it has been fun and exciting getting Betty involved."

Barbara was a teacher for 30 years before switching to an aviation career. She has worked as an FAA air traffic assistant and Freedom of Information officer, among other positions. In addition, she has been a flight instructor since 1991.

When she's not flying, Barbara enjoys woodworking, puzzles and backgammon. Her husband, Frederick, is also a pilot. She is a member of the Carolina chapter of the 99s.

CLASSIC 29 - WITHDRAWN
Cirrus SR22 310 hp

Tracy Lovness is back for her second Air Race Classic. Tracy is an instrument-rated Private pilot, single-engine land with 700 hours flown. The ARC, she said, "is a conduit to my pursuit of becoming a better pilot, meet old friends and make new friends."

Tracy has visited all seven continents and more than 70 countries. This passion for travel has prompted Tracy and her husband, Patrick, who is also a pilot, to fly their Cirrus to all the Canadian provinces, Alaska, the Bahamas, the San Juan Islands, Key West and all points in between. When she's not flying, her interests include running and gardening.

Sandra "Sandi" Randall is flying her second Air Race Classic. Sandi is an instrument-rated Air Transport Pilot with single-engine land and sea, multi-engine land, instrument multi-engine instructor and tailwheel credentials and 10,005 hours in her logbook. She returned to the ARC for "the challenge, the pace, the new experience, to meet and make new friends, self-satisfaction and contentment. And to help a friend." Last year, Sandi had a particular challenge figuring out how to keep the cold-water neck wraps wet in Lake Havasu, Arizona. "Never used those before!"

Sandi teaches flying in everything from corporate aircraft and Cirruses to seaplanes and ski planes. She is now on her second generation of students, teaching her students' children. Sandi has also assisted with aerobatics events and is the new owner of the Victorian Lodge.

Sandi loves the north woods and water. "I've got to have my pine trees and lakes," she said. "Love the outdoors, my seaplane flying, fishing, scuba diving. Love outdoor animals, black bears mostly, and I like to help teach people."



Dianna Stanger
Port Lavaca TX

Joyce Wilson
Bogata TX

CLASSIC 30
XXtreme AviatriXX
Cirrus SR22 310 hp

Dianna Stanger returns for her third Air Race Classic. She is an instrument-rated Commercial airplane and helicopter pilot with single- and multi-engine land, tailwheel, aerobatics and formation flying credentials, a jet type rating and 4,100 hours logged. She is a member of the Houston chapters of the 99s and Women in Aviation International. When asked why she joined ARC, she replied simply, "To win."

Early one morning during a previous race, their volunteer driver showed up in a brand new Corvette. The gentleman apologized continuously for not having a sufficient ride. Dianna and her partner, who are both very small, "spooned" – much to his delight – down the busiest street in town all the way from the hotel to the airport.

Dianna is an avid rancher in South Texas, with Brangus cattle and Cutting horses, as well as the local airport manager for PKV (Port Lavaca). She also operates two Cessna Pilot Centers. She owns and flies a 1942 Waco UPF-7 that was originally owned by her grandfather, the SR22 entered in the race, a Eurocopter EC120B and a Hawker-Beech Premier Jet.

Joyce Wilson is flying the ARC for the third time. She is an instrument-rated Private pilot with a tailwheel endorsement and 614 hours. She is a member of the Ambassador chapter of the 99s.

Said Joyce, "I raced the last two years to meet fellow pilots and to learn about racing. I'm racing again because it's addictive! The fellowship, fun and friendships are priceless. It's a great way to learn more about my airplane as well."

Joyce is the executive director of the International Defensive Pistol Association, a firearms shooting sport with 18,000 members in the U.S. and 50 foreign countries. She also enjoys hunting, which she has done in the U.S., Africa, S. America, Turkey, Australia and New Zealand. She also works with her three quarterhorses at her Texas ranch. Said Joyce, "I love the outdoors, so I can also be found riding ATVs or brush-hogging with one of our tractors."



Judy Snow
Wareham MA



Linda Moody
Pepperell MA

CLASSIC 31
Nor'easters
Bonanza BE35V 285 hp

Sponsor: Sommer Aviation (Plymouth, MA)

Judy Snow is flying the Air Race Classic for the fifth time. She is a Private pilot, single-engine land, with 717 hours. Judy is a member of the Eastern New England chapter of the 99s.

Judy said she races "for the fun of flying, meeting other women in aviation, seeing old friends and for the challenge of long cross-country flight through geographic regions I may not otherwise go."

She is a self-employed quality systems consultant serving the FDA-regulated medical device, biotech and pharmaceutical industries. Her hobbies, other than flying, include hiking, motorcycle riding, boating, water sports and traveling.

Linda Moody returns for her fourth ARC. She is an instrument-rated Private pilot with a tailwheel endorsement and 568 hours flown. She is a member of the Eastern New England chapter of the 99s.

Linda races "to see the U.S.A. and travel with a great bunch of women." During a previous ARC, she recalled, "A man in Kentucky had all of the racers sign his T-shirt with a permanent marker. All the signatures came through to his skin, so he was worried about what his wife would say!"

Linda is an architect who has owned her own firm since 1991. At home, she has pet rabbits and fosters rabbits for a shelter. She is a docent at the Currier Museum of Art and a member of the Pepperell Conservation Commission.



Cynthia Lee
Avondale PA

Nancy Rohr
Bear DE

CLASSIC 32

10 Carat

Diamond DA-40 180 hp

Cynthia Lee returns for her second Air Race Classic. Cynthia is an instrument-rated Private pilot, single-engine land, with 440 hours flown. She is a member of the Delaware chapter of the 99s. Said Cynthia, "Last year's race was the best experience of my flying career. We decided that we must race again in 2013. The camaraderie of women pilots is fantastic."

Last year, she was disappointed because her team had to stop at Newberry, Mich., (KERY) due to thunderstorms en route to Sault Ste. Marie. "But we made the best of the delay with a group photo in front of a picture of a moose."

Cynthia worked for DuPont for 36 years in a variety of operations and engineering management positions before retiring in January and taking a position with a new Carlyle Group company. In her career with DuPont, she has moved 19 times and lived abroad for nine years.

When she's not flying, Cynthia enjoys music and golf. She is also an avid landscape photographer.

Nancy Rohr is flying the ARC for the second time. Nancy is an Air Transport Pilot with single- and multi-engine land, instrument flight instructor, and advanced and instrument ground instructor credentials, a jet type rating and 4,000 hours logged. She is competing "for the love of flying and the camaraderie of like-minded women pilots."

Nancy started flying for fun and kept working on her ratings until she became a flight instructor. After some corporate flying, she went to work for FlightSafety International teaching business jets. She's now in the regulatory affairs department, working with European aviation regulations.

In her free time, Nancy loves to garden, make jewelry and read about solar technology. She is a member of the Delaware chapter of the 99s.



Linda Keller
Mobile AL

Amelia Reiheld
Edenton NC

CLASSIC 33

Azalea Avgals

Piper PA-28 180 hp

Sponsor: Showcase Homes of Alabama

Linda Keller is back for her second Air Race Classic. A Private pilot, single-engine land, Linda has 1,025 hours in her logbook. She is a member of the Mississippi chapter of the 99s. Said Linda, "Racing is a challenge of competing with soooo many women aviation enthusiasts. The real bonus is the adventure of seeing the great U.S.A.!"

During her first race, her plane developed an electrical problem in Borger, Texas. She had to fly 40 miles to the mechanic. Fortunately, she had the assistance of local pilots, "who prop-started us and then told us to follow the road to top of hill and then turn left! No electronics, and we made it!"

Linda has sold residential real estate for 12 years, experiencing the pleasure of assisting local and foreign home buyers and sellers. She is also an avid tennis player, competing in and winning many tournaments – as an adult, as a senior and now as a supersenior. Linda works with the local Girls Club introducing young girls to aviation. She and her husband, Bruce, who is also a pilot, have a passion for travel and even visited Cuba.

Amelia Reiheld returns for her second ARC because "my pilot/partner invited me back for seconds!" Amelia is an instrument-rated Private pilot, single-engine land, with 3,069 hours in her logbook.

The first time she raced, "we had mechanical difficulties, found a sympathetic and persistent mechanic to fix it, then took off across half the nation, from Borger, Texas, to Mobile, Ala., with mere hours to cover all those miles. We were cheered at every stop and crossed the finish line with 17 minutes to spare! We were last, but not last last!"

A freelance writer, Amelia enjoys flying her turbo Mooney to visit far-away relatives, playing recorder in an early music ensemble, singing in several choral groups and helping her husband build a houseboat.



Jo Ann Speer
Kenton TN

Kristy Gentry-Cox
Delano TN

CLASSIC 34
East Meets West - TN
Cessna R172M 160 hp

Sponsors: Athens Air; Barge, Waggoner, Sumner & Cannon; PDC Consultants; State of Tennessee Aeronautics; Tennessee Aviation Hall of Fame; Tennessee Aviation Assoc

Welcome, first-time racers Jo Ann Speer and Kristy Gentry-Cox, to the Air Race Classic!

Jo Ann Speer is an instrument-rated Commercial pilot with single-engine land, flight instructor, advanced and instrument ground instructor and tailwheel credentials and 862 hours in the air. Said Jo Ann, "Since I first heard of the ARC, it has been a dream of mine to one day enter. Preparing for and entering the race will be an experience of a lifetime. I really want to encourage more women to experience the wonder of flight."

Jo Ann began flying at age 40 and was the owner/operator of an FBO called Jo-Aire before becoming the manager of Everett-Stewart Regional Airport in Tennessee.

She and her husband, Kerry, who is not a pilot, enjoy outdoor activities – flying, camping, and riding four-wheelers, as well as spending time with their grandchildren.

Kristy Gentry-Cox is an Air Transport Pilot with single-engine land and sea, multi-engine land, instrument multi-engine flight instructor, instrument ground instructor, tailwheel and aerobatics certifications, a jet type rating and 9,000 hours flown. She is flying the ARC because, "To be honest, Jo Ann asked! Jo Ann and I are both airport managers in Tennessee, so we see each other once a year at the TN Airports Conference in Nashville. During the 2012 conference, Jo Ann asked, and now, here we are!"

Kristy owns and manages the Athens Air FBO at the McMinn County Airport in Athens TN. In her spare time, she flies B-737s for Delta Airlines out of Atlanta. For Kristy, aviation is all in the family. Her husband, Andy, who is also a pilot, is a helicopter mechanic and does a lot of general aviation maintenance. Her father works for her at the FBO, and her mother is a proctor at her testing center and helps with catering. Even her dog, Pancake comes to the airport, to work security – or wait for treats.



Sherry Kandle
Boise ID

Wendy Frazer
Meridian ID

CLASSIC 35
Riders in the Sky
Cessna 175A 175 hp

Sherry Kandle and Wendy Frazer are flying the ARC for the first time. Welcome!

Sherry Kandle is a Private pilot, single-engine land, with 410 hours in her logbook. She is flying the ARC for the adventure and experience. "It would be an honor to be part of this historic group of women racers, and I want to help raise the awareness of this race," said Sherry. "I think girls need to be encouraged to do things out of the ordinary, and I want to be a role model for my granddaughter."

Sherry worked for 25 years as a software engineer and project manager, then helped build an aircraft maintenance business and ran the shop for a few years. Being at the airport full-time gave her the opportunity to focus on flying and get her license. Sherry had flown to Oshkosh with her pilot husband, Douglas, many times, so her big adventure after getting her ticket was to fly herself from Idaho to Wisconsin in her Cessna 150. "It was a trip!" said Sherry.

Her favorite activities are flying cross-country and backpacking in the Idaho wilderness. Sherry is a member of the Idaho chapter of the 99s.

Wendy Frazer is an instrument-rated Private pilot with single-engine land and tailwheel credentials and 702 hours logged. She is competing in the ARC "for the fun of it, for the flying experience, the challenge and camaraderie with other racers."

A self-employed computer programmer, Wendy has been flying since 2000. She learned in a 1952 Cessna 170B that her father owned and restored. Now, the plane is hers. When she isn't flying, Wendy enjoys reading and doing crossword puzzles. She is a member of the Idaho chapter of the 99s.



Zia Safko
Aurora CO

Emily Applegate
Sand Springs OK

CLASSIC 36
Racing Rosies
Cessna 182T 230 hp

** Metropolitan State University of Denver **

Zia Safko is back for her second Air Race Classic. Zia is an Instrument-rated Commercial pilot with single- and multi-engine certificates and 415 hours logged. She is a student at Metropolitan State University, earning her flight instructor certification and working as a flight dispatcher.

Zia is racing, "For the opportunity to achieve something great, and for the amazing experience." At her first ARC, "We were so excited that after takeoff we quickly went through our checklists (neglecting one item). This item was one of the most important on our after-takeoff checklist...the flaps! After passing through 2,000 feet, we finally retracted them. It wasn't funny at the time!"

Zia said that any opportunity to be in an aircraft and go somewhere is wonderful. She loves to travel. "I want to see the world," she said. "I've visited 25 different countries and plan on seeing much more." She also enjoys reading and longboarding. Zia is a member of the Colorado chapter of the 99s and the Mile High chapter of Women in Aviation International.

Emily Applegate returns for her second ARC. Emily is an instrument-rated Commercial pilot with single- and multi-engine and advanced ground instructor certificates and 537 hours in the air. She is a member of the Colorado chapter of the 99s and the Mile High chapter of Women in Aviation International.

Emily has been a jump pilot for two years and is working on her flight instructor certification. She is flying the race for the excitement, the thrills and the joy it brings. Said Emily, "I'm always up for a challenge and love to learn new things."



Heather McCoy
Winnemucca, NV

Marisia Makowski
Reno NV

CLASSIC 37
The Flying M&M's
Piper PA-28 235 hp

Welcome first-time team Heather McCoy and Marisia Makowski to the Air Race Classic!

Heather McCoy is an instrument-rated Private pilot with a single-engine land certificate and tailwheel endorsement. Said Heather, "The Air Race Classic has been something that I have wanted to do for a long time, but never had a friend to race with. Now that I have met a fellow pilot from joining the 99s, I have the opportunity to race for the first time. I am nervous and excited at the same time."

She is an academic adviser at Great Basin College, where she has worked for 12 years. Previously, she was the college's director and a business instructor. Her best (and worst) job ever was the elected position of county commissioner.

The wide-open spaces of northern Nevada allow for many activities that Heather enjoys - running, dirt-biking, cross-country skiing and, of course, flying in noncongested airspace.

Heather's husband, Randy, is also a pilot and is building a Pitts Model 12, and she is looking forward to learning to fly aerobatics. Heather is a member of the Reno High Sierra chapter of the 99s and an at-large member of Women in Aviation International.

Marisia "Moe" Makowski is a Private pilot, single-engine land, with 380 hours logged. Moe has had many adventures in her life, from rock climbing on the East and West Coasts of the U.S. and in Mexico to spending two months climbing and camping out of a car in Australia with her boyfriend to hiking Mount Kilimanjaro to scuba diving with sharks in the Bahamas. Now, she can add the ARC to the list!

Moe flies this race in memory of her brother, an Air Force pilot whose RF-4 jet had an engine flameout during an air show in Wales in 1986. He ditched in the ocean, killing himself and his navigator but sparing the lives of thousands of spectators.

Moe is a sales engineer, custom designing safety equipment for manufacturing facilities. Previously, she worked as a manufacturing and project engineer. She is a member of the Reno High Sierra chapter of the 99s and an at-large member of Women in Aviation International.



Mary Gibb
Ambler PA

Cathy Darcy
Wayzata MN

CLASSIC 38
American Maids
Cirrus SR22 310 hp

Sponsor: flyADVANCED (Bluebell PA)

Mary Gibb and Cathy Darcy are flying their first Air Race Classic. Welcome!

Mary Gibb is a Private pilot, single-engine land with 900 hours logged. Said Mary, "Cathy and I have both wanted to fly the ARC for awhile and decided 2013 was our year. I look forward to sharing a great adventure with a dear friend and making many new friendships, all while honing my pilot skills."

Mary has worked in software sales for her entire career and has lived in different parts of the country, giving her varied experiences that have helped her be a better pilot. She and her husband, David, who is also a pilot, enjoy flying around the country in their Cessna 182T – meaning she has to share PIC duties. On one flight over the Continental Divide, Mary had to share an oxygen mask with her Wheaton terror, Katie. Katie now has a mask of her own.

Mary was a member of Space City 99s soon after earning her ticket and flew spot-landing competitions with women who later became astronauts. Now, she is a member of the Eastern Pennsylvania chapter. When not flying to visit her sons in the Midwest or to Oshkosh, Mary enjoys cooking and quilting.

Cathy Darcy is a Private pilot, single-engine land, with a tailwheel endorsement and 1,000 hours in the air. Flying the ARC is a long-time aviation goal of Cathy's, and now she will experience it with her friend Mary.

Cathy is a high school math teacher who spends many hours flying cross-country with her husband, Randy – also a pilot – in their Husky and Cirrus. They are Angel Flight pilots, which gives them the opportunity to meet some wonderful, inspiring people. Cathy also enjoys flying aerobatics every chance she gets. Her love of flight came from her father, who flew B-29s with the 73rd Bomb Wing in the Pacific Theater during World War II. The race is a special way for Cathy to honor him.

Cathy is a mother of two and grandmother of three, and she is affectionately known as Honey to her grandchildren. The four most important things in her life: faith, family, friends and fun!



Ninety-Nines, Inc.

Blue Skies and Tailwinds

Classic Racer 15
Mary Wunder & Juliet Lindrooth

Classic Racer 38
Mary Gibb & Cathy Darcy

Owning an ARC Medallion is a privilege reserved for any racer who has flown at least one leg of any Air Race Classic. The medallion comes in gold or silver vermeil. It can be worn on a chain or as a pin. Esther Lowry Safford designed it for the first Air Race Classic in 1977. A white stone can be inserted on one of the "flowers" that surrounds the design for each Air Race Classic flown. Blue stones are reserved for ARC Board members, and a medallion that is surrounded by rubies denotes someone who has served as President of the Air Race Classic.



Medallions will be on sale during Terminus Events. Order today at president@airraceclassic.org to pick up at the Terminus.



Shelby King
Prescott AZ

Anna Chrzanowski
Prescott AZ

CLASSIC 39

Cessna 172S Nav III 180 hp

**** Embry Riddle Aeronautical – Prescott ****

Welcome Shelby King and Anna Chrzanowski to their first ARC!

Shelby King is an instrument-rated Private pilot, single-engine land, who has 229 hours in the air. She is a student at Embry-Riddle Aeronautical University - Prescott and is racing "to not only gain valuable flight experience, but also to be part of a team that is competitive and has a passion for flying."

Said Shelby, "Being from Colorado, I enjoy spending time outdoors. I am most often hiking and running in the summer and skiing on the mountains during winter. I also like to travel around my home state as well as venture out to other parts of the world."

Anna Chrzanowski is an instrument-rated Commercial pilot with single- and multi-engine land, instrument flight instructor, and advanced and instrument ground instructor certifications and 950 hours in the air. Anna is a flight instructor at Embry-Riddle Aeronautical University - Prescott, where she has taught for 18 months. She did all her flight training at the school and completed an internship as a first officer for Cape Air / Nantucket Airlines in a Cessna 402.

Anna is flying the ARC, because "the opportunity to fly around the country with other female aviators is a once in a lifetime experience!" When she isn't flying, Anna enjoys traveling, running, hiking, camping, and cooking. She loves exploring new places and going on adventures.



Debi Dreyfuss
Potomac MD



Linda Knowles
Falls Church VA

CLASSIC 40

**Team DC3
Cessna 182T 230hp**

Sponsors: John McMahon, Miller & Long Concrete Construction; Susan Zillinger, Hoxton Agency; Derek Windle, Skytech; Dario Marquez, Silver Eagle Group; Harry Kraemer, Kraemer Aviation; Tom Orban, Sprinkles Ice Cream; Wednesday Night Poker Group

Debi Dreyfuss returns to the ARC for the fourth time. With 1,420 hours under her belt, Debi is an instrument-rated Commercial pilot and has single-engine land and sea, multi-engine land, flight instructor and tailwheel credentials. She is a member of the Washington DC chapters of the 99s and Women in Aviation International.

Debi had wanted to fly since age 6, when her uncle took her for a ride in his 172. Now, she said, "I race for fun, camaraderie and the competition. Team DC3 had our fastest time yet in the 2012 race, placing 12th, with a handicap 3 knots higher than 2011. We are looking forward to 'Lucky 13'!"

On leg 7 of last year's race, "our team was poised to take advantage of the terrific tailwind from SD to Ashland to Sault Ste. Marie, but teammate Carol became ill from the heat and bumps in the back seat so we had to stop. Because of the wait, we missed the TS, got the tailwind and won the leg – all by accident!"

Founder and owner of Designs Unlimited Architectural Graphics/Commercial Signage for 20 years, Debi sold the business in 1998 then had a second career selling advertising until she retired in 2007. She funds the "Debi Dreyfuss Dare to be Different" award for local 99s chapters, owns a Texas taildragger, a newer 182 and a fractional interest in an Avanti Piaggio 180 and is teaching her grandson to fly.

Linda Knowles is back for her fourth Air Race Classic. She is an Instrument-rated Commercial pilot with single-engine land and sea licenses, 691 hours logged and instrument flight instructor certification. She is a member of the Washington DC chapters of the 99s and Women in Aviation International.

Linda is a Realtor with Coldwell Banker. She said she is racing in the ARC again because it is a great excuse to fly, visit new places and meet great people!



Miyukiko Kostelny
Iwakuni Japan

Molly Brand
Warrensburg MO

CLASSIC 41
Racing Red Tails
Cessna 172R 160 hp

**** University of Central Missouri ****

Welcome the first-time team of Miyukiko Kostelny and Molly Brand to the ARC!

Miyukiko "Koko" Kostelny is an instrument-rated Commercial pilot with 275 hours in her logbook. An aviation graduate assistant and ground instructor at the University of Central Missouri, she is flying the ARC because the school has not had a team in the race since 2005 and, "I want to initiate our tradition of racing again. It will be an accomplishment to participate, a great learning experience and time for me to grow as an aviatrix as well."

Koko is studying aviation safety and working on her CFI. Said Koko, "I'm a military brat and third-generation pilot. I grew up mostly in Japan, and I'm fluent in Japanese & Spanish; although I have no heritage in either. I dream of flying globally someday and using my language skills as a bridge with countries!"

Besides flying, Koko enjoys ballet, yoga and crafting. She is a Golden Girl Scout and a fourth-degree black belt. Koko is a member of the Greater Kansas City chapter of the 99s and the UCM Show Me Skies chapter of Women in Aviation International.

Molly Brand is a Private pilot, single-engine land, with 175 hours flown. She is an aviation flight major at the University of Central Missouri, working on her instrument rating. Said Molly, "I am excited to rub elbows with women that share my passion for aviation. I also am excited to represent my university. I am proud of my school and peers and hope to do well in this race on their behalf. Go Mules!"

Molly has had a passion for flying since she was 16, and now she is turning it into a career. She is a member of the UCM Show Me Skies chapter of Women in Aviation International.



Becky Smith
Wimberley TX

Marty Goppert
San Antonio TX

CLASSIC 42
Texas T Birds
Cessna R182 235 hp

Becky Smith is flying the Air Race Classic for the second time. She is a Private pilot, single-engine land, with 330 hours in her logbook. The ARC, she said, "is an incredible opportunity to meet amazing women from all walks of life who share the love of aviation. The challenges of flying in unfamiliar areas improve one's skills and make unforgettable memories."

On the way to the Start for her first race, in 2009, Becky had to talk to Denver Approach. Radio calls made her nervous, because she was a new pilot, so she arranged for her co-pilot to do the talking. "As we approached the time to call, she became airsick and started throwing up. I got over my fear fast!"

Becky is a nationally certified sign language interpreter and regional director for a video relay service. She fulfilled her lifetime dream of wanting to fly when she was in her 50s; her husband, Jim, who is also a pilot, put a note on the Christmas tree saying that a flight instructor would be waiting for her at the airport that afternoon for her first lesson. Now, they share their love of flight and spend their time flying with friends across the country.

Becky is a member of the San Antonio chapter of the 99s.

Marty Goppert returns for her second ARC. An Air Transport Pilot with single- and multi-engine land, instrument and instrument multi-engine flight instructor certifications, she has 5,035 flown. "Air racing is a different type of flying," she said "This will be my second race which has challenges I haven't experienced in instructing, air ambulance, commuter or airshow flying. I hope to apply what I learned in racing in 2010 to this race, resulting in a better standing."

Marty started flying when she was 38 years old. Logging time for her multi-engine certificate was a challenge, so she volunteered with a charity air ambulance. Marty was told there were enough pilots, but they needed a registered nurse – which, it so happened, she was. She replied that she would be the nurse when they had a patient.

Marty's favorite aircraft is a 1941 open-cockpit PT 17, which she flew in the Flying Circus Barnstorming Airshow for 13 years. She is a member of the San Antonio chapter of the 99s.



Valdeta Mehanja
Prishtina Kosovo

Danielle Erlichman
Shrewsbury MA

CLASSIC 43
Riddle Racer
Cessna 172S 180 hp

**** Embry Riddle Aeronautical – Daytona Beach ****

Valdeta Mehanja is flying her first Air Race Classic. Welcome!

Valdeta is an instrument-rated Commercial pilot with single-engine and instrument flight instructor certifications and 405 hours in the air. She is a part-time instructor and full-time student at Embry-Riddle Aeronautical University in Daytona Beach. Said Valdeta, "I am a first-time racer this year and very excited to be a part of this amazing opportunity and represent Embry-Riddle." She is looking forward to the opportunity to gain experience in the air and meet other professional women.

Valdeta worked for the State Department in Afghanistan and Iraq as an IT/Comms before enrolling at Embry-Riddle. When she's not flying, she enjoys reading, working out, music, friends and family.

Danielle Erlichman returns for her second Air Race Classic. Danielle is a graduate student at Embry-Riddle Aeronautical University in Daytona Beach, where she works as a flight instructor while studying for a master's in aeronautics, specializing in safety management systems and education. She is an instrument-rated Commercial pilot with single- and multi-engine land, instrument flight instructor, advanced and instrument ground instructor and tailwheel credentials and 700 hours logged.

Danielle flies the ARC because, "It's fun! I enjoy experiencing new flight environments and traveling/flying a REAL cross country. I also enjoy the thrill and challenge of racing."



Susan Larson
Santa Fe NM

Amy Ecclesine
Berkeley CA

CLASSIC 44
Mikey's Mavens
Cessna 182P 230 hp

This is the sixth Air Race Classic for **Susan Larson**. A Commercial pilot with airplane single-engine land, commercial helicopter and tailwheel credentials, she has 3,450 hours under her belt. Susan is a past president of the 99s, International Organization of Women Pilots, a member of the Rio Grande North chapter and former owner of a helicopter charter and tour company.

The mother of a daughter who is a pilot, Susan flies the ARC, "For the estrogen rush at each fly-by, of course!" During her last race, in 2007, "Amy was such a trooper when we flew together, dealing with both her first air race and a sick pilot (me), that I am humbled and honored she actually wants to do this again."

Said Susan, "Since my first ARC in 1986, the many races have become just one Great Race in my dreams. And I'm still trying to win that Great Race."

Amy Ecclesine is flying the ARC for the second time. She is a Private pilot, single-engine land, with 585 hours in her logbook. Said Amy, "Racing requires a sharpening of all the tools in my pilot's kit, and I'm a speed and adrenaline junkie. It is fun, in an odd way, and I get to see the country with an up-close and personal lens. I also get to conquer some personal fears, and drink from the elixir of bubbly here and nowness."

Asked for a humorous past race experience, she said, "Was it the low pass over the Kentucky strip mining operation where I could see the driver's sunglasses as they chopped off the top of a mountain? Or that my partner brought only one sock per pair, stating her covered foot can keep the other one warm thus shedding unnecessary weight?"

Amy is a program lead for the radiation protection group at Berkeley Labs, collaborating with scientists doing cutting-edge research to make sure they are safe and in compliance with myriad regulations. Besides flying air races, she has competed in triathlons for more than 30 years, outlasting all the women in her age group. Amy is a member of the Bay Cities chapter of the 99s.



Elaine Stook
Tulsa OK

Elizabeth Wagner
Tulsa OK

CLASSIC 45
Tulsa Two
Cessna 182A 230hp

Welcome the first-time team of Elaine Stook and Elizabeth Wagner to the Air Race Classic!

Elaine Stook is a private pilot, single-engine land, with 630 hours logged. She caught the racing bug several years ago while flying the Okie Derby. Said Elaine, "I loved the challenge of navigating an unfamiliar course, and the precision and artwork of flying my own airplane's estimated airspeed, fuel consumption and timing."

Elaine has been a practicing physician's assistant since graduating from the Yale Medical School program in 1977. Her work has taken her to Chicago, Arizona, New Mexico and Oklahoma, where she has lived for the last 25 years. Most recently, she has been employed in the fields of medical and radiation oncology.

When she's not flying, Elaine enjoys working outside, tending to her yard, playing an occasional round of golf, reading spy novels and engaging in stateside and European travel. She has made several trips to Romania with her church, working with a mission orphanage and tending to an underserved Gypsy population. Elaine is an unaffiliated member of the South Central chapter of the 99s.

Elizabeth "Libby" Wagner is an instrument-rated Commercial pilot with multi-engine flight instructor certification. She has taught flying for seven years and had a brief career with a regional airline. She is just approaching 5,000 hours in her logbook and looks forward to flying many thousands more.

Said Libby, "I never raced before, but I'm a very competitive person so I think I will enjoy racing. I also think it will be a great experience to fly in a different part of the country than I'm used to flying, as well as getting to know other women pilots from all over the U.S."

Outside of flying, Libby's favorite activity is crafting – jewelry, painting, sewing. She and her husband, Wyatt, who is also a pilot, have a 2-year-old son, which Libby said "brings its own set of humorous experiences."



Sue Jones
Wimberley TX



Monica Oakes
Omak WA

CLASSIC 46
Beech Sundowner C23 180 hp

Sue Jones returns for her third Air Race Classic. She is a Private pilot, with single-engine land and sea credentials and 808 hours flown.

Sue races "because it is fun and pushes you to improve your skills." That was borne out in last year's race, when, "we experienced mild hypoxia in Arizona, we had to dive for a grass strip over a NOAA weather tower in Goodland, Kansas, due to severe crosswind, and also it was pretty hysterical to turn base to final to land in Batavia and see a dual flyby coming at us at the same altitude."

Sue had the great pleasure of learning to fly from Edna Gardner Whyte, even flying the Great Southern Air Race with her in 1990. Sue gave up flying after six years, however, and let her wings collect dust for 17 years. After retiring from a variety of careers, including work as a registered nurse, she returned to the joys of flying and bought an airplane identical to her first one, a Beech Sundowner. She is a member of the North Jersey chapter of the 99s.

Monica Oakes is flying her first Air Race Classic. Welcome!

Monica holds a Private pilot license, single-engine land, with a tailwheel endorsement and 440 hours logged. Ever since her first solo in the 1960s, racing has been a personal dream for Monica. Now, it's about to become reality! Said Monica, "What a thrill to be part of an event laden with the Powder Puff Derby history. I want to challenge my confidence level and to encourage others to challenge themselves no matter how long it takes."

Monica used to work in the home loan industry, but she found that she wanted to work with young people, so she became a teacher. Currently, she works with middle and high school life skills students, which challenges her daily to be flexible, positive and encouraging. Monica loves the outdoors – flying, sailing and hiking with her dogs. She also enjoys, quilting, sewing, reading, meditating, playing a good card or dice game with friends, going out dancing and singing karaoke.

Monica is a member of the Mid-Columbia chapter of the 99s.



Keenyn Duncan
Oklahoma City OK



Robin Torres
Norman OK



Daily Davies
Elizabeth CO

Tanya Gatlin
Westminster CO

CLASSIC 47

Piper PA-28 160 hp

**** University of Oklahoma ****

Welcome **Keenyn Duncan** to her first ARC! Keenyn holds a Private pilot certificate, single-engine land, and has 64 hours in her logbook. She is a full-time student at the University of Oklahoma, where she is pursuing a Professional Pilot degree.

Before enrolling at the university, Keenyn was an enlisted member of the Air Force. She worked for more than 1,000 hours as an airborne mission system specialist on the E-3 AWACS and served throughout southwest Asia as part of Operation Enduring Freedom. Currently, Keenyn is active-duty reserves, and she plans to reenlist after graduation.

Robin Torres is back for her second Air Race Classic. A flight instructor at the University of Oklahoma, she holds a Commercial certificate, instrument rating, single- and multi-engine land, and instrument instructor credentials with 900 hours in the air.

Robin flew her first ARC in the collegiate division in 2011, and her team placed 11th. Now, she's representing the university again, but this time it's as a member of the faculty, rather than as a student.

CLASSIC 48

Piper Arrow PA 28R 200 hp

**** Metropolitan State University of Denver ****

Welcome the team of Daily Davies and Tanya Gatlin to their first Air Race Classic!

Daily Davies is a Private pilot, single-engine land, with 105 hours in her logbook. A full-time student at Metropolitan State University, she is majority in aviation technology and professional pilot.

Daily is the fourth pilot in her family and has loved aviation since she was a little girl. Now that she has her own ticket, she said, she "absolutely loves flying!" She is looking forward to making many unforgettable memories at her first ARC. Daily said experiencing real situations and building flight time during the course of the race will benefit her tremendously in the long run.

When she's not flying, Daily enjoys snowboarding, golfing and being outdoors. She is a member of the Colorado chapter of the 99s and the Mile High chapter of Women in Aviation International.

Tanya Gatlin is an instrument-rated Commercial pilot with 1,350 hours flown and single- and multi-engine land, instrument multi-engine, tailwheel, aerobatics and formation flying credentials. A flight instructor at Metropolitan State University, she is flying the ARC, "because one of my biggest passions is to help students and future generations achieve their aviation career goals and dreams. I believe it is very important to motivate, inspire and set a positive example for younger girls who are aspiring pilots."

Tanya is herself a positive example for aspiring aviators. A former technical editor for Jeppesen Sanderson, Tanya was a communications instructor for the space shuttle at the Johnson Space Center for five years, then served as first officer on an ERJ-145 for Mesa Airlines and now is an assistant professor in the university's aviation and aerospace department and head coach of the flight team.

Other than flying, Tanya likes scuba diving, water and snow skiing, camping and hiking. She is a member of the Colorado chapter of the 99s and the Student chapter of Women in Aviation International.





Cara Martinez
Waco TX



Rosalyn Montgomery
Waco TX



Angel Newhart
Waco TX

CLASSIC 49

Cessna 172N 160 hp

**** Texas State Technical College ****

Welcome first-time racers Cara Martinez, Rosalyn Montgomery, and Angel Newhart to the Air Race Classic!

Cara Martinez is a Private pilot with over 80 hours in the air. A student at Texas State Technical College, Cara is very excited for the opportunity to fly the ARC. "I want to challenge myself and improve on my flying ability," said Cara. "There are not many women in aviation, and I would love to be a part of an experience that can promote women in aviation along with making new friends."

Besides flying, Cara enjoys running, playing soccer and hanging out with her fellow pilots, as well as painting and drawing.

Rosalyn Montgomery is an instrument-rated Commercial pilot with single- and multi-engine land credentials, an instrument flight instructor certificate and 850 hours flown. She is a CFI at Texas State Technical College, helping students achieve their dreams of becoming a pilot, whether as a hobby or career.

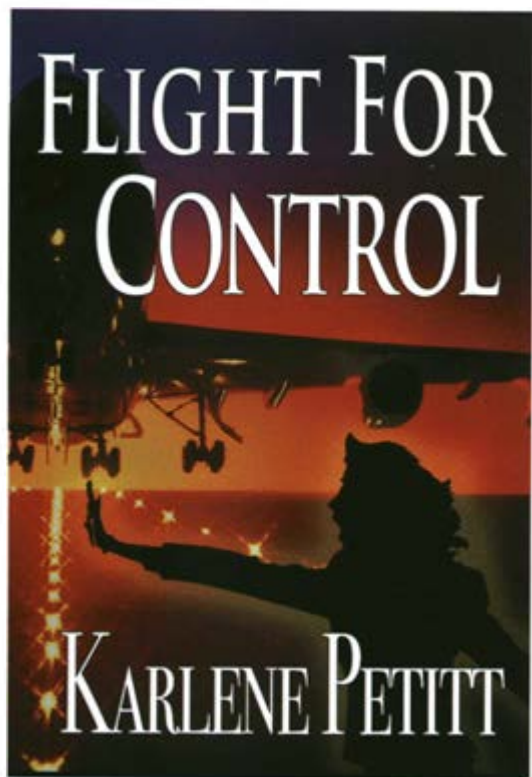
Said Rosalyn, "I am looking forward to meeting other pilots from around the world, as well as flying in new terrain!" When not flying, she enjoys spending time with family and friends. Her favorite places include museums and anyplace outdoors. Rosalyn is a member of the National chapter of Women in Aviation International.

CLASSIC 49 (cont.)

Angel Newhart is an instrument-rated Commercial pilot with single- and multi-engine land, multi-engine instrument flight instructor and advanced ground instructor certifications and 2,415 hours in her logbook. Formerly a navigator in a Mohawk OB1D for the Army and airline pilot, she now teaches aviation at Texas State Technical College.

Angel is flying the ARC because "it is an interesting and fun challenge ... a great way to interact with other women pilots." She is working on her master's degree in divinity while serving in the National Guard. Angel also enjoys working on model airplanes and running. She is a member of the Waco chapter of Women in Aviation International.





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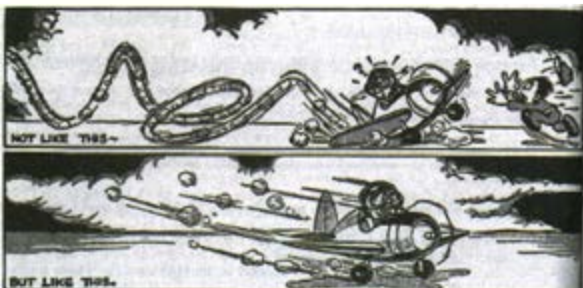
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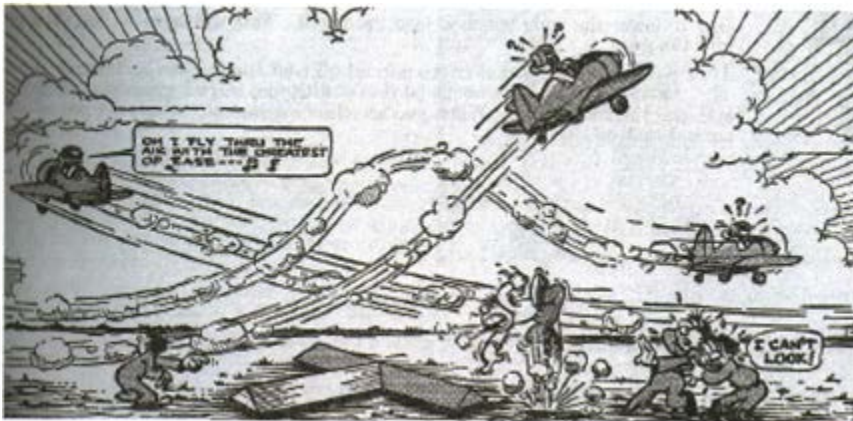
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DREAMING OF AIR RACE CLASSIC...



ARC pays tribute to the women who preserved air racing for future generations.



*This photo of ARC's Founding Board of Directors is from the collection of Velda King Mapelli.
Standing (left to right): Mary Pearson, Marion Jayne, Velda Mapelli, Helen McGee and Pauline Glasson
Seated: Esther Lowry Safford and Harriet Booth*



Since 1977 when the Founding Board of Directors launched the first ARC, hundreds of women have flown the Air Race Classic and thousands of supporters have volunteered their time, money, and enthusiasm to sustaining their vision. We've flown through hundreds of airports across the U.S.

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Reflections: Remembering Two Great Racers

Dorothy "Dottie" Anderson Shelton (1926 - 2012)

Dottie began her flying career when she was in her teens, and at one time, she built her own airplane – a Pitts Special. Over the years, she taught hundreds of students and flew in numerous air races throughout the country.

Most notably she participated in 32 Air Race Classics and held a fourth place finish in her best race. Dottie logged over 40,000 flight hours, and until mid-2012, she was an active flight examiner. As a longtime Director of ARC, Dottie plotted the race routes, a complex procedure that factors in airport space, distance, and bathrooms. She said, "...when you dump a bunch of gals on an airport, you better have a bunch of restrooms!"

Over her 63 years teaching students to fly, she lost count of the number. Her students commented about her demeanor, as she was very peaceful flying with them. She would often read the newspaper, while a student was flying.



Ruby Wine Sheldon (1917 - 2012)

Ruby Sheldon held the first helicopter instrument instructor certificate ever issued by the FAA and was honored by an exhibit in the Smithsonian Air & Space Museum. She logged over 15,000 flight hours in a wide variety of aircraft and helicopters. The pinnacle of her career was flying for the U.S. Geological Survey doing a variety of remote sensing flights from the Panama Canal to Alaska.

As an ARC Director for many years, Ruby was responsible for "full power run-ups" of each airplane. Racers from a few years back will recall having a tough time keeping up with her, as she charged about the ramp in the hot sun, pocketbook on her arm, grabbing pilots and airplanes to complete inspections.

Gretchen Jahn recalled, "Ruby was an amazing woman. She tackled aviation with gusto. Her navigation was precise. With any deviation, she would hit me on the shoulder and say "heading" or "altitude." She demanded perfection in flying." Having flown the ARC with Ruby for 15 years, Marge Thayer reflected, "Ruby used to say that you needed a good piece of equipment, a good navigator, a good driver and a little piece of luck to win."



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Where and When Have We Stopped In Your State?

Alabama

Huntsville – 1991
Mobile – 2011
Muscle Shoals – 1993
Tuscaloosa – 2010

Arizona

Bullhead City – 1991
Casa Grande – 1983
Holbrook – 1992
Kingman – 1987
Lake Havasu City – 2012
Mesa – 2006
Page – 1985
Prescott – 1996
Tucson – 2000
Williams – 2001
Winslow – 1990

Arkansas

Conway – 1996
El Dorado – 2011
Fayetteville – 1990
Fort Smith – 1980
Hot Springs – 1978, 2001, 2002, 2011
Jonesboro – 1987
Mena – 1992
Mountain Home – 1991
Russellville – 2009
Texarkana – 1985
Walnut Ridge – 2005

California

Agua Dulce (fly-by) – 1987
Alturas – 1989
Calxico (fly-by) – 1983
El Cajon – 1983
Rancho Murrieta (fly-by) – 1987
Redding – 1985
Rio Bravo – 1987
Sacramento – 1989
Salinas – 1988
San Diego – 2001
Santa Monica – 1979
Santa Rosa – 1977, 1986
Stockton – 1979
Temecula Valley – 1990
Thermal – 1992

Canada

Saint John – 2007
Toronto – 1999

Colorado

Burlington – 2002
Denver – 2000
Durango – 1996
Grand Junction – 1978
Lamar – 2004

Florida

Daytona Beach – 1985, 1996
Destin/Fort Walton Beach – 1978
Fort Myers – 2010

Georgia

Albany – 1985
Athens – 1996
Gainesville – 1984
Jekyll Island – 1981
Rome – 1998
Waycross – 2010

Idaho

Boise – 1977, 1986, 1997
Coeur Alene – 1982, 1995
Idaho Falls – 1988
Twin Falls – 1984

Illinois

Cahokia – 1994
Danville – 1995
Decatur – 1993, 2008
Freeport – 1999
Galesburg – 1981
Jacksonville – 2009
Kankakee – 1988
Marion – 1980
Mattoon – 2000
Mount Vernon – 1990
Murphysboro – 2010
Peru – 2003

Indiana

Bloomington – 1992
Columbus – 1987
Elkhart – 1997, 2010
Evansville – 1977, 1986
Frankfort (fly-by) – 2005
Lafayette – 1989, 2005
Seymour – 1994, 1999

Iowa

Atlantic – 2009
Burlington – 1991
Cedar Rapids – 1977, 1986
Denison – 2007
Dubuque – 1994
Fort Dodge – 1995
Iowa City – 2011
Marshalltown – 1989
Mason City – 1988, 2008
Waterloo – 1980

Kansas

Belleville – 1990
Dodge City – 1984
Garden City – 1981, 2000
Goodland – 2012
Great Bend – 2011
Hays – 1992
Hutchinson – 1983
Independence – 1994
Lawrence – 2006
Liberal – 2009
New Century – 2000
Olathe – 1978
Pittsburg – 1993
Pratt – 2001, 2003
Salina – 1980
Winfield – 1987
Wichita – 2004

Kentucky

Bowling Green – 2007
Frankfort – 2008
Lexington – 1981
Louisville – 1983
Owensboro – 1996
Paducah – 1984

Louisiana

Bastrop – 2006
Shreveport – 2005

Maine

Bangor – 2007
Maryland
Frederick – 2010

Massachusetts

Hyannis – 2000
Mansfield – 2008
Plymouth – 2000 (fly-by)

Michigan

Benton Harbor – 2012
Flint – 1999
Grand Rapids – 1983
Menominee – 2003, 2006
Sault Ste. Marie – 1997, 2012

Minnesota

Albert Lea – 2003, 2006
Detroit Lakes – 1991
Duluth – 1997
Eveleth – 2004
Fergus Falls – 1994
Minneapolis – 1979
Winona – 2005

Mississippi

Greenville – 1994
Grenada – 2009
Gulfport – 1978
Meridian – 1985

Missouri

Cameron – 2010
Cape Girardeau – 1998
Columbia – 1983
Hannibal – 2004
Jefferson City – 1982, 2007
Joplin – 1984
Kaiser Lake – 1999
Kirksville – 1992
St. Joseph – 1998

Montana

Bozeman – 2008
Cut Bank – 1982
Great Falls – 1979
Havre – 1995
Miles City – 1982, 2008

Nebraska

Ainsworth – 1989
Alliance – 2011
Beatrice – 2005
Columbus – 2012
Grand Island – 1977, 1986, 2003
Kearney – 1988
Lincoln – 1982
McCook – 2007
Norfolk – 1994
North Platte – 1978, 2004
Ogallala – 1998
Scottsbluff – 1984
Sidney – 1981

Nevada

Elko – 1985
Jackpot – 1989
Las Vegas – 1978
Laughlin – 1991
Reno – 1995
Winnemucca – 1988

New Mexico

Farmington – 1987
Fort Sumner – 2001
Gallup – 2001, 2012
Las Vegas – 1990, 2002
Moriarty – 2000
Roswell – 1996
Santa Fe – 1985, 1998
Santa Teresa – 2006
Silver City – 2002
Socorro (fly by) – 2002
Tucumcari – 1992

New York

Binghamton – 1993
Elmira – 2007
Ithaca – 2000
Perry-Warsaw (fly-by) – 1999
Saratoga Springs – 2008

North Carolina

Asheville – 1993
Greensboro – 1981
Kill Devil Hills – 2003 (fly-by)
Manteo – 2003

North Dakota

Bismarck – 1979
Jamestown – 1997, 2011

Ohio

Athens, Ohio University – 2005
Batavia – 1998, 2001, 2012
Columbus – 1994
Dayton – 2003
Mansfield – 2000
Toledo – 1977, 1986
Willoughby – 1999
Youngstown – 1989

Oklahoma

Ada – 1999, 2006
Bartlesville – 2005
Burns Flat – 1978, 1999
Elk City – 1990, 1992
Norman – 2011
Oklahoma City – 2007
Ponca city – 2002
Shangri-La Afton – 1981
Woodward – 1998

Oregon

Burns – 1995
Klamath Falls – 1979
Medford – 1977, 1986
Sunriver – 1982

Pennsylvania

Altoona – 2003
Franklin – 2011
Philadelphia – 1989
York – 1990

Rhode Island

North Kingstown – 1993

South Carolina

Columbia – 1980
Greenville – 1987
Winnsboro – 2002

South Dakota

Aberdeen – 1995, 2008
Brookings – 2011
Huron – 2004
Philip – 1991
Pierre – 1982
Sioux Falls – 1981
Spearfish – 2011
Watertown – 2012

Tennessee

Dyersburg – 1992
Fayetteville – 2001, 2002
Jackson – 1982
Knoxville – 1982, 1997
Sparta – 2009
Tullahoma – 2005

Texas

Abilene – 1980
Borger – 2011
Bryan – 2006
Childress – 1985
Corpus Christi – 1980, 1993
Dalhart – 1987
El Paso – 1983, 1999
Hereford – 2012
Lubbock – 1983
Lufkin – 2009
Midland – 1998
Ozona – 2006
San Angelo – 1999
Sweetwater – 2009
Tyler – 1993
Wichita Falls – 1996

Utah

Ogden – 1977, 1986
Provo – 1991
Vernal (fly-by) – 1991

Vermont

Burlington – 2007

Virginia

Danville – 2003
Chesapeake-Portsmouth – 2002

Washington

Pasco – 1984
Walla Walla – 1979

West Virginia

Huntington – 1980, 1988, 1990, 1995
Lewisburg – 2007
Morgantown – 1993
Parkersburg – 2010
Wheeling – 1997

Wisconsin

Ashland – 1994, 2012
Milwaukee – 1979
Minocqua-Woodruff – 1991
Racine – 2009
Sheboygan – 2004

Wyoming

Casper – 1978
Cheyenne – 1977, 1986
Evanston – 1997
Gillette – 1995, 2004
Laramie – 1988
Newcastle – 1997
Rawlins – 1989, 2011
Rock Springs – 1984
Sheridan – 1979
Worland – 1991

Silent Auction

A silent auction that culminates at the ARC Terminus Banquet has become a tradition with the Air Race Classic. The auction is a fund-raiser to support the future of the Air Race Classic. The auction is also an opportunity for an interesting purchase after the race. You can be part of this annual event whether you are a Racer, Volunteer, or cheer ARC from afar. Auction items are donated by corporations, groups, organizations and individuals. Aviation-related items are always very appropriate, but not a prerequisite. Choose this year from aviation items including training courses, gift baskets, fuel discounts, hats, shirts, books, memberships, airplane rides, children's gifts, and jewelry. Additional items include massage certificates, music, household utensils, pewter, and crystal. The list continues to grow until the Silent Auction begins at the race Terminus.

Auction items will be on display at the Terminus of the race. Silent bidding terminates at the final banquet each year. View the detailed list of items and donors at www.airraceclassic.org. Items are added as they are received. Browse the list to plan your own silent bidding strategy. And, consider donating to the ARC Silent Auction. Your gift will make a difference and is tax-deductible. For additional information, contact silentauction@airraceclassic.org.

Donors To This year's Air Race Classic Silent Auction

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Aircraft Tool Supply

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Heather Taylor

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Lori Van Pelt

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Denise Waters

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John & Nancy Whatley

Wicks Aircraft Supply

Margaret Wint

WAI - Women in Aviation International

Valdeen Wooton

<http://www.airraceclassic.org/SilentAuction.asp>

New and Returning Awards for the 2013 Race

The Air Race Classic Winner's Trophy

Generously donated by the Sugarloaf Chapter 99s and the DC Chapter 99s in 2011, the Air Race Classic Winner's Trophy will be inscribed with the names of the winning pilot and copilot each year. The top of the trophy is a beautiful antique compote bowl with winged griffins and the Egyptian goddess Sekhmet. It was cast by the ML Company in 1926. The inscription on the plaque at the bottom of the pedestal says:

Presented to

*The Air Race Classic, Inc. on the occasion of their
35th Anniversary of the Annual All-Women
Transcontinental Air Race
1976-2011*

*Congratulations from the Sugarloaf and DC Chapters of The
Ninety Nines, Inc.*

"May we honor those who seek to beat the winds"



The Winner's Trophy



Collegiate Challenge Trophy

Air Race Classic Collegiate Challenge Trophy

This trophy is awarded to the highest-scoring college or university team. The school and team will have the trophy for one year. Plaques will be given to the school and the team members for their permanent possession when the trophy is returned to the Air Race Classic.

99s Terminus Leg Trophy - New!

The Ninety-Nines, Inc., International Organization of Women Pilots, is honored to present a new Perpetual Trophy to the Air Race Classic, Inc. Each year, it will be awarded to the race team with the highest score on the 9th or Terminus leg. To be eligible, the winning team must be members of The Ninety-Nines. A smaller trophy will be presented directly to the race team as a keepsake.

The Ninety-Nines history with air racing dates back to its earliest days when Amelia Earhart and several other competitors in the 1929 National Air Races met under the grandstand at the finish line in Cleveland and vowed to form an organization for women aviators. That organization became the Ninety-Nines, and today's Air Race Classic grew out of the first Women's Air Derby.

This award is designed to inspire racers to continue to fly that perfect cross country on the final terminus leg of the race even though the race has been long and hard.

The Perpetual Trophy and team trophies were donated by Lin Caywood, International Director 2012-2014, on behalf of The Ninety-Nines.



99s Ninth (Terminus) Leg Trophy

Fastest Piper Trophy

Piper Aircraft, Inc. is pleased to continue the Fastest Piper trophy for the 2013 Air Race Classic! The custom Piper trophy will be awarded to the crew of the highest placing Piper aircraft in this year's Air Race Classic.



2012 Fastest Piper Pilots
Amanda Keck and Chantel Steele (Purdue University)



The Fastest Piper Trophies

2013 Awards

- 1st Place - Air Race Classic Award for Pilot and Co-pilot, \$5,000, and 2 Abingdon Elise gold watches
- 2nd Place - Air Race Classic Award for Pilot and Co-pilot, \$3,000, and 2 Abingdon Elise silver watches
- 3rd Place - Air Race Classic Award for Pilot and Co-pilot and \$2,000
- 4th Place - Air Race Classic Award for Pilot and Co-pilot and \$1,500
- 5th Place - Air Race Classic Award for Pilot and Co-pilot and \$950
- 6th Place - Air Race Classic Award for Pilot and Co-pilot and \$700
- 7th Place - Air Race Classic Award for Pilot and Co-pilot and \$600
- 8th Place - Air Race Classic Award for Pilot and Co-pilot and \$500
- 9th Place - Air Race Classic Award for Pilot and Co-pilot and \$400
- 10th Place - Air Race Classic Award for Pilot and Co-pilot and \$350



Top Ten ARC Medals

LEG PRIZES

For each leg of the race, prizes are awarded to the four highest scoring teams (Top Ten winners not eligible.)

- 1st Place \$50 and two medallions
- 2nd Place \$40 and two medallions
- 3rd Place \$30 and two medallions
- 4th Place \$20 and two medallions



ARC Leg Prize Medals



ESTHER LOWRY SAFFORD COLLEGIATE DRAWING - NEW!

\$500 - Details will be announced at the Start in Pasco.

SOS CLAUDE GLASSON AWARD - Lowest-scoring team awarded \$100

The Abingdon Co. Elise watches will be awarded to the 1st and 2nd place race teams.



2012 Top Ten Race Teams

Collegiate Challenge Trophy

Traditions begin with simple acts that add meaning to our lives

Without realizing the future impact of their benevolence, Linda Schumm and Rosemary Emhoff of Legacy Aviation, Inc., created something immeasurably valuable for the Air Race Classic when they declared a new award category at the 2000 ARC Awards banquet and personally provided prizes for each collegiate team.

When the Air Race Classic achieved 501(c)3 status, with the goal of supporting aviation education for women of all ages, taking the next step to encourage the participation of collegiate teams was easy. We established the Air Race Classic Collegiate Challenge Trophy to be presented annually to the top-finishing collegiate team.

The large traveling trophy, engraved with the winning teams' names, dwells in the victor's school trophy case for one year before moving to the next winner's school. In addition, engraved plaques for the top four collegiate winning teams are sent to the universities for permanent display. Winning team members receive cash awards and also award certificates.

The Air Race Classic gives students wishing to become aviation professionals a unique opportunity to meet and network with other female pilots and to make contacts all around the country. Flying the Air Race Classic not only improves piloting skills, it can enhance employment searches after graduation. Any school with an established aviation program is eligible to send a team of female pilots.

The Air Race Classic traces its lineage back to 1929, the year of the first Women's Air Derby. As we mark the 85th anniversary of women's air racing, we celebrate the college students who benefit from the Air Race Classic experience and who will carry on this glorious tradition.

Collegiate teams that have entered the Air Race Classic include:

Daniel Webster College	Middle Tennessee University
Dowling College	Ohio University
Embry-Riddle Aeronautical Univ – Daytona Beach Campus	Purdue University
Prescott Campus	South Dakota State University
Florida Institute of Technology	Southern Illinois Univ Carbondale
Indiana State University	Texas State Technical College
Jacksonville University	University of Central Missouri
Kansas State University	University of Illinois
Kent State University	Université de Moncton
Lewis University	University of Nebraska
Liberty University	University of North Dakota
Louisiana Tech University	University of Oklahoma
Metropolitan State College of Denver	Western Michigan University

...More Winners from the Past 10 Years

2009 - Victoria Dunbar & Jessica Campbell (Indiana State University)
 2008 - Marisha Falk & Mandy Parsons (ERAU - Daytona Beach)
 2007 - Katie Sparrow & Marie Janus (Purdue University)
 2006 - Katherine Conrad & Katie Sparrow (Purdue University)
 2005 - Sarah Tower & Erica Ebenhoeh (Western Michigan University)
 2004 - Kristin Shoemaker & Katherine Ventresco (Ohio University)
 2003 - Heidi Moore & Keri Wiznerowicz, Purdue University



2012 Winners
 Marisha Falk & Danielle Erlichman
 ERAU - Daytona Beach



2011 Winners
 Leah Hetzel & Sarah Morris
 Jacksonville University



2010 Winners
 Allison Springer & Lauren Steele
 Purdue University

Learn more at www.airraceclassic.org/collegiate

36th AIR RACE CLASSIC WINNERS - 2012



Victoria Holt & Dianna Stanger



Marisha Falk & Danielle Erlichman



Terry Carbonell & Ellen Herr



Julia Matthews & Arlene Wohlgemuth



Susan Beall & Malinda Caywood



Carol Brackley & Elizabeth Frankowski



Janet Yoder & Joyce Wilson



Tonya Hodson & Nicole Lordemann



Marlene Wessel & Kristine Anthony



Emily Applegate & Zia Safko

35th AIR RACE CLASSIC WINNERS - 2011



Leah Hetzel & Sarah Morris



Alice McCormack & Justyna Kincaid



Rebecca Hempel & Joyce Wilson



Julia Matthews & Camelia Smith



Erin Jackson & Melanie Murdock



Linda Knowles, Deborah Dreyfuss & Carolyn Bailey



Susan Carastro & Marie Carastro



Safiye Ademoglu & Victoria Dunbar



Linda Evans, Alison Chalker & Barbara Strachan



Susan Beall & Malinda Caywood

34th AIR RACE CLASSIC WINNERS - 2010



1
Laura Ying Gao, Terry Carbonell & Ellen Herr



2
Laura Berry & Joyce Wilson



3
Linda Street-Ely & Elizabeth Kummer



4
Allison Springer & Lauren Steele



5
JoAnne Alcorn & Michelle Bostick



6
Laurie Zaleski & Barbara Harris-Para



7
Dottie Anderson & Jean Sloan



8
Jessica Campbell & Kay Brown



9
Erin Jackson & Christine Zoerlein



10
Kristen McTee & Kim Turrell

Looking Back On Ten Years of Top Ten Air Race Classic Winners (2003 - 2012)

2012 Dianna Stanger & Victoria Holt; Danielle Erlichman & Marisha Falk (ERAU - Daytona); Terry Carbonell & Ellen Herr; Arlene Wohlgemuth & Julia Matthews; Malinda Caywood & Susan Beall; Elizabeth Frankowski & Carol Brackley; Joyce Wilson & Janet Yoder; Nicole Lordemann & Tonya Hodson (Kansas State University); Marlene Wessel & Kristine Anthony (Embry-Riddle Aero Univ-Prescott); Emily Applegate & Zia Safko (Metropolitan State College of Denver)

2011 Leah Hetzel & Sarah Morris (Jacksonville Univ); Alice McCormack & Justyna Kincaid (Univ of Illinois); Joyce Wilson & Rebecca Hempel; Camelia Smith & Julia Matthews; Melanie Murdock & Erin Jackson (Southern Illinois Univ Carbondale); Deborah Dreyfuss, Linda Knowles & Carolyn Bailey; Susan Carastro & Marie Carastro; Safiye Ademoglu & Victoria Dunbar (Florida Institute of Technology); Linda Evans, Alison Chalker & Barbara Strachan; Malinda Caywood & Susan Beall

2010 Terry Carbonell, Ellen Herr & Laura Ying Gao; Joyce Wilson & Laura Berry; Linda Street-Ely & Elizabeth Kummer; **Lauren Steele & Allison Springer (Purdue Univ);** Jo Alcorn & Michelle Bostick; Barbara Harris-Para & Laurie Zaleski; Dottie Anderson & Jean Sloan; Kay Brown & Jessica Campbell (Indiana State Univ); Erin Jackson & Christine Zoerlein (Southern Illinois Univ); Kristen McTee & Kim Turrell (Embry-Riddle Aero Univ-Prescott)

2009 Kelly Burris & Erin Recke; Jessica Campbell & Victoria Dunbar (Indiana State Univ); Sandy St. John & Linda Pecotte; Joyce Wells & Thelma Cull; Louise Scudieri & Nicole Boettger; Jenna Albrecht & Kimberly Turrell (Embry-Riddle Univ-Prescott); Jessica Miller, Athina Holmes & Rivka Irene Lev; Dee Bond & Gretchen Jahn; Dottie Anderson & Jean Sloan; Marisha Falk & Hannah Northern (Embry-Riddle Univ-Daytona Beach)

2008 Dene Chabot-Fence & Gloria May; Judy Bolkema-Tokar & Ruby Sheldon; Margaret Ringenberg & Carolyn Van Newkirk; Marge Thayer & Helen Beulen; Joyce Wells & Kathy Walton; Dottie Anderson & Jean Sloan; Camelia Smith & Laura Berry; **Marisha Falk & Mandy Parsons (ERAU - Daytona Beach);** June McCormack & Tookie Hensley; Elaine Roehrig & Marolyn Wilson

2007 Marge Thayer & Helen Beulen; Denise Waters & Ruth Maestre; Joyce Wells & Kathy Walton; **Katie Sparrow & Marie Janus (Purdue Univ);** Margaret Ringenberg & Linda Schumm; Dee Bond & Alice McCormack; Susan Larson & Amy Ecclesine; Judy Bolkema-Tokar & Patricia Ohlsson; Jan Seiwert Bell & Lara Zook Gaerte; Anne Edmonson & Charlene Olsen

2006 Gretchen Jahn & Carol Foy; Denise Waters & Ruth Maestre; **Katherine Conrad & Katie Sparrow (Purdue Univ);** Courtney Hedlund & Leslie Treppa (Western Michigan Univ); Mary Build & Jenny Jorgensen; June McCormack & Tookie Hensley; Jan Seiwert Bell & Lara Zook Gaerte; Trish Minard & Karen Monteith; Dottie Anderson & Jean Sloan; Elaine Roehrig & Marolyn Wilson

2005 Sophia Payton, Marilyn Patierno & Erica Cochoff; Judy Bolkema Tokar, Sarah Bean & Ann Williams; Bonnie Johnson & Carol Foy; Royce Clifford & Melissa Sliffe; Marge Thayer & Helen Beulen; Jan Seiwert Bell & Lara Zook Gaerte; Denise Waters & Ruth Maestre; **Sarah Tower & Erica Ebenhoeh (Western Michigan Univ);** Margaret Ringenberg & Karen Allina; Gretchen Jahn, Ruby Sheldon & Julie Filucci

2004 Elaine Roehrig & Marolyn Wilson; Karen Redman & Heidi LaPine; Sophia Payton & Ernesteen Hunt; Marge Thayer & Helen Wyrick-Beulen; Bonnie Johnson & Linda Pecotte; Margaret Ringenberg & Lara Zook; Denise Waters & Ruth Maestre; Judy Bolkema-Tokar & Esther Lowry Safford; **Katherine Ventresco & Kristin Shoemaker (Ohio Univ);** Amanda Gruden & Sara Tower (Western Michigan Univ)

2003 Elaine Roehrig & Marolyn Wilson; Margaret Ringenberg & Linda Schumm; Denise Waters & Ruth Maestre; Judy Bolkema-Tokar & Esther Lowry; Candace Oldham & Sue Westervelt; Sophia Payton & Ernesteen Hunt; Bonnie Johnson & Carol Foy; Dottie Anderson & Jean Sloan; Dee Bond Wakelin & Lynn Holland; **Keri Wiznerowicz & Heidi Moore (Purdue Univ)**

Look back on all 36 years of Air Race Classic Top Ten winners (1977-2012)...

http://www.airraceclassic.org/winners_past.asp

Help keep the Air Race Classic
alive and growing with your vote.



LIGHTSPEED
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Pilot's Choice Award



Photo taken at Youth Program
Bozeman, 2009 ARC Start

VOTE NOW >

<http://www.VoteARC.com>

The Air Race Classic encourages and educates current and future women pilots, sponsors youth and aviation programs focused on aviation, increases public awareness of general aviation, demonstrates the role of women in aviation, and promotes the tradition of those pioneering women in aviation.

Share the ARC's mission and encourage others to vote for the ARC as well.



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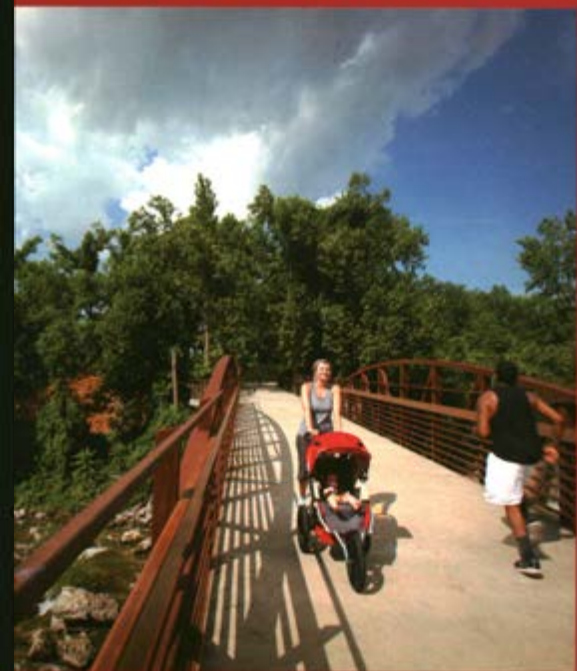
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