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PROGRAM**

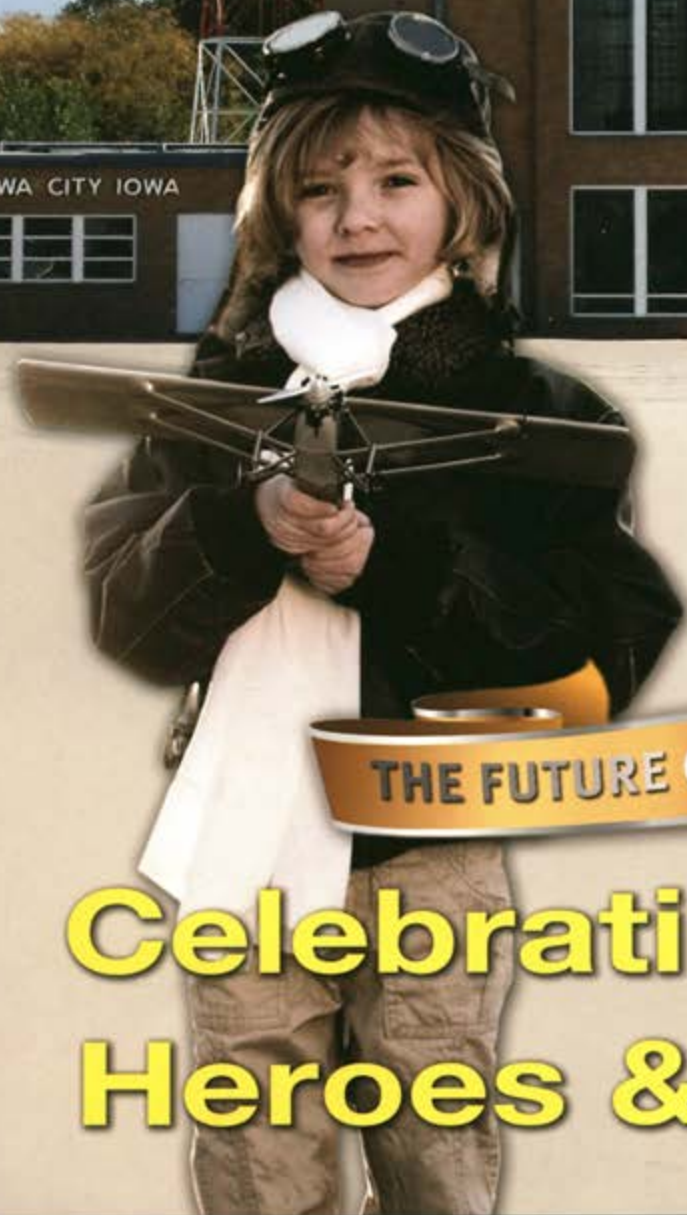


**35TH
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2011**



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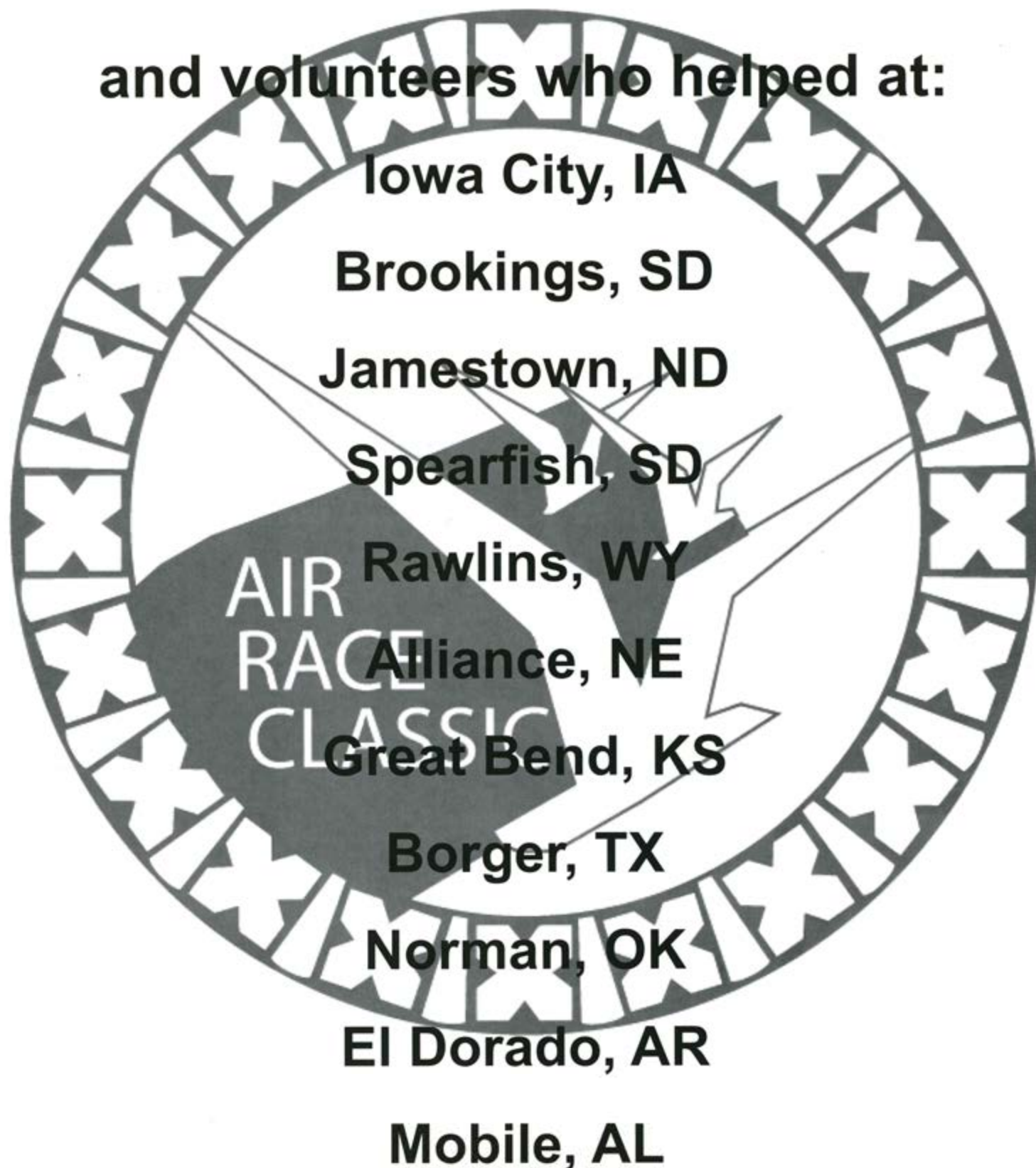
Collegiate Challenge Trophy 70

This program content was developed, written, and compiled with the best intentions for accuracy. We regret any errors, all of which are unintended.

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**Special thanks to
all the 2011 Air Race Classic racers
and volunteers who helped at:**



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



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2002 - 2005



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2005-2006



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2006 - 2007



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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.

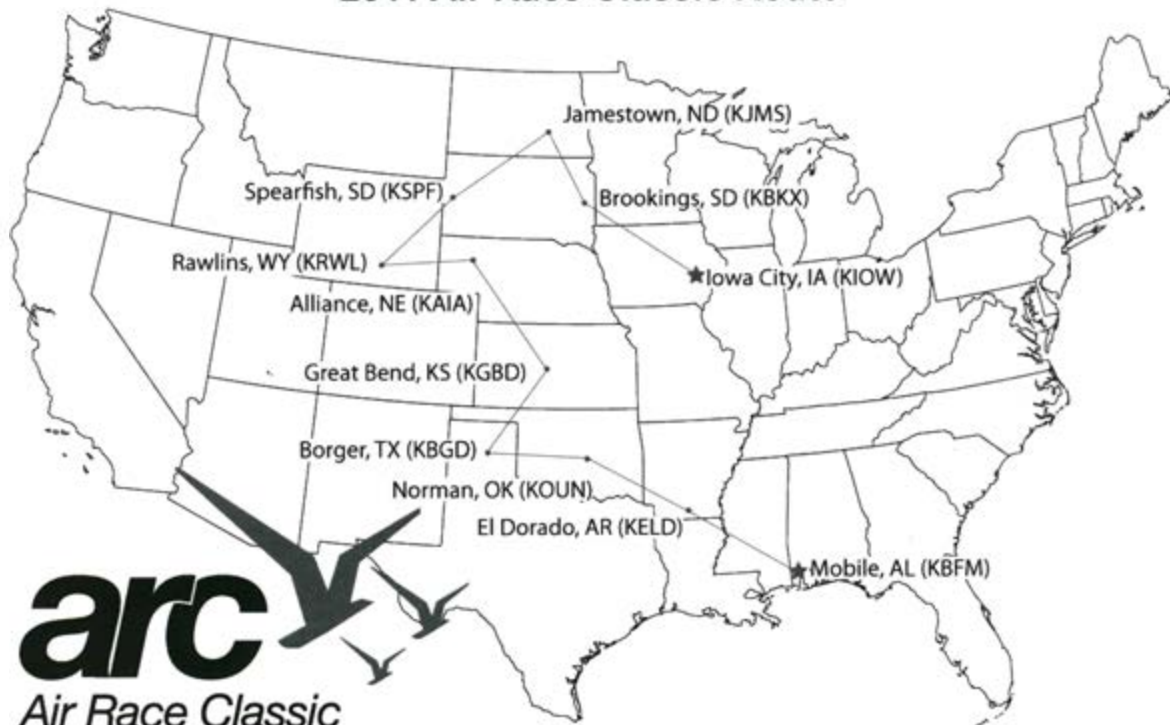
2011 General Information

Airplane Inspections open at Start	Friday	June 17	0900 CDT
Start Registration & Hospitality Room open	Friday	June 17	0900 CDT
Race Start Concert Series & Take Flight! exhibit	Friday	June 17	1700 CDT
Arrival Deadline	Saturday	June 18	1200 CDT
Airplane N# and/or color change Deadline	Saturday	June 18	1200 CDT
Racers & Aviation Youth Activities	Saturday	June 18	0900–1500 CDT
Airplane Inspection closes	Saturday	June 18	1700 CDT
Hangar Party	Saturday	June 18	1730 CDT
Start Registration closes	Sunday	June 19	1000 CDT
All Contestants Briefing MANDATORY	Sunday	June 19	1000 CDT
Take-Off Banquet MANDATORY	Sunday	June 19	1830 CDT
Racer Flyby Briefing MANDATORY	Monday	June 20	0800 CDT
Safety Seminar & Outlook Weather Briefing MANDATORY	Monday	June 20	1000 CDT
First-Time ARC Racers' Clinic MANDATORY	Monday	June 20	1300 CDT
Take-Off Breakfast	Tuesday	June 21	0600 CDT
All Contestants' Final Briefing MANDATORY	Tuesday	June 21	0630 CDT
Start Take-Off	Tuesday	June 21	0800 CDT
Finish Deadline	Friday	June 24	1700 CDT
Meltdown Party – Holiday Inn	Friday	June 24	1800 CDT
First-Time Racers' Debriefing	Saturday	June 25	0800 CDT
Score Sheet Signing MANDATORY	Saturday	June 25	0900-1500 CDT
Racers & Aviation Youth Activities – Teledyne Continental Motors Facility Tour	Saturday	June 25	1230-1330 CDT
Battleship USS Alabama & Air Museum	Saturday	June 25	1400 CDT
Airplane Inspections at Terminus (selected airplanes)	Saturday	June 25	0900 CDT
All Contestants Breakfast & Debriefing MANDATORY	Sunday	June 26	0800 CDT
ARC Awards Banquet MANDATORY – Holiday Inn	Sunday	June 26	1800 CDT

2011 Race Route Mileage for Designated Airports

Airports		Nautical	Statute
IOW	Iowa City Municipal Airport, Iowa City, IA		
BKX	Brookings Regional Airport, Brookings, SD	281.01	323.38
JMS	Jamestown Regional Airport, Jamestown, ND	175.82	202.33
SPF	Black Hills-Ice Airport, Spearfish, SD	260.32	299.57
RWL	Rawlins Municipal/Harvey Airport, Rawlins, WY	219.98	253.14
AIA	Alliance Municipal Airport, Alliance, NE	197.68	227.48
GBD	Great Bend Municipal Airport, Great Bend, KS	287.25	330.56
BGD	Hutchinson County Airport, Borger, TX	200.09	230.25
OUN	University of Oklahoma Westheimer Airport, Norman, OK	194.28	223.57
ELD	South Arkansas Regional at Goodwin Airport, El Dorado, AR	261.42	300.83
BFM	Mobile Downtown Airport, Mobile, AL	287.55	330.90
Total Race Distance		2365.40	2722.01

2011 Air Race Classic Route



THANK YOU! 2011 Air Race Classic Sponsors

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Pilot \$500

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Flight Team \$300

Aircraft Spruce
Essential Flight Technologies

Ground Crew \$100

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Spruce Creek Fly-In Realty	Airworks
Amelia Earhart Museum	Weathermeister
Thomas Springer	Linda Cain

Racing Fans \$25

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F.I.T. Aviation	Cygnus Aviation
WSI	Southeast Aerospace

Iowa City, IA

Minnetta Gardinier, Start Chair and Iowa 99s Chair
 Mike Tharp, Operations Specialist

The Iowa 99s and the area's aviation community welcome you to Iowa City and the Iowa City Municipal Airport. We are proud to host the start of the 35th Annual Air Race Classic, Celebrating ARC Heroes & History.

The Iowa City Municipal Airport is the oldest airport west of the Mississippi River operating on its original site. In late 1919, the federal Post Office Department telegraphed Iowa City's postmaster to inquire about the grass airstrip. He wired back, "Aviation field one and one half miles southwest of the post office west of river on Red Ball Highway...City phone in farm house. Transportation available at post office...Field 440 yards square. Four way landing, no trees or brush. No building for airplane. Temporary markings only...Aviators report field first class." It became the only stop between Omaha and Chicago on the new transcontinental air mail route.



Iowa City Municipal Airport Ramp

Today, Iowa City Municipal Airport remains a first rate operation serving the area as the 4th largest GA airport in Iowa and contributing over \$11M to the local economy. It is home to 84 aircraft that are maintained in 59 T-hangars, 1 maintenance facility, 4 corporate hangars, 1 corporate building and 1 FBO maintenance hangar. Its two newly reconstructed runways support over 35,000 operations annually.

The Iowa City metropolitan area, including Coralville and North Liberty, provides "big-city amenities along with small-town hospitality" to our visitors and its 130,000 residents. The University of Iowa is located in the heart of Iowa City and is among our nation's premier public universities. Its top academic programs draw a diverse population to our area and train future leaders who go out and make a difference in our world. It is the home of the Iowa Hawkeyes. It is also home to the arts, summertime festivals, outdoor recreation, great restaurants, and unique specialty shops.



Iowa City Airport Sign at night

Jet Air is "Your Personal Airline" and has been serving the Midwest aviation community since 1969, with operations now in Galesburg IL, Iowa City IA and Burlington IA. As a full service FBO, it provides executive aircraft charter, air ambulance services, aircraft sales, aircraft maintenance, and flight training. Flight instruction at Iowa City and Burlington is in partnership with Tim Busch's Iowa Flight Training operation. Its Galesburg headquarters is home to the annual National Stearman Fly-In (5-10 Sep 2011). For over 10 years now, Jet Air provides friendly and top notch aviation services in Iowa City, and they will welcome the Air Race Classic racers along with their family and friends to our airport in June.

The 2011 Air Race Classic Program cover art and logo were designed by a local graphic artist, Mary Moye-Rowley (moyerowl@mchsi.com).

Jet Air is "Your Personal Airline" and has been serving the Midwest aviation community since 1969, with operations now in Galesburg IL, Iowa City IA and Burlington IA. As a full service FBO, it provides executive aircraft charter, air ambulance services, aircraft sales, aircraft maintenance, and flight training. Flight instruction at Iowa City and Burlington is in partnership with Tim Busch's Iowa Flight Training operation. Its Galesburg headquarters is home to the annual National Stearman Fly-In (5-10 Sep 2011). For over 10 years now, Jet Air provides friendly and top notch aviation services in Iowa City, and they will welcome the Air Race Classic racers along with their family and friends to our airport in June.



Fun Simulator Flying

Brookings, SD

Philip Tiedeman, Stop Chair

The Brookings Regional Airport and the City of Brookings welcome you to the first stop for the 2011 Air Race Classic. Brookings Regional has a full service FBO, Pheasants Fury, with experienced personnel and services to assist you with your travels.

The City of Brookings was named in honor of 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, and Rainbow Play Systems. There are also several beautiful parks in Brookings including: Pioneer Park, Sexauer Park, Hillcrest Park, and also the McCrory Gardens and the South Dakota Arboretum.

Brookings Regional Airport is located less than one mile from beautifully-kept historic downtown. The airport covers an area of 576 acres at an elevation of 1,648 feet above mean sea level. It features two asphalt paved runways: 12/30 is 5,231 x 100 feet and 17/35 is 3,599 x 60 feet.

The Brookings Regional Airport is excited and honored to serve the participants and spectators of the 2011 Air Race Classic.



Rainbow over Brookings Regional Airport Terminal

GOOD LUCK TO ALL RACERS!

Jamestown, ND

Matthew Leitner, Stop Chair, Airport Manager

The Jamestown Regional Airport is a commercial service airport located approximately two miles northeast of Jamestown. The facility is operated by the Jamestown Regional Airport Authority.

The airport's primary runway, Runway 13/31, measures 6,502 feet long by 100 feet wide. Runway 31 is equipped with a precision instrument approach. Air service is provided by Delta Air Lines with daily flights to Minneapolis.

Several businesses operate at the airport. First Class Aviation provides a wide variety of aviation services, including aircraft fueling, flight instruction, catering, hangar rental, ground transportation, GPU, aircraft tie downs, and a pilot's lounge. Jamestown Avionics offers sales and service of aircraft avionics. James River Aviation provides aircraft maintenance services. The Authority is in the process of building a new passenger terminal for the airport with completion scheduled for late 2011.

The Jamestown Regional Airport has been experiencing large-scale growth over the past few years. Passenger boardings numbered 4,284 in 2010, the most the airport has seen in at least 20 years and nearly double the total for 2007. You may contact the airport administration at (701)252-6466 or jm-sairport@daktel.com. The airport's website is www.flyjamestown.net. Flight information may be obtained by calling Delta in Jamestown at (701)252-3414.

For ticketing, Delta's toll-free reservations number is (800)221-1212 or contact your local travel agent.

The Jamestown Regional Airport is operated by the Jamestown Regional Airport Authority. The airport authority was created and has the governing power as described in the ND Century Code Chapter 2-06. The airport authority members are nominated by the city mayor and the chairman of the county council and are appointed by the city council and county commissioners. The city council appoints 5 members and the county commissioners appoint 2 members. For 2011 the JRAA is comprised of Chairman James Boyd, Vice Chairman Dennis Nelson, Mayor Katie Andersen, Jack Clay, Wayne Mathson, and Craig Neys. The Manager of the Jamestown Regional Airport is Matthew Leitner.



Matt Leitner, Airport Mgr



Jamestown Regional Airport



Tom Lindberg, Airport Ops



Randal Dullum, Airport Ops

Spearfish, SD

Laura Jilek, Stop Chair, Owner, Eagle Aviation

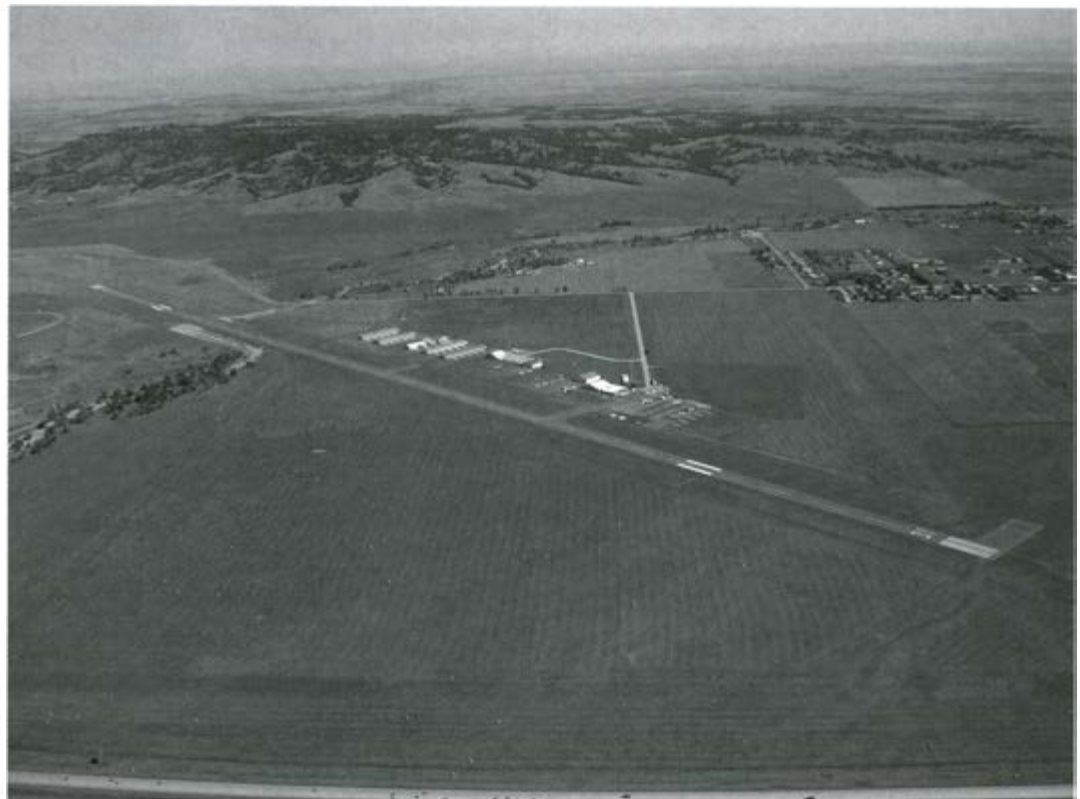
Welcome to the beautiful Black Hills! Spearfish has a unique blend of history, beauty, small-town charm and big city amenities. The town is nestled at the mouth of scenic Spearfish Canyon, in the beautiful valley of the world-famous Black Hills of South Dakota.

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. And 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 10th 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 2011 Air Race Classic!



Eagle Aviation Staff (L-R) Ray and Laura Jilek – owners, Isaiah Bothamley – line service, Jason Woolston – CFI, Scott Kile – A&P/IA



Aerial View of Black Hills Airport in Spearfish, SD

Rawlins, WY

Candy France, Stop Chair

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

In the 1860's, 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 new 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.



France Flying Service at Harvey Field

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



Mike Rose, Dwight France and Danny Thompson are awaiting your arrival in Rawlins, Wy

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

Rawlins boasts a historic downtown featuring many brick buildings, many over 100 years old. Be sure and 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.

Our airport, Harvey Field, is located on the northeast corner

of the city. Elevation is 6813. Main runways (04 and 22) are 7008 feet x 100 feet. Crosswind runways (10 and 28) are 4320 feet. Unicom frequency is 123.0.

WELCOME TO WYOMING!



Carl McCune and Mike Rose at the ready

Alliance, NE

Carole Sutton, Stop Chair

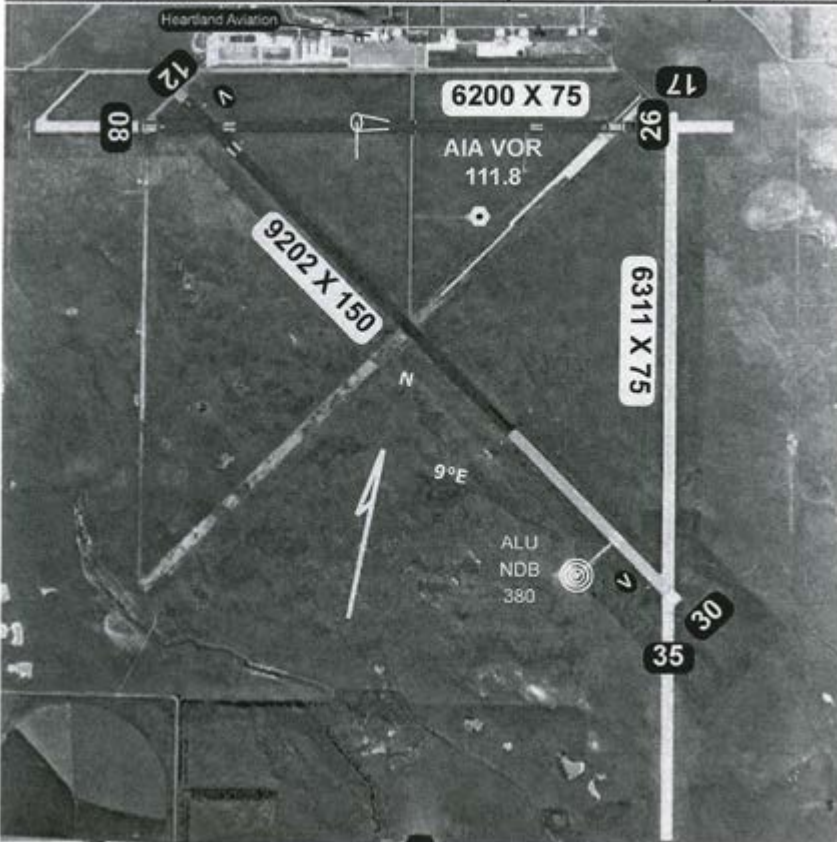
The City of Alliance is located in the center of the Nebraska Panhandle. Bordered on the south and east by the sandhills prairie, the city began on March 28, 1888 and soon became a leading railroad and business center.

Alliance Municipal Airport was built during World War II by the United States Army Air Force. It was one of eleven United States Army Air Force training airfields in Nebraska during World War II. It was constructed between the summer of 1942 and August 1943. During the construction of the airfield over 5,000 workers came from all over the country, causing a housing shortage. The population of Alliance doubled almost overnight. Workers moved into garages, store rooms, cellars, attics, and even their own trailers in established parks. The airfield had been planned as a training facility for paratroops and air commandos and had longer runways to tow gliders. On August 22, 1943, a huge crowd of 65,000 people gathered for the dedication of the newly constructed Alliance Army Air Field. The sandhills were thought to provide a softer landing than wooded areas for jumping paratroops.



The Nebraska 99s welcome the Air Race Classic racers to Alliance

ASOS	Denver Center	Columbus Radio	CTAF
135.075 (308-762-1221)	127.95	122.3	123.0 L



Aerial View of Alliance, Nebraska

In July of 1953, the City of Alliance and the federal government finalized the transfer for the land and buildings which were to become the Alliance Municipal Airport.

Alliance Municipal Airport covers an area of 3,500 acres which contains three asphalt paved runways: 12/30 measuring 9,202 x 150 ft, 17/35 at 6,311 x 75 ft, and 8/26 at 6,200 x 75 ft. The airport is home to 70 aircraft, airline service, and a full service FBO. As of September 2010, an ILS was commissioned for use at the Alliance Municipal Airport.

We are delighted to welcome and serve all the participants in the 2011 Air Race Classic.

Great Bend, KS

Patricia Minard, Stop Chair
 Martin Miller, Airport Manager

Great Bend Municipal Airport (GBD) is honored to welcome the 2011 Air Race Classic teams on their 6th leg of the event. Whether you're passing through or spending the night, you and your aircraft can expect very prompt and courteous service: quick-turn if needed, tie-down, transportation, snacks and drinks, weather and computer access. We're also home to great dining and motels.

Built in 1943, the former Great Bend Army Airfield was an aircrew training base for the brand new B-29 Superfortress, and home to B-17's and B-26's as well. Over 6,000 World War II personnel were based on this facility built on 1,900 acres of farm ground. A memorial to the B-29 and its crews is located on the airport grounds at the site of the Airfield Headquarters Building.

Today, GBD is home to 40 based aircraft, scheduled Beech 1900 air carrier service to Denver, Lifeteam's fixed wing C90 air ambulance, and a strong and active EAA chapter. With two long and freshly-sealed runways and no control tower, the airport is rapidly gaining a reputation as a great Mid-America fuel stop. Centerline Aviation, the full-service FBO, and the City's Self-Service are both acclaimed providers of the most competitively-priced fuel in the central plains. Because of on-line flight planning and fuel-pricing, GBD has received high acclaim from those watching their flying budget, both personal and corporate.

The City of Great Bend, 3 miles east of the airport, lies on the historic Santa Fe Trail and is the gateway to Cheyenne Bottoms, the largest inland marsh in the United States. It is also a favorite for guided hunting enthusiasts who are after deer, upland game, and migratory birds.



Borger, TX

Robert Vineyard, Stop Chair

Robert Pendergraft, Assistant Stop Chair

Booming Borger - From Lawless Beginnings To Progressive Panhandle City

As late as 1925 there were fewer than 100 registered voters in Hutchinson County, where some oil well drilling activity was developing. Then on January 11, 1926 the Smith #1 blew in at 10,000 barrels per day and pandemonium broke out. Within days, millions of dollars were spent on leases; within weeks, men by the thousands poured into the area, and by the end of the year, over 800 wells had been drilled. It was in the frenzied atmosphere that well known town builder A.P. "Ace" Borger acquired 240 acres and established his namesake.

Borger, Texas burst into being on the raw windy day of March 8, 1926. That morning it was nothing more than a few stakes driven into the ground and an idea in the mind of burly, cigar chewing A.P. "Ace" Borger. By sunset, Borger was a reality and Ace was \$100,000 richer. The town grew dramatically, both in size and in reputation. By the end of the year it



Borger's new Terminal building

contained 10,000 or 20,000 or 30,000 people. Nobody knows for sure because the rowdy, lawless, crowded boom town changed complexion from day to day.

The new town, flooded with workers earning big money, quickly attracted a large criminal element. That group gained control of the town before it had a chance to grow. They even made convicted Oklahoma murderer "Two Gun Dick" Herwig the city's chief law enforcement officer. During that period of national Prohibition, beer joints and whiskey sales flourished in Borger. Dance halls, gambling establishments, and houses of prostitution abounded in the wide open town.

Popular tradition has it that there was a murder per day during its heyday. Although a murder per day is a considerable overstatement of the situation, the town saw more than its share of violent death.

Local law enforcement either would not or could not bring order to the chaos that reigned supreme during the boom. Conditions deteriorated to the point that state officials were forced to take a hand. At about the time of Borger's first birthday celebration, the governor sent the Texas Rangers to clean up the town. They stayed for a short time and about the middle of June declared Borger to be free of crime and corruption. Those who witnessed the event claimed that there was a line of "ladies of the evening" over a mile long trudging down the road from Borger to Amarillo after the Rangers gave them until sundown to get out of town.

The Ranger interlude proved to be only a lull in the activity, for as soon as they left the criminal activity returned to Borger. The lawless element was a little more circumspect in its activity this time and managed to operate a few more years.

Then, on September 13, 1929, an unknown assailant shot and killed district attorney Johnny Holmes in Borger. Texas Governor Dan Moody declared martial law in Borger and sent both the Rangers and the National Guard to maintain order. From September 29 to October 29 of 1929, the town remained under state control. This time, when the outside law enforcement authorities left, the hold of the criminal element was broken once and for all.

Thus, a stable community, centered around oil and gas production and distribution, grew out of the boom-era chaos. Carbon black plants, refineries, natural gas plants, and a complex pipeline system processed and transported Borger's numerous petroleum products to the waiting world. By the end of the 1930's, the Borger area including Phillips, Sanford and Fritch, was a major American petroleum supplier and an important part of the overall national oil industry.

On a cold, blustery Sunday, November 20 1977, Congressman Jack Hightower dedicated the Hutchinson County Museum. The museum highlights the history of the county from an introduction at the entry, including cases on Coronado and the Indians; Historic Indians, Adobe Walls, Early Adventurers, Ranching, County Pioneers, Farming and Early Industry. There is also the Boom Town exhibit including Thomas Hart Benton's painting of his famous picture of Borger, "Boom Town".

From the iron gates at the museum designed and made by George Parkhurst, much local talent is displayed. This includes Wiley Price's miniature homes and models of Adobe Walls, W.C. Maddox's miniature working oil well and Richard Hogue's 8-foot portrait of Chief Quanah Parker in the foyer of the second floor gallery.



Randy Clements & Ronnie Woods, Linemen

From the Hutchinson County History Book

Norman, OK

Walt Strong, Stop Chair, Airport Administrator

Max Westheimer Airport, owned and operated by the University of Oklahoma and located in Norman, Oklahoma, is an integral component of both the air and surface transportation infrastructure serving the City of Norman and surrounding region. The airport, along with the surrounding property and complex of existing and planned activities, represents a vital and significant regional economic asset.



OU Staff (L-R)- Evie Barksdale, Airport Administration Office Staff & ARC volunteer; Jason Hall, Cruise Aviation FBO; Schellon Adkins, Airport Operations & ARC Vice Stop Chair; Walt Strong, Airport Administrator & ARC Stop Chair; Chris Geiger, Cruise Aviation FBO; Brent Veal, Cruise Aviation FBO

Max Westheimer Airport is classified by the Oklahoma Aeronautics Commission as a regional business airport serving the general aviation aircraft fleet, including business jets. The airport is also designated by the FAA

as a general aviation reliever airport for Will Rogers World Airport in Oklahoma City, which is the primary commercial service airport serving the Oklahoma City metropolitan area and the region.



Max Westheimer Airport ramp in Norman, OK

Serving the needs of business executives and recreational pilots alike, Westheimer airport has a manned control tower and an automated weather observation system. Westheimer is a full service airport, which has 142-based aircraft and handles over 70,000 operations (take-offs and landings) per year.

As one of 123 public airports in Oklahoma supported by the FAA and Oklahoma Aeronautics Commission with federal and state funds, Westheimer is currently one of 13 regional airports in the state with an instrument landing system (ILS).

The Max Westheimer Airport is an integral part of the local, regional and national air transportation system, providing essential aviation services. Regional population and economic growth are anticipated to increase all segments of aviation at the airport.

El Dorado, AR

Roger Heller, Stop Chair

Josh Zylks, Airport Manager

The South Arkansas Regional Airport at Goodwin Field came into existence during World War II as a reliever training base for Barksdale Air Force Base in Bossier City, Louisiana. When the war ended and the airfield was no longer needed, the Army Air Corps gave Goodwin Field to the City of El Dorado. After several years of construction, the terminal building was completed and opened to the public in 1949. The building was completed with a control tower cab on the roof, with the expectation that a post-war traffic boom would require its use; however, the tower was never operational. Just below the tower cab, a Flight Service Station occupied the top floor of the actual terminal building from 1952 until 1992.



Welcome to El Dorado!

experimentals and everything in between. Due to its central geographic location, the airport also serves a vibrant transient general aviation community.

FBO services at the airport are provided by the City of El Dorado FBO operating out of the terminal building. Here our customers find exceptional hospitality coupled with fast, courteous full-service fueling. From fuel to rental cars to catering, the staff at South Arkansas Regional Airport strives to provide a customer service experience second to none, and leaves you anxious to return.

Best of luck to all of our Air Race Classic participants! We can't wait to see you!

Fast forward to the 21st Century and today you'll find that South Arkansas Regional Airport is one of the major gateways to El Dorado, Union County, and all of South Arkansas. El Dorado itself is a bustling city of 19,000 that is primarily supported by the timber, oil, gas, and petrochemical industries. The airport and surrounding community have commercial air service provided by SeaPort Airlines. SeaPort, which serves three additional communities in Arkansas, provides three round trips per day between El Dorado and Memphis, TN using a Pilatus PC-12. The airport is also home to several corporate aircraft operators, as well as numerous private owners flying everything from large business jets to homebuilt

experimentals and everything in between. Due to its central geographic location, the airport also serves a vibrant transient general aviation community.



Josh Zylks, Airport Manager; Sarah Childs and Michael Norris

Mobile, AL

Linda Werhle, Terminus Co-Chair

Rebecca Chadwell, Terminus Co-Chair

Welcome to Mobile Bay – one of the top destinations along the Gulf Coast! On behalf of the Mobile Sports Authority and the Mobile Bay Convention & Visitors Bureau, we are pleased that you have chosen our location for the 35th Annual Air Race Classic.



You've done it, you reached the Terminus!

Mobile Downtown Airport (BFM) at Brookley Aeroplex is a general aviation airport with two state-of-the-art runways capable of accommodating any aircraft in the world, including Antonov An-225 and Airbus A380. The airport is a great gateway to the global market as well as the thriving economy across the entire Mobile Region.

With roots as an Army Air Field and US Air Force base during and after WWII, Brookley's infrastructure was developed and built with military precision. Today, it is being revitalized and rejuvenated to meet the business challenges of the 21st

century, making Brookley Aeroplex the Central Gulf Coast's transportation and industrial epicenter.

Mobile, one of the oldest cities in the Gulf Coast region, has a colorful, international flair, with numerous historic districts, architecturally significant homes and buildings, beautiful gardens, trees, parks and outdoor spaces, fresh, local seafood, numerous waterways to explore and an ever-emerging, vibrant arts community.

The Mobile Sports Authority and the Mobile Bay Convention & Visitors Bureau wish all of you much success in finishing this year's Air Race Classic.

Thanks for letting us share in your 35th anniversary of celebrating our heroes.



Mobile Downtown Airport





Joyce Wilson
Bogata, TX

Rebecca Hempel
Spicewood, TX

CLASSIC 1
Cessna 182S 230hp

Joyce Wilson returns for her second ARC. She is an instrument-rated private pilot and holds a tailwheel endorsement. She says, "I raced last year 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, the governing body of a firearms shooting sport that has 17,000 members in the U.S. and 50 foreign countries. "Flying is my main hobby since fortunately I don't have to make a living with it. I also enjoy hunting, which I have been able to do in the U.S., Africa, South America, Turkey, Australia and New Zealand. In my free time, I work with my three quarter-horses at our Texas ranch. I love the outdoors, so I can also be found riding ATVs or brush-hogging with one of our tractors."

Rebecca Hempel returns for her 10th ARC. She is an air-transport pilot with single- and multi-engine licenses, single- and multi-engine instrument flight instructor and advanced instrument ground instructor certificates, a tailwheel endorsement and a jet type rating and has flown 4,000 hours. She races for the fun, friendship and precision. She says, "Racing keeps me focused and flying precisely throughout the year!" Rebecca works part time as a physician assistant, flight instructor and contract pilot. She says, "I'll fly anything with wings. I've been flying professionally for eight years and loving every minute of it. When not flying, teaching or racing, in my spare time I enjoy quilting, reading and a newfound love of shooting. Something about the precision of shooting keeps my attention. And we thought flying airplanes was empowering!"



Gene Nora Jessen
Meridian, ID

Patty Mitchell
McCall, ID

CLASSIC 2
Beechcraft Musketeer 200 hp

Welcome back, Gene Nora Jessen! Gene Nora is a 4,375-hour commercial pilot with single- and multi-engine land and single-engine sea licenses and instrument flight instructor and all ground certificates, as well as tailwheel and formation flying endorsements. She races to stay sharp in the airplane and enjoy the company of a group of truly amazing women. Gene Nora was one of the so-called Mercury 13, flew as a sales demo pilot for Beech Aircraft Corp. and then married and moved to Idaho to operate her own flight school. She and her husband owned Boise Air Service until their retirement. She is 50-year member of the Ninety-Nines and served as a past International president. She said, "My fervent interest is aviation history!" She shared her passion with the publication of two books: "The Powder Puff Derby of 1929" and "The Fabulous Flight of the Three Musketeers."

Patty Mitchell has flown five previous Air Race Classics. She holds single- and multi-engine licenses, instrument flight instructor and advanced ground instructor certificates, tailwheel and formation flying endorsements, and several jet type ratings. She has 18,780 hours under her belt. When asked why she races, Patty said, "Wahoo! It is fun and exciting to be in competition with so many great women. Meet new friends and see the beautiful U.S.A.!" She is a retired 747 pilot, smoke-jumper pilot, search and rescue coordinator for Montana Aeronautics, commuter airline pilot and a Gold Seal CFI and CFII, and is an active aviation speaker for the Ninety-Nines. Patty, with her husband and dog (Maggi), live on a boat most of the time and cruise the rivers and to the Bahamas and beyond. She just completed the Great Loop through the rivers from the Great Lakes to Mobile, Florida, up the East Coast through the Erie Canal and back to the Great Lakes.



Brenda Carter
Payette, ID

Welcome, Brenda "BJ" Carter, to your first ARC! Brenda holds a private pilot license with 500 hours flown. After teaching middle school for 30 years, Brenda currently works part time for the Boise Police Department as a community service specialist. When asked why she is racing this year, she responded, "What better way to become a better pilot?"



Allison Springer
Madison, WI

Chantel Steele
West Lafayette, IN

CLASSIC 3

**Piper Warrior III PA-28-160 160hp
Purdue University**

Welcome Allison Springer to her ²⁰¹⁰ first Air Race Classic! Allison holds an instrument rating and a single- and multi-engine land commercial license. She has flown 300 hours. Currently a full-time student at Purdue University, Allison is pursuing a major in Professional Flight Technology and a minor in Organizational Leadership and Supervision. She also works part time in the Aviation Technology main office as an office assistant. Allison is racing for the experience and to represent Purdue University in the Collegiate Division. In her spare time, she enjoys scrapbooking, rollerblading, sporting events and being in the sun.

This is Chantel Steele's first air race. Chantel holds an Instrument rating on her Commercial license for ASEL and AMEL. She has flown 270 hours. Currently she is a full time student at Purdue. When asked why she races, Chantel says "I race because it is an excellent opportunity. It gives you experience flying in different parts of the country that you might not otherwise be able to fly in. Another reason that I race is being able to tell other women that I was lucky enough to have this opportunity and inspire them to chase their dreams, even if it's not flying."

Chantel enjoys her flying as well as photography, music, and anything that involves being outdoors! She loves to go camping, hiking, boating, four-wheeling, or just going for walks with her dog.



Pat Parks
Carmel, IN

Susan Post
Noblesville, IN

CLASSIC 4

Cirrus SR-20 200 hp

Welcome, Pat Parks, to your first ARC! Pat is an instrument-rated private pilot with a tailwheel endorsement. She has flown more than 900 hours. She is a nurse by background, substitute teacher, stay-at-home mom and now grandma to nine grandkids. "Life is good!" she says. When not flying with her husband, who is also a pilot, Pat enjoys biking, reading, and playing piano and clarinet.

Susan Post returns for her third air race. An instrument-rated private pilot with 550 hours, Susan says, "I race for the inspiration I get from all these wonderful women aviators. I also love the challenges and complexities of the race and the warm hospitality of the airport volunteers at our stops." She recalls a previous race where she spent two hours with the Canadian Customs folks after an unplanned arrival across the border because of a thunderstorm. Her team finally managed to finish the race with only an hour to spare.

Susan is an IT project manager in the vacation timeshare industry. She loves spending lazy afternoons with her husband in a J-3 Cub or in their C-150, viewing the scenery and dropping toilet paper on their very tolerant neighbors. She also enjoys walking, singing, music, photography, traveling and being with her family.



Dear Allie,
Congratulations on winning the College Division in 2010. Ground Control see's a Purdue **Back to Back** on the horizon! Wishing you the best of luck! Extremely proud of you!
LOVE YOU, Alex & Dad

3

Good luck to you, Chantel, and the Ground crew!



Mary Sittman
Panama City, FL

Leah Dunn
Panama City, FL

CLASSIC 5
Cessna 182T 2300hp

Mary Sittman returns for her second Air Race Classic. She holds a private pilot license with an instrument rating and has flown more than 1,150 hours. Professionally, Mary is a general contractor/real estate developer. She joined the race to enhance her flying skills. Recalling a humorous racing situation, Mary says she "experienced 'Ground Hog Day' for three days in Little Rock, Ark., while we waited for our airplane to be repaired."

Leah Dunn is back for her second ARC. Leah is a private pilot with more than 200 hours flown. Her husband does not fly. When asked why she competes in the Air Race Classic, she said, "I race because I'm too old to play football!" Leah is self-employed and in her spare time can be found kayaking, traveling and going on family adventures.

www.airraceclassic.org

Your official place for

Air Race Classic news!



Linda Keller
Mobile, AL

Amelia Reiheld
Edenton, NC

CLASSIC 6
Piper Cherokee PA28-180 180hp

Welcome, first-time racers Linda Keller and Amelia Reiheld!

Linda is a private pilot with almost 900 hours in the air. When asked why she joined the race, she said, "I enjoy the camaraderie with other women pilots and want to make myself a better pilot. But above all, I race for the plain love of flying!" Linda has been a Realtor in Florida and Alabama for 10 years and is an avid tennis player, competing in local, state and national tournaments in the USTA Open, Senior and SuperSenior leagues. She says world travel is a passion for her and husband of 45 years.

Amelia holds a private pilot license with an instrument rating and has flown 2,850 hours. When asked why she joined the race, Amelia said: "1) Opportunity arose. Never decline an opportunity! 2) Proficiency, challenge. 3) Meet accomplished, interesting, adventurous women."

Amelia has written for local, national and international magazines and newspapers for many years, often about aviation. Her interests include flying, music and art. She owns a Mooney 231 and flies for Angel Flight, Veterans Airlift Command, Pilots 'n' Paws and EAA's Young Eagles. Amelia also serves on an airport commission and is an AOPA Airport Support Network representative. She plays in an early music ensemble and sings in a choir and community chorale. A member of the arts council, Amelia enjoys painting and photography. She is currently helping to build an "oddball home-made" houseboat.



Kay Brown
Avon, IN

Melanie Abel
Terre Haute, IN

CLASSIC 7
Diamond DA40 180hp
Indiana State University

Kay Brown returns for her second ARC. She holds a private pilot license and an instrument rating. She has flown almost 200 hours. When asked why she entered the race again, she said, "I believe the challenges posed by the race, the experiences gained, and the focus needed to compete will improve my abilities as a pilot. Also, being surrounded by great pilots and being able to learn and share experiences is something that is invaluable." Kay is a sophomore at Indiana State University majoring in Professional Aviation Flight Technology and Aviation Management. She is pursuing her Commercial license. Kay is involved in Alpha Eta Rho, Flight Team and Females in Technology. Her dream job would be to fly for a major commercial company.

Welcome Melanie Abel to her first ARC! Melanie is a single- and multi-engine pilot with flight and instrument flight instructor certificates, tailwheel, aerobatics and formation flying endorsements and more than 1,450 hours logged. Melanie says she is racing because, "I look forward to the adventure." She is a full-time aviation instructor at Indiana State University and works part time as a flight instructor at her local airport. She loves everything to do with aviation. Melanie and her husband own a Steen Skybolt that they enjoy using for aerobatics and to make their yearly trip to Oshkosh.



Alessandra St. John
Forney, TX

JoDean Perry
Burnet, TX

CLASSIC 8
Beechcraft Bonanza K35 260hp

Alessandra "Sandy" St. John comes to the 2011 ARC with three races under her belt. She is an instrument-rated private pilot with almost 900 hours. When asked why she races, she said she wants to "somehow bring glory to the Lord Jesus Christ, and in memory of my father, a World War II flight instructor and air transport pilot. I am an adrenaline junkie – I love everything about airplanes and flying, and want to experience as many aspects of high-speed aerodynamic lift as possible." When on the ground, Sandy spends her time with Bible studies, is a frustrated rock guitarist and enjoys fixing up her "old" aircraft and overindulging her little dog, Yewbee.

JoDean "Cubbie" Perry returns for her second Air Race Classic. She holds single- and multi-engine private pilot licenses with an instrument rating, tailwheel endorsement and more than 600 hours logged. Cubbie races to honor the many pilots who have inspired her. After reluctantly missing last year's ARC, she eagerly looks forward to racing again. Cubbie got her nickname while earning her tailwheel endorsement in a Piper Cub. She strives to become an encouraging voice for women's aviation in Central Texas. She says her "real" home is in the left seat of her beloved Piper Archer, where she is always humbled by the peace of the skies. Cubbie is a ten-year member of AOPA, a member of the San Antonio Ninety-Nines and an avid gardener, and she often participates in charity runs. She is grateful to God for the love and support of a wide network of friends and family. She has one daughter attending college in New York and in London, where she is studying theatrical scenic design.



Dianna Stanger
Port Lavaca, TX

Victoria Holt
Belton, TX

CLASSIC 9
Aviat Husky A-1B 200 hp

Dianna Stanger and Victoria Holt are flying their first Air Race Classic. Welcome!

Dianna has 2,950 hours under her belt and holds commercial airplane single- and multi-engine land licenses with commercial rotorcraft-helicopter, instrument airplane and rotorcraft RA-390S certifications. She says she entered the race "to win." Dianna is a rancher in south Texas, with Brangus cattle and cutting horses. She is also the local airport manager for PKV (Port Lavaca). She owns two Cessna Pilot Centers – one at PKV one at VCT (Victoria). Dianna says, "I am an avid aviatrix with several different ships in my arsenal. Currently I own and fly a 1942 Waco UPF-7 that was originally owned by my grandfather; the Husky entered in the race; a Eurocopter EC120B, and a Hawker-Beech Premier Jet." She was the first helicopter pilot for Grace Flight. She finds it very rewarding to fly the patients who need the service the most. Dianna also has a passion for promoting aviation with contests and events at her local airport.

With 5,500 hours flown, Victoria is an air-transport pilot with single- and multi-engine land, single-engine sea, glider, tailwheel, aerobatics and formation flying credentials and a jet type rating. She has been a career pilot for 20 years and is flying the ARC "to win!" Victoria is a competition shotgun and pistol shooter who likes to hunt and fish, ride mountain bikes and road bikes, and participate in water sports. Clearly competitive, Victoria says, "I can still 'outdo' all of my grown children on a waterski and wakeboard. Any outdoor sport....I'll try it!"



Rachael Petersen
Riverview, FL

Taylor McWilliams
Daytona Beach, FL

CLASSIC 10
Cessna 172 180 hp
Embry-Riddle Aeronautical University

Say hello to first-time racers Rachael Peterson and Taylor McWilliams!

Rachael has almost 500 hours and holds a commercial license with multi-engine and instrument instructor certifications. She is an instructor at Embry Riddle Aeronautical University. She is flying the ARC to network and meet other pilots, gain experience and represent Embry-Riddle. Her favorite activities are flying, soccer and camping.

Taylor has flown 350 hours and holds a commercial license, a seaplane rating and advanced and instrument ground instructor credentials. Taylor is competing in the ARC "To represent Embry-Riddle Aeronautical University; to gain experience, and to meet and network with other female pilots." A student at Embry Riddle, Taylor was the Maryland State Champion Swimmer Member of 2009-2010. She is on the Embry-Riddle tennis team and enjoys boating, wakeboarding and any water sports. She also loves to travel.



Terry Carbonell
Alva, FL

Caroline Baldwin
Silver City, NM

CLASSIC 11
Cessna 182RG 235hp

Terry Carbonell's mantra is "Never let fear alone stop you." She started flying at age 44 at the request of her husband, a private pilot who passed away in 2008 from Alzheimer's disease. She did not take to flying easily, but after six years, 1,700 hours, an instrument rating, a commercial rating, tailwheel endorsement, a seaplane rating, aerobatic training, CFI certification and lots of help from other pilots, instructors and friends, Terry's flight feathers are becoming fully developed.

This is her fifth Air Race Classic. She was hooked from the start of her first race – the atmosphere, the excitement, the planning and strategy, and the ladies who were competitors but became friends.

Terry suffers from "terra-firma phobia," as she would much rather be scuba diving or flying. Terry has piloted Wild Mama from Florida to Las Vegas, Glacier National Park, Yellowstone, Mount Rushmore, the Grand Canyon, Yosemite, Oregon, Seattle, Teton National Park, the Ozarks, Niagara Falls, Cancun, Mexico, the Bahamas, and Alaska.

Terry teaches high school aviation classes and works with young people through the Air Race Classic. In her spare time, she likes to quilt, spend time at her log cabin in the Tennessee mountains and keep up with her duties as "chief of staff" for her cat, Stubby. She is a member of the Paradise Coast Chapter of the Ninety-Nines, WAI, EAA, AOPA, Lawyer-Pilots Association, Florida Bar - Aviation Law Committee and Angel Flight.

Caroline Baldwin is racing in her seventh ARC. A private pilot and skydiver, she has flown almost 800 hours. She races 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 retired from work as a consultant, researcher, librarian and teacher and is now a community volunteer, especially busy with an award-winning literacy program that she founded 10 years ago. She is also secretary/treasurer of the Grant County Pilots Association. In her free time, she sings in a women's chorus directed by Valdeen Wooton (with whom she first raced in 2004), plays French horn in community musical productions and enjoys playing tennis.



Lydia Baldwin
Fort Collins, CO

Lydia Baldwin returns to the Air Race Classic for the second time. A private pilot with more than 100 hours, Lydia is an intensive-care nurse manager. She says, "I race to make history with and be inspired by other women in aviation."

Lydia Baldwin returns to the Air Race Classic for the second time. A private pilot with more than 100 hours, Lydia is an intensive-care nurse manager. She says, "I race to make history with and be inspired by other women in aviation."



Malinda Caywood
Frederick, MD

Susan Beall
West Friendship, MD

CLASSIC 12
Cessna 182Q 230hp

Malinda "Lin" Caywood returns for her second ARC. She has logged more than 775 hours and is a private pilot with single-engine land and sea licenses. She is also a skydiver with one jump to her credit. Lin is racing for the confidence building, camaraderie, competition and the chance to be a part of such a unique sporting event. She has worked in mortgage banking for more than twenty years and has been active in real estate for approximately five years. When not flying, she dedicates her time to Habitat for Humanity of Frederick County, MD (Team Freakin Awesome's charity of choice). She also enjoys needlework and other crafts. "I'm learning about airplane construction by helping my partner, also a pilot, build his Bushby Mustang II, which we hope to complete in 2011," she says.

Welcome Susan Beall back to the Air Race Classic! With more than 500 hours logged, Susan is an instrument-rated private pilot. Her husband is also a pilot. Asked why she is participating in the ARC, Susan said, "As long as I can remember, I have wanted to fly. This is a passion for me, and I feel fortunate to participate in an historic event with its roots founded by the first Ninety-Nines. The Air Race Classic is an amazing adventure. And, of course, the competitive spirit in me wants to race." Susan is the co-founder and CEO of a financial, strategic and operational support firm that serves government and commercial clients. The corporation is an investor in other engineering and technology firms. She keeps busy with her businesses, but in her free time, while not flying, Susan loves to water ski with her family and train and compete in triathlons.



Julie Thomas
Hernando, MS

Peggy Tucker
Waterproof, LA

CLASSIC 13
Maule M-5-235C 235hp

Welcome Julie Thomas to her first ARC! Julie has 5,375 hours logged and is an air-transport pilot with single- and multi-engine, multi-engine instrument instructor, flight engineer turbo-jet and tailwheel credentials. She decided to join the race for the social interaction and the challenge of new experiences. Julie is a pilot for a major cargo company, flying an Airbus 300/310, and served for 11 years in the Air Force flying a C-141. Her husband is also a pilot.

Welcome Peggy Tucker to her first Air Race Classic! A private pilot with almost 100 hours logged, she decided to fly ARC for the fun and experience. She is a certified health coach. In her spare time, Peggy says, "I love to fly, garden, swim, knit, travel with my husband and play with my grandchildren. I'm involved with my local garden club and several genealogical organizations. I'm also a registered florist for the State of Louisiana and a master gardener. I recently joined the Mississippi Chapter of the Ninety-Nines and look forward to flying with the club. My husband and I are the proud owners of a 1943 Stearman biplane that was flown by the WASPs in WWII. We also currently own a Cessna 172 XP in which I received my private pilot license. We are members of the Union Church in Newellton, La."



Joyce Wells
Larkspur, CA

Kathy Walton
Sparks, NV

CLASSIC 14
Cessna 182Q 230 hp

Joyce Wells returns to the Air Race Classic for her 33rd time. She holds a commercial license and has 4,075 hours logged. She races for the cross-country experience, trip planning, the opportunity to meet new women and renew friendships, and to promote aviation. Her life partner is also a pilot, although none of her four children are. Joyce is a retired school nurse and past president of the Ninety Nines. When on the ground, she enjoys gardening (growing pineapples), singing in a choir, playing hand bells and traveling.

Kathleen Walton has flown 20 previous Air Race Classics. She holds a private pilot license with 450 hours. Her husband is also a pilot. She flies the ARC to see the country, meet other interesting people and reconnect with friends she has made over the years. Kathleen is a retired educator (teacher-principal at a middle school) and currently works at a sign business owned by her sister. In her free time, Kathleen has a unique hobby: "We have a garden railroad (1:24 scale) in our backyard and have shown it on Water (Pond) and Rails Tours to raise money for ALS (Lou Gehrig's disease). Over 200 adults and children toured the railroad during the 2010 event. Last year, sounds were added to many of the buildings. New people, buildings and landscape are being added before the tour in July. It's an ongoing project."



Robin Turner
Irwin, PA

Helen Cernik
Seattle, WA

CLASSIC 15
Cirrus SR-20 200hp

Robin Turner is flying the ARC for the second time. When asked why, she said, "I race for the love of flying!" She has 350 hours logged, holds a private pilot license and is instrument-rated. She loves flying and also enjoys needle arts, reading and travel.

Welcome Helen Cernik to her first Air Race Classic! With more than 2,850 hours flown, Helen holds a commercial license with single- and multi-engine land, single- and multi-engine instrument flight instructor and tailwheel credentials. She says, "This is my first race, but I am looking forward to the challenge of the route and any other obstacles that may be along the way. I think it will be fun to meet and compete with so many different female aviators and enjoy all the stories and memories. Plus, who would not like to fly around the country at full throttle?" Helen has been a flight instructor for four years. She teaches for a company that does Cirrus-specific flight training, which allows her to travel around the country and the world: "I love to fly (obviously) and really enjoy being a flight instructor and being able to pass along the love and art of flying to others. I enjoy traveling around the world and getting to know other cultures and customs. My family and I speak fluent Czech. I like to read, hike, ride my bicycle and enjoy every day to its maximum."



Dottie Anderson
Bluffton, OH

Jean Sloan
Lima, OH

CLASSIC 16
Piper 28-181 180 hp

Dottie Anderson has flown the Air Race Classic for thirty years. She holds a commercial license, with single- and multi-engine land, single- and multi-engine flight instructor, and advanced ground instructor certificates. She has flown more than 40,000 hours! She says, "My first cross-country air race was in 1958, and it was so much fun I just haven't been able to quit!" She has been a flight instructor since 1948, a flight examiner since 1978 and is still active. For fun, she loves to read; until recently she operated amateur radio W8OVV. Dottie loves attending air shows, doing breakfast flights and joining in anything pertaining to aviation. Fortunately, her husband understands and is also a pilot.

Jean Sloan has flown in 27 previous Air Race Classics and has 1,175 hours as a private pilot. Why does she race? "Those flybys are such fun, and it's exciting to race and see new parts of the country!" Jean is a mother to three boys and grandma to six. Her husband is also a pilot. Retired from bookkeeping for her company, a truck business, she now enjoys spending time with her family and grandchildren. Jean is especially proud of her two grandsons who are in the Army.

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

The Air Race Classic is celebrating its 35th 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 amount will be used by the board for a myriad of purposes, e.g. marketing the race, publicity, scholarships, mailings, fund raising, 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, 2011 pilot for Team 22 and a member of 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 and sharing the experience. We appreciate your support!

Refer questions to endowmentfund@airraceclassic.org

Send your donations to:
The Air Race Classic Endowment Fund
Trish Minard, ARC Treasurer
5848 NE 150th Avenue
Cheney, Kansas 67025



www.airraceclassic.org
Watercolor drawing by artist Frank Batson

Thank You to All The Air Race Classic Volunteers for Making the ARC 2011 Event a Success!

Sponsoring a transcontinental air race requires more than a few people who are willing to spend countless hours putting the pieces in place. The continual, year-round process begins with the Air Race Classic Board of Directors, who 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 the 501(c)3 corporation are volunteers willing to shoulder the responsibility and reap the reward of sponsoring the annual race because they believe in its value to both general aviation and women in aviation.



Volunteers help perform aircraft maintenance inspections

Reorganization took place in recent years, to support the ARC mission and goals in today's changing world and to take advantage of technological changes. The current ARC Divisions include:

1. FINANCING – Advertising; Sponsors; Silent Auction; Grants; Endowment; ARC Collegiate Fund; Sales; and Future Start and Terminus selections.
2. MARKETING – ARC Promotion; Website; Trade Shows & Conferences; Scholastic Outreach; Press Releases; Racer Promotion; and Publications (electronic and paper).
3. SUPPORT – Documents and Data; Education (public and racer); Briefings; Safety; and ARC History.
4. ROUTE – Route Selection; Start, En Route Stops, and Terminus Liaisons; FAA Coordination; Timing, Scoring and Judging; and Race Central.
5. RACERS – Entry Administration; Mother Bird program; Credentials; Awards & Prizes; and Thank Yous.
6. AIRPLANE – Airplane Entry; Inspection; Handicaps; and Technology.



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

A network of additional volunteers supports the race by working with the Board and Assistant Directors, within these divisions, 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 the ARC energy and enthusiasm is 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.



Line volunteer marshalling aircraft at a race start



Volunteer Timers



Racers often 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.



SIU Fly Girls - Erin and Lanie #38
 You both are an inspiration ~
 Have a blast racing!
 Best of Luck Girlies! Love, Christine :)

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Joyce Wells

"Come on, Joyce. Let's learn to fly!" urged Joyce's husband. And so they did as they shared many hours of flying time together. A former school nurse, Joyce is past President of The Ninety-Nines Inc., the International Organization of Women Pilots. She has raced in

the Powder Puff Derby and just about all ARCs, with many top ten finishes. Community minded, Joyce has been a regular blood donor, election worker, plays in a handbell choir and sings in her church choir.

Jean Sloan

Jean never dreamed that at age 40 she would become a pilot. Urged by her husband who was a new pilot and owner of a 'right off the assembly line' 140 Cherokee, she had no choice but to learn to fly. Taught by Dottie Anderson, Jean partnered with Dottie to fly as many ARCs as humanly possible!

She and her husband operated a family owned trucking business, raised four sons and eight grandchildren. NASCAR races and Harley Davidson motorcycles are other interests. Jean and husband Virgil took a 2800 mile trip through the West on a Harley for their vacation!

Lorrie Blech

Jokingly, Lorrie states that she flew ARC to get rid of excess dollars! But she affectionately enjoys being with friends and relishes the flying challenge. With 14,000+ hours posted in her flight logbook, Lorrie has all the certifications and ratings. She served as a flight instructor for Justice Aviation and currently teaches for Santa

Monica Aviation where she is known as 'The Bonanza Lady"! She has inspired many newbie pilots and has supported ARC with her knowledge and talent.



Dottie Anderson

Flying has been a large part of Dottie's entire life. She holds just about all the certificates and ratings and has assembled 41,000+ hours of flying time. An active flight instructor since 1948, she has served on the ARC board to help with route selection. As an FAA Flight Examiner, she keeps busy with flight checks, BFRs, and flight instruction.

"It's hard to give up after 60+ years!" Until recently, she also operated amateur radio—W8OVV.



*The Air Race Classic
salutes our veteran
racers of 25+ years!*

Esther Lowry Safford

As a little girl, Esther would watch in awe whenever a plane flew over her home in Florida. Two decades later she took an airplane ride, then soloed in a J3 Cub, and has been in love with flying ever since. Esther is one of the original directors of ARC and secured the Starts and Terminuses for many races. She served on the

President's Citizen's Advisory Committee on Aviation under both Presidents Nixon and Carter. Esther was a career business woman in the hospitality industry.





Margaret Ringenberg

A self-employed flight instructor since 1945 and a WASP, Margaret accumulated 40,000+ flight hours in her lifetime. Author of several books, she was also featured in Tom Brokaw's book, "The Greatest Generation." She was honored as a NAA Elder Statesman of Aviation, was featured in magazine articles and raced in a World Air Race

1994. A highlight she shared was a speech she gave to 1000 cadets at the Air Force Academy who gave her a standing ovation.



Ruby Sheldon

Initially Ruby was a photographer. However, later as a waitress she was dared by her buddies to learn to fly and this she did enthusiastically as she achieved all the ratings. Her helicopter instrument instructor certificate was the first issued by the FAA! Collecting environmental data for the US Geological

Survey from the Panama Canal to the Arctic in a helicopter, she lived for several months on an ice island near the North Pole.



Pauline Glasson

Pauline was the glue that held ARC together for many years. As an original board member, she singlehandedly 'did' headquarters, assembled the program, called her FAA friends and gave them mandates, and personally visited every stop before each race. She and Esther set up the

race routes annually. An instructor with 40,000 hours and all the certificates and ratings, she frequently took along a student as copilot just for the experience. Pauline is the original Mama Bird for all ARC racers.



Janet Yoder

If you are an aviation enthusiast, why not own your personal airstrip? Yoder Airpark (SN61) in Kansas is the home field for Janet and husband Donald. Addicted to airplanes, they lovingly hold titles to a Stearman, a 1946 Piper J-3 Cub, a Taylorcraft, and a Bonanza! Janet is a Registered Nurse Anesthetist, office

manager for husband's podiatry practice, and President of Rent-It-All corporation. Why did she fly ARC? To do her Christmas shopping!



Marolyn Wilson

At the age of 10, Marolyn started flying off a grass strip with her dad, who ran a flying service in NY. Later taught by Elaine Roehrig, Marolyn eventually teamed up with her instructor to fly ARCs all across North America. Marolyn operates a family bakery and deli business and somehow finds time

to be active in community affairs. She has received numerous awards from the American Red Cross, Girl Scouts, YWCA, and the Salvation Army, and toured with the USO in European Theatre.



Elaine Roehrig

She was smitten with her first flight in 1943 and decided she had to become a flight instructor. At the close of WWII, Elaine taught returning veterans who were required further testing to qualify as flight instructors under the "GI Bill". Lots of flying occurred and 1000 hours a year was easily attainable. She received many honors: Gold Seal Instructor, Silver Wings Award, Blanche Noyes Flight Award, Forest of Friendship, FAA Wright Brothers Master Pilot. Co-builder of three homebuilts!

received many honors: Gold Seal Instructor, Silver Wings Award, Blanche Noyes Flight Award, Forest of Friendship, FAA Wright Brothers Master Pilot. Co-builder of three homebuilts!

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She continued her aviation career, setting several other records, including first woman to fly across both the Atlantic and Pacific Oceans and fastest speed over numerous recognized courses.

The Cessna 180 "Spirit of Columbus" N1538C nicknamed "Charlie" can be found at the Udvar-Hazy Center, National Air and Space Museum.

Like Jerrie, many women have made a mark in the world of aviation. From Faye Gillis Wells, one of the original 99's and the first woman to parachute out of an airplane to Bessie Coleman who is the first licensed African American pilot in the US. These women have opened the door for many, allowing them to fulfill their dreams at the same time.

Women continue to contribute to the aviation industry today and Continental Motors salutes them!



CESSNA 180

Manufacturer: Cessna Aircraft Company, Inc.
Date: 1952-1981
Wingspan: 36 ft
Length: 26 ft 2 in
Height: 7 ft 9 in
Weight, empty: 1,480 lb
Weight, gross: 2,550 lb
Top Speed: 65 mph

CONTINENTAL O-470

Manufacturer: Continental Motors, Inc.
Horsepower: 225
Weight: 380 lbs
Cylinders: 6



Together We Can



Our freedom to fly is precious, and I want to congratulate everyone taking part in the 2011 Air Race Classic for exercising that freedom. You represent a proud flying tradition, and you are generating excitement about general aviation for a new generation of pilots, both women and men.

When you take part in this race, you serve as an ambassador for aviation.

I commend you for getting involved and I encourage you to share your experiences with everyone you know. It's a great way to "Rally GA" and connect others to the joy, fun, and sense of accomplishment that makes GA flying so rewarding.

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

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A handwritten signature in white ink, which appears to read "Craig Fuller".

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Good Luck

Classic Racer 17

Mary Wunder & Rose Brown

Classic Racer 21

Linda Evans, Alison Chalker, Barbara Strachan

From: **Eastern PA Chapter 99s**



Mary Wunder
Collegetown, PA

Rose Brown
Reston, VA

CLASSIC 17
Mooney M20F 200hp

Mary Wunder is back for her fourth ARC. She is a single- and multi-engine commercial pilot with more than 2,300 hours logged. When asked why she is racing this year, Mary said, "It started out 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 want to experience winning." She is retired from what she thinks of as the best career: air traffic controller. "I thoroughly enjoyed myself. I used to tell everyone, 'Where else can you tell people what to do and they have to listen to you?'"

Mary is the current chair of the Ninety-Nines Endowment Fund and is working hard to achieve its goals. She feels it is very important for the Ninety-Nines to be around for future generations. "I want little girls to know that there is nothing that they cannot do. Women pilots have supported each other since 1929, and I hope to do my best to ensure that the Ninety-Nines are here for another 100 years." Her other interest is homeopathy, which she discovered when she adopted a Dalmatian with terrible allergies and exhausted other methods for relieving the dog's pain. She is now a firm believer in the effectiveness of homeopathy for herself as well.

Welcome Rose "Rizzie" Brown to her first ARC! Rizzie is an instrument-rated private pilot with 500 hours. She says, "This is my first race, and I'm not really sure what I'm getting myself into at this point. The race will give me the opportunity to see parts of the U.S. I normally don't see, and challenge me in weather and flight planning. Most importantly, it will give me an opportunity to push my personal limits. I'm looking forward to meeting other women pilots who are sharing this experience, making new friends, and to feeling proud about participating in the ARC." Rizzie is a graphic artist with hobbies that include aviation, bicycling, reading, and stained glass.



Tamra Sheffman
Miami Beach, FL

Rebecca Ritter
Islamorada, FL

CLASSIC 18
Cessna 182p 230 hp

Tamra Sheffman returns for her seventh Air Race Classic. She holds a commercial license and an instrument rating and has almost 2,000 hours logged. She flies the race for the adventure and fun. "It is an awesome cross country experience!" she says. She also flies to raise cancer awareness.

Tamra is a Realtor, the owner/broker of a real estate agency in Miami Beach and a director with two regional realty associations. She serves on the advisory board of the Jewish Museum of Florida.

Becky Ritter is back for her second ARC. She is an instrument-rated single- and multi-engine private pilot and has flown 800 hours. When asked why she races, she said, "To raise cancer awareness. To meet wonderful people. To experience a great adventure and to have fun."

Becky is a corporate controller and does bookkeeping and property management. "Nothing exciting or fun," she says, "so you see why I love to fly!" In her spare time, she enjoys boating, fishing, scuba diving, snorkeling, computers, photography, cooking, gardening and most all hobbies. She has been married to a pilot/mechanic for 34 years but did not begin flying herself until 1987. She earned her ticket in 2000 and feels fortunate to have been able to ride in many different warbirds in airshows, including a P51D.

Sonia Bortolin is back for her third ARC. She is an instrument-rated commercial pilot with 1,200 hours flown. She is returning this year because, "I previously participated in the Air Race Classic 2005 and 2006 and found it to be an educating and enriching experience."

Sonia is an attorney and mediator in Fort Lauderdale, Fla., concentrating primarily on civil litigation and immigration and nationality law. She represents clients from across the U.S. and around the world.

A longtime aviation enthusiast, Sonia is vice chair of the Florida Gold Coast chapter of the 99's. Sonia and her teammates founded Flying 4 Awareness, a nonprofit organization dedicated to helping to fund cancer research and treatment. With her husband and two daughters, Sonia enjoys traveling, boating, fishing and, of course, flying.



Sonia Bortolin
N. Miami Beach, FL



JoAnne Alcorn
Winter Haven, FL

Meredith Frederick
Dublin, OH

CLASSIC 19
Cessna 172R 160 hp

JoAnne "Jo" Alcorn is back for her fifth ARC. With more than 1,350 hours, Jo holds a commercial license with an instrument rating and single- and multi-engine land, single-engine sea, advanced ground instructor and tailwheel' credentials. She says, "I often fly long cross-countries, but there is nothing comparable to the challenge of the ARC. These are friendships for life." She recalled landing off-route in 2007 at Frederickton, New Brunswick, to wait out thunderstorms. "It was memorable trying to explain to Canadian Customs what we were doing in the middle of nowhere in a Skyhawk, stickered up with numbers and sponsor decals, dressed in matching outfits, in an all-women's air race. After three interviews, they approved us. Who could make this up?"

Jo is a retired information technology manager with more than 30 years' systems experience. Since her retirement in 2001, she has worked with her husband in aircraft sales and serves as president of an aviation business in Winter Haven, Fla. Besides flying, she 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.

Meredith Frederick returns for her second ARC. She is an instrument-rated private pilot and advanced ground instructor with 350 hours logged. She says, "Racing gives me an opportunity to fly in parts of the country that I otherwise wouldn't experience. Racing also pushes me to become a better pilot by experiencing different airports, flying conditions, weather and people." Meredith works as a graduate assistant and assistant to the director at the Ohio State University Airport. Her projects have covered areas such as aviation outreach and education, marketing and managing the airport's noise reporting system. She is pursuing her master's degree in atmospheric science. Meredith hopes to one day fly weather research for NASA or NOAA. In her free time, she enjoys playing video games and taking care of her freshwater and saltwater fish tanks.



Mary Latimer
Vernon, TX

Elizabeth Hawley
Wichita Falls, TX

CLASSIC 20
Piper PA28-180 180 hp

Welcome Mary Latimer to her first ARC! Mary holds an air-transport pilot license with single- and multi-engine land, and all flight and ground instructor credentials. She is also a licensed airframe and powerplant mechanic with inspection authority and has logged 17,000 hours. She says, "This will be my first opportunity to participate in a race. Mostly doing it for fun but also hope to inspire others to step up and face a challenge." Currently, Mary is a professional corporate pilot, flight instructor and designated pilot examiner. In her free time, she says, "I love to travel and scuba dive. I am a certified scuba instructor. Flying is challenging at times, but I had to overcome an extreme fear of the water to learn to dive. I am also an avid reader."

"I have an extended 'bonus' family in Brazil. Started with one exchange student, but her brother and sister also came to train with us. The older sister is one of my shining stars. She became the third woman airline pilot in Brazil back in the mid-1990s. The brother is also an airline pilot, and we have trained several other Brazilians through the years. It really makes you proud when you know that you have made such a difference in someone's life."

Welcome, Elizabeth Hawley, to your first Air Race Classic! Elizabeth is a private pilot with 113 hours. Her husband is also a pilot. When asked why she is participating in the race this year, she said, "To learn more about aviation and to encourage women of all ages to fly." She recalled a humorous aviation moment: When a man would not sign off a plane for her teammate to ferry, she signed it herself because she is an aircraft mechanic. Elizabeth's occupation is writing and editing, and in her spare time she enjoys bird watching and photography.



Linda Evans
New Wales, PA

Alison Chalker
New Hope, PA

CLASSIC 21
Cessna 182S 230 hp

Linda Evans returns for her second ARC. With almost 700 hours logged, she is a commercial pilot with single- and multi-engine land, instrument and tailwheel credentials. Asked why she is flying the ARC, she said, "It's an amazing adventure that takes me to places I would not go on my own and challenges my abilities as a pilot. It's a great chance to meet some incredible and inspiring women, make new friends and become part of history." Linda has worked in business technology for more than sixteen years. She has six godchildren ranging in age from 6 to 24. Of the six, four have flown with her. When not flying with friends from the Eastern Pennsylvania Chapter of the Ninety-Nines or attending events with her godchildren, Linda enjoys playing golf and attending sporting events. She especially likes watching the professional sports teams from Philadelphia and has partial season tickets to the Flyers and Phillies.

Alison Chalker is racing in her fourth ARC. An instrument-rated commercial pilot with a tailwheel endorsement, she joined the race because, she says, nothing beats the feeling of spending a week around cool women and fast airplanes, testing your flying skills and discovering the U.S.A. During the last ARC, she had to overfly Parkersburg, W.Va., to beat the weather, abandoning friends who'd flown out there to meet her. She says, "They did see/hear us fly by and shoot on east, though." Alison is a vice president of regulatory affairs and has been in the pharmaceutical industry for 21 years. She currently owns two airplanes and a snow blower, and is trying to sell one of them. She said, "My local chapter of the Ninety-Nines in Eastern Pa. is a big part of my life!"

Barbara Strachan is racing in her second ARC. An Instrument rated Commercial pilot ASEL with a tailwheel endorsement, she joined the race because she says "I love being up in the air and the ARC is an excuse to do it for days on end from outset to finish. Nothing proves how easy air travel is better than this race. Each segment is just a short cross country from one end of our nation to the other. I flew the race in 2008 with another friend and didn't think I would ever get to do it again. Two great friends invited me along this year and I may never recover from their generosity."



Barbara Strachan
Largo, FL

Barbara started flying in 1974 in gliders at Van Sant Airport in Pennsylvania. She transitioned to power in early 1975 at her family's insistence that she have an engine in front of her. She's been flying powered aircraft ever since with a total of 1,600 hours. She has owned a 1974 Piper Cherokee 140, a 1946 Piper Cub, and for 4 months, a 1959 Cessna until a partner totaled it. No harm to her.

Barbara has 3 children and 6 grandchildren. She lives in Florida. She enjoys flying her old Cub when she returns to Pennsylvania.



Carolyn Van Newkirk
York, PA



Carol Church
New Cumberland, PA

CLASSIC 22
Cessna 182P 230 hp

Carolyn Van Newkirk returns for her 19th Air Race Classic. She holds a commercial license with more than 1,450 hours. Carolyn says, "I race for the challenge and to sharpen my aviation skills, as well as for the enjoyment, for opportunities to see the country and for the very special camaraderie of fellow racers." Carolyn has spent 40-plus years in education, many as a principal of a private school. Currently, she is an adjunct instructor at the college level, a community columnist for a local newspaper, marketing specialist for Habitat for Humanity and a member of a Central Pennsylvania Airport Authority. Carolyn is an ARC Director, responsible for collegiate recruitment, education outreach and the Endowment Fund. For recreation, Carolyn enjoys cake decorating, music, reading, writing and restoring her 100-year-old house. She adds, "Through an Amelia Earhart scholarship, I researched and wrote 'The History of Women's Air Races.' Through my 18 races in ARC, I have landed in all the 48 contiguous United States and Canada."

Carol Church returns to the ARC for the fifth time. She is an air-transport pilot with single- and multi-engine land, flight instructor and advanced ground instructor credentials and almost 4,300 hours logged. She says, "I race for the experience of flying to different places and meeting all the wonderful people associated with aviation. It's nice to renew friendships established in previous races." Carol is a registered nurse and flight instructor. In her spare time, she is trying to teach herself to be more proficient on the computer and how to use her new digital camera. She enjoys walking and reading as many books as she can. She is chair of the Central Pennsylvania Chapter of the Ninety-Nines.



Barbara Goodwin
Kalamazoo, MI



Maureen Kenney
Caliente, CA

CLASSIC 23
Piper PA28-140 150 hp

Barbara "Barb" Goodwin returns for her ninth ARC. A commercial pilot and flight instructor with more than 2,650 hours, Barb is a retired teacher. She recalls an interesting experience from last year's ARC: "On the first leg of the race, the airplane vacuum system failed. We were stuck in Waycross, Ga., for 36 hours, till a new pump was Fed-Exed and the mechanic was able to install it. It turned out that the mechanic also was the town EMT. He showed up between emergencies to fix the plane, driving an ambulance! To get the airport mechanic in Waycross, just dial 911!" Barb is active in many volunteer groups, including Young Eagles-EAA and the Air Museum at Kalamazoo Airport. Her hobbies include flying, gardening and travel.

Maureen Kenney returns for her third Air Race Classic. She is a private pilot with 700 hours logged. She races for the fun, friendship and skills-building. Maureen is a licensed educational psychologist but realized a talent for computers and turned to an interest a business, including a decade of creating and managing a team of developers and web applications for NASA's Jet Propulsion Lab in Southern California.

Maureen is a reader with a voracious appetite for mysteries, thrillers, and biographies. She also enjoys travel with her husband and doing volunteer work. She has been very actively involved with the Ninety-Nines, at all levels, for many years.



Terry Nitz
Fredericksburg, VA

Roberta Ann Boucher
Fredericksburg, VA

CLASSIC 24
Cessna 172G 210 hp

Terry Nitz returns to the Air Race Classic for the second time. She is a commercial pilot with single- and multi-engine licenses and more than 1,400 hours logged. She races for the fun of it as well as the competition. Professionally, Terry is a certified registered nurse anesthetist. In her free time, she loves snow skiing and traveling, especially to Europe. She enjoys her herb garden in the summer and swimming, and on rainy days likes to read a good book. She adds, "Above everything else, I love to fly. Those weekend breakfasts or lunches 50 miles or more away are precious."

Roberta Ann Boucher is flying her ²⁰¹⁰ first Air Race Classic. She holds a commercial license with single- and multi-engine land and sea, multi-engine flight instructor, advanced ground instructor, glider and tailwheel credentials. Roberta has logged 5,950 hours and is also a skydiver, with 12 jumps under her belt. Asked why she is flying the ARC, she responded, "What's not to like?" Her hobby and profession is building aircraft.



Lynn Penderville
Ashburn, VA

Jayne Collins
Leesburg, VA

CLASSIC 25
Cessna 182P 230hp

Welcome, Lynn Penderville, to your first Air Race Classic! Lynn holds a commercial license with single- and multi-engine land and single- and multi-engine instrument flight instructor certificates and a tailwheel endorsement. She has flown 3,000 hours. Lynn is flying the ARC, "For fun! I've been an instructor over 20 years, and while I've seen an increase in women entering aviation, it's not nearly enough. I hope this will help encourage others to become involved." Lynn is an assistant chief flight instructor at a flight school and is preparing for a flight to all four corners of the United States in a Waco classic biplane.

Jayne Collins is flying her first ARC. She holds a private pilot license, is an advanced ground instructor and has flown almost 400 hours. Jayne is racing, "For the experience that I will gain as a pilot and the confidence that experience will give me. And because I love being part of something that is by, for and about women of all ages." Jayne is a retired land use planner and currently the office manager and advanced private pilot ground school instructor for a flight school. Jayne's first love is hiking; she has been a hiker for about 30 years, a pilot for 16. She says, "I love to strike out on a trail in the mountains by myself and hike for hours. I also love the freedom that flying gives me, and I like being able to do something only a small percentage of the population can do." Jayne also enjoys gardening and travel. A recent trip to Alaska with her husband was a dream come true.



Leah Hetzel
Jacksonville, FL

Sarah Morris
Jonesboro, GA

CLASSIC 26
Cirrus SR-20 200 hp
Jacksonville University

Leah Hetzel returns to the Air Race Classic for the second time. She has flown more than 350 hours and is a commercial pilot with single- and multi-engine land, instrument flight instructor and ground instructor certifications. Leah says her first ARC "was the greatest experience of my life last year!!" Leah attends Jacksonville University.

Sarah Morris is back for her second ARC. She holds a commercial license with 350 hours and single- and multi-engine land, instrument flight instructor and advanced and instrument ground instructor certifications. Sarah is competing in the ARC, "Because I love flying. I flew last year and it was the experience of a lifetime. I can't wait to do it again!" Sarah is currently a flight instructor and in the fall will begin working toward her airframe and powerplant maintenance certificates. Her goal is to fly as a missionary pilot, transporting people and supplies to areas that are otherwise nearly inaccessible. When she's not flying, Sarah plays violin with the Jacksonville University Orchestra and with her church's worship team.



Deborah Dreyfuss
Potomac, MD

Linda Knowles
Falls Church, VA

CLASSIC 27
Cessna 182T 230 hp

Deborah "Debi" Dreyfuss returns for her second ARC. She holds a commercial license with single- and multi-engine land, single-engine sea and tailwheel credentials. Debi is instrument-rated and has flown 1,250 hours. She is racing, "For fun, flying, camaraderie – and you get to know your airplane better than you'd ever imagine." Last year's race was more exciting than Debi had planned. "My left foot was attacked by fire ants just prior to the 2010 race and it swelled up like a balloon," she says. "Did entire race with an ice pack on my foot."

Debi is retired after 30 years as a graphic designer and owner of a commercial sign company. She funds the Debi Dreyfuss Dare to be Different (Double Double-D) scholarship award for the Washington, D.C., chapter of the Ninety-Nines. She likes to travel and has a Texas Taildragger, a new 182 Nav III and a fractional interest in a Piaggio, with a very supportive aviation enthusiast husband. He never fights her for the controls.

Welcome Linda Knowles to her first Air Race Classic! Linda holds a commercial license with 550 hours and a seaplane rating. She is a Realtor who loves to fly and is competing in the ARC for the fun she anticipates.

This is Carolyn "Carol" Bailey's first ARC. Welcome! Carol is a private pilot with a seaplane rating and almost 350 hours. She is racing, "Because there is a lot of sky, and you have to go fast to see it all!"

Carol is an engineer with a diverse background in energy. She has worked in the oil industry and done research in developing alternate vehicle fuels. Her hobbies include aerobatics, gardening, renovating homes and traveling. Carol has also been a member of the Civil Air Patrol's Pennsylvania wing. Says Carol, "Flying runs in my family. My mother trained in a 1942 Piper Cub, and my father flew in the Army Air Corps. Uncles flew gliders in WW II, and one had a Cessna he flew in his printing business. He took me along as a child, and I was hooked!"



Carolyn Bailey
Alexandria, VA



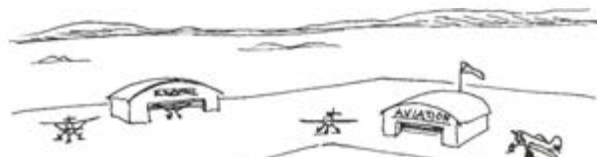
Mae Marquet
Lafayette, LA

Janet Miller
Gulfport, MS

CLASSIC 28
Cessna 182L 230 hp

Mae Marquet returns to the Air Race Classic for the third time. She holds a private pilot license with an instrument rating and more than 600 hours. She races, "To become a better pilot and more proficient with the plane I fly." Mae recalls an interesting race experience: "It was hot and I wasn't feeling well. Upon exiting the plane, my picture was taken. I was holding a bag of barf! Yuck! Hung in there, recovered and finished the race!" Mae is a bookkeeper and enjoys tutoring students in math in her spare time. She likes to see their response in learning.

Janet Miller is flying her first Air Race Classic! Janet is a private pilot with a tailwheel endorsement and almost 550 hours. She is the owner of a plumbing business and the Shade Tree Airport in Gulfport, Miss. Her background includes 42 years in accounting and business management. Janet's hobbies are gardening, collecting antiques and vintage clothes, and dancing.



HOW 'BOUT THIS - FLYING DREAMS THAT COME TRUE!

Air Race Classic



Susan Carastro
West Palm Beach, FL

Marie Carastro
Montgomery, AL

CLASSIC 29
Cessna 182T 230hp

Marie and Susan Carastro are a mother-daughter team who are flying their ninth Air Race Classic together.

Susan holds commercial single- and multi-engine land certificates. She is also a flight instructor and has logged more than 1,325 hours.

A veterinary ophthalmologist, Susan is involved with all kinds of animals, from giraffes to sea mammals including sea lions and dolphins. "What a great job!" she says. Susan spends her free time horseback riding and jumping, scuba diving, playing racquetball and running. She looks forward to the ARC and the time spent with Mom each summer. She also loves meeting new friends and visiting with old ones, as well as challenging her cross-country skills. Susan is a member of the Gold Coast Chapter of the Ninety-Nines.

Marie holds a private certificate with more than 1,112 hours and a tailwheel endorsement. She flew in the 1960 Powder Puff Derby. Marie races to spend one-on-one time with "the best daughter in the world." Her husband, Bob, is also a pilot and works for the State of Alabama Department of Aeronautics. He is retired after having been an instructor pilot with the Air Force. Marie has worked as a registered dietitian for more than 58 years. She has worked with the Alabama Department of Public Health for the past 22 years, being contracted by the federal government to review health care providers for compliance.

Marie and Bob also have a son who is a pilot and has flown 747-400s in Europe. Their two grandchildren are still too young to fly. The family is referred to as the "Flying Carastros." Genealogy, gardening and grandchildren are favorite hobbies and interests for Marie. She is a member of the Alabama Chapter of the Ninety-Nines.



Megan Henderson
Salina, KS

Nicole Lordemann
Salina, KS

CLASSIC 30
Cessna 172R 160 hp
Kansas State University

Megan Henderson and Nicole Lordemann are flying their first Air Race Classic. Welcome!

Megan is an instrument-rated private pilot with 225 hours. She says, "I am excited to be a part of the Air Race Classic. I have heard from others that this is an opportunity that I don't want to miss out on. I can't wait to meet the other racers so I can hear about their experiences from flying. I believe that this race will help me improve my piloting skills so I will be able to learn new skills and just have fun." Megan is a student at Kansas State University Salina. She works as a student ambassador and a student tutor. In her free time, Megan likes to read, play basketball and tennis, swim and just take time to hang out with her friends.

Nicole is an instrument-rated private pilot with 125 hours. Asked why she is racing, she responded, "I am a first-time racer so I'm not a 100% sure. However, I have been told that this is the experience of a lifetime! It is my opportunity to step out from under the wing of instruction and make my own real-world decisions and become a better pilot." Nicole is a sophomore in Kansas State University's Professional Pilot program. It is her dream to become an airline pilot. Nicole is active in many aviation organization including Women in Aviation, the Ninety-Nines and Alpha Eta Pho International Aviation Fraternity. She enjoys spending time with her friends and family. She is engaged and loves their two boxer puppies, Wiley and Zoey. She says, "Life could not be better!"



Janet Yoder
Wichita, KS

Glenda Ann Shaneyfelt
Olathe, KS

CLASSIC 31
Cessna 182Q 280 hp

Janet Yoder has flown in 28 previous Air Race Classics. She holds a commercial license with single- and multi-engine land, single-engine sea, tailwheel and instrument credentials. Why does she return? "For the fun of it; to meet new and different people all over the country; to renew old friendships and to make new friends." Janet has been a certified registered nurse anesthetist since 1966 and has worked part time three days a week for Anesthesia Consulting Services since 1984. Right now, she is "just trying to retire." In her free time, Janet enjoys flying her Stearman and 1946 Piper Cub as well as gardening, sewing and just playing. She and her husband recently extended their turf runway at home (SN61) to 4000 feet.

Welcome, Ann Shaneyfelt, to your first ARC! Ann holds a private pilot license and has 200 hours logged. She joined the race for the fun of it, and to meet new and interesting people. Ann has worked for more than 20 years in office products sales, from manufacturer representative to factory rep to dealer sales. Ann says, "I've always been interested in aviation. I learned to fly when my kids left home. I joined the Ninety-Nines and also work with Angel Flight Central, volunteer with the Commemorative Air Force-WW II Aircraft and I'm on the board of the Amelia Earhart Birthplace Museum."



Camelia Smith
Hindsville, AR

Julia Matthews
Aquilla, TX

CLASSIC 32
Cessna 182RG 235 hp

Camelia Smith returns to the Air Race Classic for the fifth time. She is a commercial pilot with single- and multi-engine land, instrument flight instructor and advanced ground instructor credentials and 10,000 hours in the air. She flies the ARC, "for the adventure of new places and experiences and the network of wonderful aviation friends."

When asked to recall a humorous race experience, Camelia says, "There were times at the end of a race day I looked as if I had been riding on the outside of the airplane!"

Camelia and her husband are pilot/farmers. They have always lived on a cattle farm, but flying was not always a big part of Camelia's life. Now, in addition to being a CFI, she has flown charter and corporate, including for state and national forest services. "Flying started as a hobby and a means to travel and then became an occupation," she says. "It has been my 'magic carpet' to many wonderful places, but I had not expected the journey to be as much fun as the destination. I belong to many organizations that support and encourage flying."

Julia Matthews is returning for her fourth ARC. She is an instrument-rated single- and multi-engine commercial pilot and flight instructor with 2,100 hours. She competes in the race for the love of flying, the camaraderie, adventure and challenge.

Julia is retired from a work career in small business. She is currently enjoying part-time employment at Texas State Technical College in the Aerospace Division. In her spare time, Julia enjoys her home in the country – gardening, fishing, reading and, most of all, flying.



Debbie Dukeman
Sanford, NC

Marlene Raseta
Cary, NC

CLASSIC 33
Piper PA28-180 180hp

Debbie Dukeman returns for her second Air Race Classic. She holds a private pilot license and has flown more than 400 hours. She races to improve her flying skills, participate in a historic event, act as role model for her daughter and other female pilots, and to meet and learn from other women flyers. Debbie is a registered nurse who works in the pharmaceutical research field. In her free time, she enjoys spending time with her family. Other hobbies include running and reading. Her husband is also a pilot.

Welcome, Marlene Raseta! Marlene has approximately 350 hours logged on her private pilot license, and she is instrument-rated. When asked why she is flying the Air Race Classic, she said, "To become a better pilot, meet other pilots, see new places." Her profession is in pharmaceutical manufacturing quality assurance for children's vaccines. When not flying, Marlene enjoys travel, gardening, reading, cooking, wine tasting and sports.



Robin Torres
Norman, OK

Jennifer Scanlan
Irvine, CA

CLASSIC 34
Piper PA28-161 160 hp
Oklahoma University

Robin Torres and Jennifer Scanlon are flying their first Air Race Classic. Welcome!

Robin has a commercial license, instrument rating and more than 200 hours logged. She decided to join the race to gain flight time and valuable challenging experiences. "Flying in the Air Race will make me a better pilot, while setting a tradition for OU flight students" she says. Besides her studies at Oklahoma University, Robin also enjoys snowboarding, music, movies and rock climbing.

Jen holds a commercial license and an instrument rating and has more than 200 hours in the air. She is a member of the Oklahoma University collegiate team. Jen joined the race because she "wanted to positively represent the university as well as its outstanding aviation program that I am proud to be a part of. I look forward to flying to states outside the realm of our normal operations and gaining more flight experience and knowledge from competing in my first air race."

Jen is about to start her senior year, majoring in aviation-professional pilot and minoring in air traffic control. In her spare time, she enjoys running and any other outdoor activities.



Karen Workman
Northfield, MN

Patti Sandusky
Maple Lake, MN

CLASSIC 35
Piper PA28-180 180 hp

Karen Workman returns for her second ARC. She is a private pilot with an instrument rating and 450 hours logged. When asked why she races, she says, "The challenge of planning and flying a long cross-country race is awesome, and it is great fun to share it with so many other women pilots with varied backgrounds and flying experience."

Karen has an administrative background including 13 years as the office administrator in a corporate flight department. In her free time, she loves to fly and share the joy of flying with as many people as she can. On the ground, she also enjoys kayaking, canoeing, camping in the wilderness and riding her motorcycle. Additionally, she has a passion for writing and has been published in several aviation magazines.

Welcome Patti Sandusky to her first Air Race Classic! Patti is a private pilot with more than 150 hours flown. She joined the race, "For the challenge and experience and because my good friend Karen asked me to!" Patti has worked in the finance industry for most of her career; from brokerage houses to VP of operations for a venture capital company. She says, "I retired in 1996 but decided I wasn't cut out to stay home and clean the house." She is currently helping out a friend as her part-time office manager.

Patti has been a member of the Ninety-Nines since 1998 and is currently chair of the Minnesota Chapter. Her hobbies include designing and selling jewelry at juried art shows, gardening and traveling. She adds, "I also enjoy doing things not all 60-year-old women do, like Rollerblading, bicycling trips and exercise of all kinds. My husband and I raised llamas for 12 years that we used to pack in the mountains during elk-hunting trips to Montana and Idaho."



Robin Cone
Erie, PA

Liza Kummer
Dallas, TX

CLASSIC 36
Grumman AA5B 180 hp

Welcome, Robin Cone, to your first Air Race Classic! Robin is a private pilot with single-engine land and sea certificates, an instrument ground instructor and a skydiver with 250 jumps. She has flown 275 hours. She joined the ARC for fun and flying experience.

Robin is a stay-at-home mom. She says, "I love to hang out with my family. I have been married to my wonderful husband for seven years. I have a son who is graduating from high school this year. I am a very proud owner of a 1976 Grumman Tiger. I have a bachelors of arts degree in psychology from Edinboro University. When I am not flying, I enjoy hanging out at the marina, boating, jetskiing, riding my motorcycle and scuba diving. I have a master (D) skydiving license. I would love to fly skydivers in the future."

Liz Kummer returns for her second ARC. She is an instrument-rated private pilot with a tailwheel endorsement and more than 400 hours. She joined the race for the fun and experience.

Liz is a physician, who retired from a private practice in internal medicine in 2008. She is currently an aviation medical examiner. She says, "I am enjoying retirement and flying my baby, Bella, a 1980 Piper Archer. I named her for the would-be vampire in 'Twilight' because I was told that owning an airplane would be like having a vampire 'suck your blood' in expenses."



Joyce Parker
Topeka, KS



Athina Holmes
Boynton Beach, FL

CLASSIC 37

Beechcraft Sundowner C-23 180 hp

Welcome, Joyce Parker, to your first Air Race Classic! Joyce is an instrument-rated private pilot with 375 hours flown. When asked what motivated her to join ARC, she said, "I'm competing in it to push my aviation and flying skills to the next level. I'm hoping this race will demand from me and reveal to me all that I have and all that I need to become the best aviator/pilot I can be. I hope to one day become a missionary pilot and fly missionary preachers around this country so that they can accomplish God's work of sharing the Gospel to every creature. I believe this experience will be the springboard for me to realize that dream."

Joyce is a retired veteran, having served 24-1/2 years in the Air Force. She teaches Air Force Junior ROTC at a high school in Topeka, using her experiences to motivate students toward embracing opportunities for service – especially in the vast, rewarding field of aviation.

In her spare time, Joyce enjoys reading, playing the piano, singing, running, volunteering and teaching 4- and 5-year-olds in her church. She is also taking a medical transcription course and plans to start a medical transcription business.

Athina Holmes is returning for her second ARC. She holds a commercial license for single- and multi-engine aircraft and is an advanced ground instructor. She has flown 350 hours.

"I race to challenge and sharpen my flying skills," she said, "to share the camaraderie of my fellow female aviators and to enjoy the best view of America the Beautiful from the best seat ever...the cockpit!"

Athina works as a flight attendant and has traveled throughout Europe, the Caribbean, Latin America and South America. She is also a classically trained gourmet chef and owns a personal chef business called One Hot Stew. In her free time, she enjoys outdoor activities such as biking and running 5k, 10k and half-marathon races as well as relaxing on the beach with a good novel. She volunteers for Habitat for Humanity and recently learned how to kayak.



Melanie Murdock
Carbondale, IL

Erin Jackson
Carbondale, IL

CLASSIC 38

Cessna 172R 160 hp

Southern Illinois University-Carbondale

Melanie Murdock is flying her first Air Race Classic. Welcome! Melanie holds a commercial license for single- and multi-engine aircraft and is an instrument instructor with 350 hours flown. She is racing because she feels it is important to represent collegiate aviation and female pilots. "I have been working towards my degree in aviation for almost four years and am excited to apply everything I've learned to actual circumstances and real life scenarios," she said. "Competing in this year's race will be an amazing ending to my aviation college experience."

Melanie is a staff flight instructor at Southern Illinois University at Carbondale, a member of aviation business fraternity Alpha Eta Rho and a past vice president of Aviation Ambassadors. She has loved attending air shows since she was 3, and her deeply rooted passion for aviation will be further strengthened by competing in the Air Race Classic.

Erin Jackson returns to the ARC for the second time. She has logged 1,700 hours and holds a commercial license for single- and multi-engine aircraft and an instrument flight instructor certificate. She is racing because she continuously looks for ways to further herself as a pilot as well as build up experiences that she can share with her students. "I am excited to be representing female pilots at SIUC and look forward to reconnecting with friends from last year, and making new friends as well!"

Erin is an alumna of SIUC and has been a flight instructor there for five and a half years. She says she bleeds saluki maroon! "I have had the privilege of doing what I love every day at my job," she said. "I love to fly, and I love to teach. I get a wonderful feeling of satisfaction and accomplishment when I can pass on my passion for aviation to my students. I also love being a mom, and I have the awesome joy of raising a daughter, age 10, and my four sweet boys, ages 9, 8, 5 and 3. They are my five little sunshines!"



Elizabeth Frankowski
Houston, TX

Linda Street-Ely
Liberty, TX

CLASSIC 39
Cessna 182L 230 hp

Welcome, Elizabeth Frankowski, to your first Air Race Classic! Elizabeth is an instrument-rated private pilot with 1,030 hours in the air. She is flying the ARC because, "This will be a new challenge and a test of my flying skills and endurance. I was a stay at home mom, Girl Scout leader and volunteer for many years. I worked full time as an architect for 25 years. Now I am retired and fly and have fun."

Elizabeth's pastimes include flying, visiting her children and grandchildren, flying brace flights, participating in Ninety-Nines events and gardening.

This is the fourth Air Race Classic for Linda Street-Ely. An instrument-rated private pilot who began flying six years ago, she is a paralegal, author and speaker who has written hundreds of articles on aviation. With her husband, Mike, a professional pilot, she writes a weekly column titled "Ely Air Lines" in Texas' Liberty Gazette. She is also the author of the book "When We Move to Heaven: A Family Love Story."

Linda and her partner Liza Kummer placed third in last year's ARC flying Linda's Grumman Cheetah. She and Mike also compete in the Cheetah in the Sport Air Racing League, where they are the 2010 Factory Class 5 Champions. Linda has chaired the Liberty Airport Advisory Board and serves as AOPA's Airport Support Network volunteer there. She is also the director of a new air race open to all pilots, the Indy Air Race.

In addition to racing, Linda, enjoys aerobatics and was the recipient of the 2007 Jan Jones Memorial Scholarship for aerobatic training.



Amy Bogardus
Danville, KY

Jessica Bailey
Lexington, KY

CLASSIC 40
Piper PA28-236 235 hp

Amy Bogardus is back for her second Air Race Classic. With almost 500 hours flown, Amy is an instrument-rated private pilot ASEL who is racing "for the excitement of going to places I've never been before."

Amy has been an oral surgeon in private practice for the 13 years. In her free time, she likes showing and hunting her redbone coonhounds and is "slowly" learning to speak Dutch.

Welcome, Jessica Bailey, to your first Air Race Classic! Jessica is a private pilot with more than 175 hours flown and endorsements for tailwheel, high-performance and complex aircraft. She is flying the ARC because, "I have wanted to compete in this race since I began my flight training. I look forward to meeting other racers, to flying over the Midwest and to the whole race experience."

Jessica is a design technician for a consulting company that engineers and plans roadways, bridges and airports. Before that, she worked in area airport FBOs.

Jessica was a stand-in wingwalker for airshows in 2008. Aviation is in her blood: Her grandfather flew B-29s during World War II, her father was a corporate pilot, and her uncle held an instrument rating. All the aviators in her family greatly influenced her love of flying.



Minnetta Gardinier
Iowa City, IA



Charissa Dyer-Kendler
New Richmond, OH

CLASSIC 41
Cessna 177B 180 hp

Minnetta Gardinier has flown in the past three Air Race Classics. She is an instrument-rated private pilot with 950 hours. She returns to the race each year for the fun and great camaraderie it provides. She said, "It's a blast to reconnect with past racers and to meet new racers. This year, I have the great pleasure of reconnecting with a research colleague who also took up flying. I will get to introduce her to ARC and we will extend my efforts to raise money for the National Multiple Sclerosis Society."

Of all her race experiences, she said, "Nothing has topped my rookie error of 2008 – getting an extra set of keys made and finding that they didn't work when it was time to taxi out for the race start! A frantic search for the original key ensued."

Minnetta is associate dean at the Graduate College of the University of Iowa and an associate professor of pharmacology, teaching medical, pharmacy and graduate students.

Flying is her No. 1 hobby, and it has led to her involvement with the local airport commission, the Ninety-Nines and EAA. Other interests include travel (preferably in her own plane), reading, gardening and attending theater and performing arts events. She added, "Of course, you can't embrace living in Iowa City without being an Iowa Hawkeye fan."

Welcome Charissa Dyer-Kendler to her first Air Race Classic! Charissa is a commercial pilot, instrument flight instructor, advanced ground instructor and instrument glider instructor with more than 1,025 hours flown. She is competing in the ARC for the challenge and fun of it.

Charissa is a retired scientist and currently is a flight instructor, self-employed at Sporty's.



Barbara Harris-Para
Whispering Pines, NC

Laurie Zaleski
Mays Landing, NJ

CLASSIC 42
Beechcraft Bonanza 285 hp

Barbara Harris-Para returns for the second time to the ARC. With almost 4,600 hours in the air, she holds a commercial license for single- and multi-engine aircraft and is an instrument and multi-engine flight instructor. Flying did not come naturally to her: "The first few hours I was trying to overcome my fear of heights, and my instructor told me if I didn't look out the window he was dropping me as a student. I immediately asked to go over my house so I would feel comfortable looking out."

Barbara was a teacher for 30 years, then worked for a contractor at the FAA as an air traffic assistant before being hired by the federal government and becoming a Freedom of Information manager. Barbara worked for the feds for eight years and has been a flight instructor since 1991.

Besides flying, Barbara enjoys woodworking, puzzles and backgammon.

Laurie Zaleski returns for a second time to the Air Race Classic. She holds a private pilot license, a seaplane rating and a complex endorsement and has flown 450 hours. Laurie races because of the excitement, the camaraderie and the opportunity to learn. Plus, she loves to fly fast!

Laurie owns a graphic design and photography business. She has been a contractor with the FAA Technical Center in Atlantic City, N.J., for 14 years and with the Selective Service System in Washington, D.C., for 11 years. She also has a Cessna 150 and is a photographer for the International Aerobatics Club.

Laurie owns a 15-acre rescue farm in Mays Landing, N.J. Her hobbies are horseback riding, motorcycles and pottery.



Kristen Jurn
Miami Beach, FL

Chelsea Welch
Remond, OR

CLASSIC 43
Cirrus SR-22 310 hp

Kristen Jurn is flying her fourth ARC. She is an instrument-rated commercial pilot, single- and multi-engine, with 1,400 hours logged. "Each year I race with a focus to increase the awareness of General Aviation and all it has to offer its local communities," she said. "It is an exhilarating and fulfilling experience to be a part of the race history as a source for leadership, learning and encouragement for women to become involved in aviation."

Kirsten has held sales, marketing and management positions with a variety of established and upstart companies. In 2007, she established an aviation-specific marketing and sales business development firm specializing in new technology-based business models. Kristen is active in her local aviation community and is a board officer of the Greater Miami Aviation Association. Her hobbies include travel, scuba diving, dancing, sailing, cultural and classic arts, good food, good people and healthy learning.

Welcome, Chelsea "Juice" Welch, to your first Air Race Classic! Juice holds a commercial license and is a CFI with 1,000 hours flown. Asked why she is competing in the ARC, she said, "It has always been a dream!"

Juice is the owner/CEO of the Abingdon Co., which specializes in pilot watches for women. Her love for aviation and introducing women to flying is entwined with everything she does. She has worked with the Young Eagles program as a mentor pilot, taking kids for airplane rides to show them the joys of flying, and is an active member of several women's groups.

Juice's passion for flying began when she heard pilots speak to her high school about seeing the world from the sky. Seven years later, she had saved enough money to pay for her flight training and in 34 days and 43 hours, she earned her private pilot certificate.



June Mills-Benson
Penticton, BC

Caroline Kolasa
Richmond, BC

CLASSIC 44
Cessna 172F 145 hp

June Mills-Benson and Caroline Kolasa are flying their first Air Race Classic. Welcome!

June is a licensed pilot in her home country of Canada with ratings equivalent to a commercial ticket in the U.S. She has flown 3,850 hours, mostly in northern Saskatchewan, and is competing in the ARC for the experience.

June is a retired doctor. When she isn't flying, she enjoys photography.

Caroline Kolasa is a professional commercial pilot with a seaplane rating, a tailwheel endorsement and a BE10 type rating. She has 2,000 hours logged.

Caroline is racing for the fun of it – and because opportunity knocked. She said, "June's original co-pilot wasn't able to come to the race, and the spot opened up for me."

Besides working as a pilot, Caroline has held ground positions at airports including dispatcher, de-icing technician and de-icing tower controller. She is chapter president of her local Sea to Sky Women in Aviation and a past chair of the British Columbia Coast Chapter of the Ninety-Nines. She participated in the Gold Cup Air Rally in 2003 with the East Canada Section of the Ninety-Nines.



Alice McCormack
Champaign, IL

Justyna Kincaid
Pesotum, IL

CLASSIC 45
Piper PA28R-201 200 hp
University of Illinois

Alice McCormack returns for her second ARC. She holds a commercial license and is a single- and multi-engine instrument flight instructor with 1,200 hours in the air. Why does Alice compete in the ARC? "I race to meet amazing women and see the country!" One such woman was her 2007 race partner, a native of New Zealand who didn't exactly speak the same language. For example, the traffic pattern was "the circuit." Said Alice, "There were some confusing conversations to figure these terms out, but it was the best time of my life!"

Alice is a flight instructor for the University of Illinois and is working on her master's degree in human resource education. In her free time, she enjoys volunteering for numerous organizations, running (she participated in a half-marathon last year) and helping out with the University of Illinois Flight Team.

Welcome Justyna Kincaid to her first Air Race Classic! Justyna holds a commercial license with single- and multi-engine land, multi-engine instrument flight instructor, and advanced and instrument ground instructor credentials. She has logged 2,335 hours.

Justyna (Tena) is a flight instructor at the University of Illinois' Institute of Aviation. Before that, she spent four years on active duty in the Air Force as a C-130 loadmaster.

She enjoys riding motorcycles as well as flying airplanes, and spends as much time as she can playing volleyball. She added, "I enjoy being a mom to my 1-year-old daughter and spending time walking/running with my three dogs."



Kristine Anthony
Prescott Valley, AZ

Kristen McTee
Prescott, AZ

CLASSIC 46
Cessna 172S 180 hp
Embry-Riddle Aeronautical University

Kristine Anthony is flying her first Air Race Classic. She holds a commercial license, with single- and multi-engine land, instrument flight instructor and advanced and instrument ground instructor credentials. Kristine is racing to gain valuable experience, enjoy the cross-country flight time and meet new people with a similar passion for aviation.

She is an instructor pilot at Embry-Riddle Aeronautical University in Prescott, Ariz. She graduated summa cum laude from ERAU with a bachelor's degree in aviation business administration and is pursuing a master's degree in safety science.

Kristine has been around general aviation for her entire life, as her dad is also a pilot. When she's not at the airport, she likes snowboarding, playing tennis, shopping and enjoying the outdoors with her friends, family and fiancé.

Kristen McTee returns to ARC for the second time. She holds a commercial license for single- and multi-engine aircraft, is an instrument flight instructor and advanced and instrument ground instructor, and has flown 500 hours. Kristen races for the love of flying and to encourage women of all communities to pursue their dreams, whatever those dreams may be.

She is an instructor pilot at Embry-Riddle Aeronautical University who graduated summa cum laude from ERAU with a bachelor's degree in aeronautical science. Kristen is currently pursuing a master's degree in safety science.

When not flying, Kristen enjoys chocolate, reading, bubble baths, and spending time with her family, friends and fiancé, another aviation enthusiast.



Safiye Ademoglu
Melbourne, FL

Victoria Dunbar
Melbourne, FL

CLASSIC 47

Cessna 172S 180 hp

Florida Institute of Technology

Welcome Safiye Ademoglu to her first Air Race Classic! Safiye is a newly minted private pilot originally from Turkey. She said, "I studied economics at the university when I decided I wanted to be a pilot. I started saving money for flight lessons, then heard about the flight training opportunity with Turkish Airlines at Florida Institute of Technology. I applied and got selected, the only female out of 114 Turkish students."

In her free time, Safiye enjoys tennis, photography, and traveling.

Victoria Dunbar is back for her fourth ARC. She holds a commercial license for single- and multi-engine aircraft and is an instrument and multi-engine flight instructor with 2,500 flight hours, most of it dual given. Victoria teaches aeronautical science at Florida Institute of Technology, where Safiye is a student. She said, "I enjoy the challenge and camaraderie of the race. It's fun to experience flying from a competitive perspective. As a faculty member, it's great for me to see my pilot learn so much about flying in such a short period of time."

In 2009, Victoria and her race partner, Jessica Campbell, won the Collegiate Trophy for Indiana State University. She said, "I'd love to bring the trophy home to Florida Tech and be the first person to have her name on the trophy twice but representing two different universities."

Before joining the Florida Tech faculty, Victoria ran an FBO with a large flight school. Now, besides teaching, she is working on her Ph.D. Victoria also has a 1-year-old and a 3-year-old "that keep me incredibly busy. In fact, the 1-year-old was along for the ride last time I raced – I was four months' pregnant."

In her very spare time, Victoria enjoys hanging out at the beach with her family.



Jennifer Alicz
Plainfield, IL

Natalie Kasak
Elmhurst, IL

CLASSIC 48

Cessna 172S 180 hp

Lewis University

Jennifer Alicz and Natalie Kasak are both first-time participants in the Air Race Classic. Welcome!

Jennifer Alicz is an instrument-rated commercial pilot with 300 hours logged. When asked why she joined the race, she said, "It will be a fantastic experience!"

Jennifer is a student at Lewis University in Illinois. She enjoys reading and practicing photography in her spare time.

Natalie Kasak is a commercial pilot and a flight instructor with 300 hours in the air. She is racing because, "I can't wait to explore all the interesting areas of the country that the race covers!"

Natalie is a student at Lewis University in Illinois. She enjoys puzzles and photography when she's not flying.

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



Michele Boyko
Albuquerque, NM

Laura Tweed
Placitas, NM

CLASSIC 49
Piper PA24-250 250 hp

Michele Boyko and Laura Tweed are both first-time racers. Welcome!

Michele Boyko holds a private pilot license with 200 hours flown. She is excited to try a new aviation challenge.

Michele works in aviation mishap investigation and is an air safety instructor with the Air Force. Her hobbies include snowboarding with her daughter, mountain biking and hiking.

Laura Tweed is a commercial pilot with single- and multi-engine land and instrument instructor credentials. She has 2,000 hours logged. When asked, "Why do you race," she replied, "Because we can!"

Laura is self-employed in the aviation real estate business and is in charge of the new Wild Horse Airpark near Albuquerque, N.M.



Barbara Bowman
Atlanta, GA



Holly Michael
Kansas City, MO

CLASSIC 50
Cessna 172N 160 hp

Barbara Bowman returns for her second ARC. She is a private pilot with almost 1,000 hours logged and is competing, "For the challenge, the camaraderie, to be a better pilot, and to see the Dakotas at altitude."

Barbara is a health scientist for The U.S. Centers for Disease Control and Prevention.

Welcome, Holly Michael, to your first Air Race Classic! Holly is an instrument-rated commercial pilot for single- and multi-engine aircraft. She is a CFI and has logged 3,450 hours. In addition to flying, Holly enjoys urban farming, native gardening, home-schooling, yoga, knitting, sewing, bicycle touring and road biking.

Find out how you can be part of this great experience!

General Race Information:
Airplane & Inspection Information:
Education:
Entry Administration for Race:
Publicity:
Program & Advertising:
Route Selection:
Silent Auction:
Sponsors / Support for ARC:
Treasurer:
Webmaster:

info@airraceclassic.org
airplane@airraceclassic.org
education@airraceclassic.org
entryadmin@airraceclassic.org
publicity@airraceclassic.org
program@airraceclassic.org
routeselection@airraceclassic.org
silentauction@airraceclassic.org
sponsors@airraceclassic.org
treasurer@airraceclassic.org
webmaster@airraceclassic.org

Ride the Sun



Flight Award for 2012

Looking for assistance to extend your horizons and increase your aviation skills?

Use this \$500 monetary award to help defer the costs for **out of the ordinary flight experiences**.

Apply it toward:

- ◆ Air Racing entry or expenses
- ◆ Training: Aerobatic, Formation Flight, Mountain, Soaring, Ballooning
 - ◆ Special volunteer flights
 - ◆ Record setting (NAA) flights
 - ◆ International competitions
 - ◆ And more.....

◆ *Note: Cannot be applied toward Private, Instrument, Commercial, CFI, CFII, or ATP.*

Entries accepted from September 2011 through November 2011 only, for the 2012 award.

Awards announced and presented in 2012 during the Women in Aviation International (WAI) Conference.

Detailed information can be found at www.wai.org or www.racedr.com.

Previous "Ride the Sun" Recipients

- | | |
|---|---|
| 2005 – Evelyn Ross – Seaplane Rating | 2009 – Kristin MacKenzie Hope - Soaring |
| 2006 – Janna Greenhalgh – Spin Recognition & Recovery | 2010 – Linda Moody – Air Racing |
| 2007 – Robin Mikols – Air Racing | 2011 – Stephanie Luongo - Soaring |
| 2008 – Deanne Lynn Campbell – Mountain Flying | 2012 – This could be YOU! |



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.

2011 Awards

- FIRST PLACE - Air Race Classic Award for Pilot and Co-pilot and \$5,000
- SECOND PLACE - Air Race Classic Award for Pilot and Co-pilot and \$3,000
- THIRD PLACE - Air Race Classic Award for Pilot and Co-pilot and \$2,000
- FOURTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$1,500
- FIFTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$950
- SIXTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$700
- SEVENTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$600
- EIGHTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$500
- NINTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$400
- TENTH PLACE - Air Race Classic Award for Pilot and Co-pilot and \$350



HIGHEST-SCORING NEW RACE TEAM

(not ever having used any weather service or consultant): WEATHER SERVICES FOR FOLLOWING YEAR'S AIR RACE CLASSIC (non-transferable) by Richard Patton.

AIR RACE CLASSIC COLLEGIATE CHALLENGE TROPHY

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.

...---... SOS CLAUDE GLASSON AWARD

Lowest-scoring team awarded \$100

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 |



The Collegiate Challenge Trophy

New and Returning Awards for the 2011 Race



Fastest Piper Trophy

Piper Aircraft, Inc. is pleased to announce the return of the "Fastest Piper" trophy for the 2011 Air Race Classic! The custom Piper trophy will be awarded to highest placing Piper aircraft in the Air Race Classic.

Piper Aircraft Inc. is headquartered in Vero Beach, Fla. A global force in aviation, Piper offers efficient single-engine and twin-engine trainer, personal and business aircraft. Piper Aircraft designs, from high-performance pistons to turboprops to the world's most fuel-efficient seven-person business jet, the PiperJet Altaire. With economical acquisition and operating costs, Piper airplanes deliver the best values available today and into the future. Piper is a member of the General Aviation Manufacturers Association.



The "Fastest Piper" Trophy

Winner's Trophy



Mother Daughter Award

A Mother/Daughter Award was received as a donation from Pat Keefer this year to honor her mother, Marion Jayne, and to support the ARC and all mother/daughter racing teams. It will be awarded to the mother/daughter combo; either pilot, copilot, or passenger; on the highest finishing team in 2011 Air Race Classic.

The Air Race Classic Winner's Trophy

Generously donated by the Sugarloaf Chapter 99's and the DC Chapter 99's in 2011, the Air Race Classic Winner's Trophy will be inscribed with the winning pilot and copilot's names each year. The top of the trophy is a beautiful antique compote bowl with the winged griffins and 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"



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. Contact silentauction@airraceclassic.org for additional information.

Donors to this year's Air Race Classic Silent Auction

AOPA
Aircraft Tool and Supply
JoAnne Alcorn
Suzie Azar
Terry Carbonell
Christine Gardy
GAT Airline Ground Support
Gleim Publications, Inc.
Helen of Troy
Gene Nora Jessen
King Schools
Ruth Maestre
NavWorx
Plane Mercantile
John Purner
Saratoga Resort and Spa
Stella Maris Resort - Bahamas
Judy Bolkema-Tokar
Denise Waters
Waters Family
Wicks Aircraft Supply
Debra Winegarten
Women in Aviation, International

Aerotrionics
Alcor, Inc.
Avemco Insurance Company
Caroline Baldwin
Cessna Aircraft Company
Essential Flight Technology
Girls with Wings
Bee Haydu
King Schools
Maureen Kenney
Giacinta Bradley Koontz
Marsha Mascorro
Ann Pellegrino
Powder Puff Pilot
Ride the Sun Race Team
Sporty's Pilot Shop
Heather Taylor
Lori Van Pelt
EJ Waters
WeatherTAP
Marolyn Wilson
Wing Aero Products
Women in Aviation Resource Center



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 silentauction@airraceclassic.org to pick up at the Terminus.

34 YEARS OF RACING





Thirty-Four Years of Racing

Where we've been and when

Alabama

Huntsville - 1991
Muscle Shoals - 1993
Tuscaloosa - 2010

Arizona

Bullhead City - 1991
Casa Grande - 1983
Holbrook - 1992
Kingman 1987
Mesa - 2006 Start
Page - 1985
Prescott - 1996
Tucson - 2000 Start
Williams - 2001
Winslow - 1990

Arkansas

Conway - 1996
Fayetteville - 1990
Fort Smith - 1980
Hot Springs - 1978 - 2001 - 2002 - 2010
Jonesboro - 1987
Mena - 1992
Mountain Home - 1991
Russellville - 2009
Texarkana - 1985
Walnut Ridge - 2005

California

Agua Dulce (fly-by) - 1987
Alturas - 1989
Calexico (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 Terminus
Toronto - 1999

Colorado

Burlington - 2002
Denver - 2009
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-Start
Coeur Alene - 1982 - 1995
Idaho Falls - 1988

Illinois

Cahokia - 1994
Danville - 1995
Decatur - 1993 - 2008
Freeport - 1999

Galesburg - 1981

Jacksonville - 2009
Kankakee - 1988
Marion - 1980
Mattoon - 2000
Mount Vernon - 1990
Peru - 2003

Indiana

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

Iowa

Atlantic - 2009 Terminus
Burlington - 1991
Cedar Rapids - 1977 - 1986
Denison - 2007
Dubuque - 1994
Fort Dodge - 1995
Marshalltown - 1989
Mason City - 1988 - 2008
Waterloo - 1980

Kansas

Belleville - 1990
Dodge City - 1984
Garden City - 1981 - 2000
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 Start & Terminus

Kentucky

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

Louisiana

Bastrop - 2006
Shreveport - 2005

Maine

Bangor - 2007
Massachusetts
Hyannis - 2000 Terminus
Mansfield - 2008 Terminus
Plymouth - 2000 (fly-by)

Maryland

Frederick - 2010

Michigan

Flint - 1999
Grand Rapids - 1983
Menominee - 2003 - 2006 Terminus
Sault Ste. Marie - 1997

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 Start
Cut Bank - 1982
Great Falls - 1979
Havre - 1995
Miles City - 1982 - 2008

Nebraska

Ainsworth - 1989
Beatrice - 2005
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
Las Vegas - 1990 - 2002
Moriarty - 2000
Roswell - 1996
Santa Fe - 1985 - 1998-Start
Santa Teresa - 2006
Silver City - 2002 Start
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

Ohio

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

Oklahoma

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

Oregon

Burns - 1995
Klamath Falls - 1979
Medford - 1977 - 1986
Sunriver - 1982

Pennsylvania

Altoona - 2003
Franklin - 2008
Philadelphia - 1989
York - 1990

Rhode Island

North Kingstown - 1993
South Carolina
Columbia - 1980
Greenville - 1987
Winnboro - 2002

South Dakota

Aberdeen - 1995 - 2008
Huron - 2004
Philip - 1991
Pierre - 1982
Sioux Falls - 1981

Tennessee

Dyersburg - 1992
Fayetteville - 2001 - 2002
Jackson - 1982
Knoxville - 1982 - 1997-Terminus
Sparta - 2009
Tullahoma - 2005

Texas

Abilene - 1980
Bryan - 2006
Childress - 1985
Corpus Christi - 1980 - 1993
Dalhart - 1987
El Paso - 1983 - 1999 Start
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
Terminus

Washington

Pasco - 1984
Walla Walla - 1979

West Virginia

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

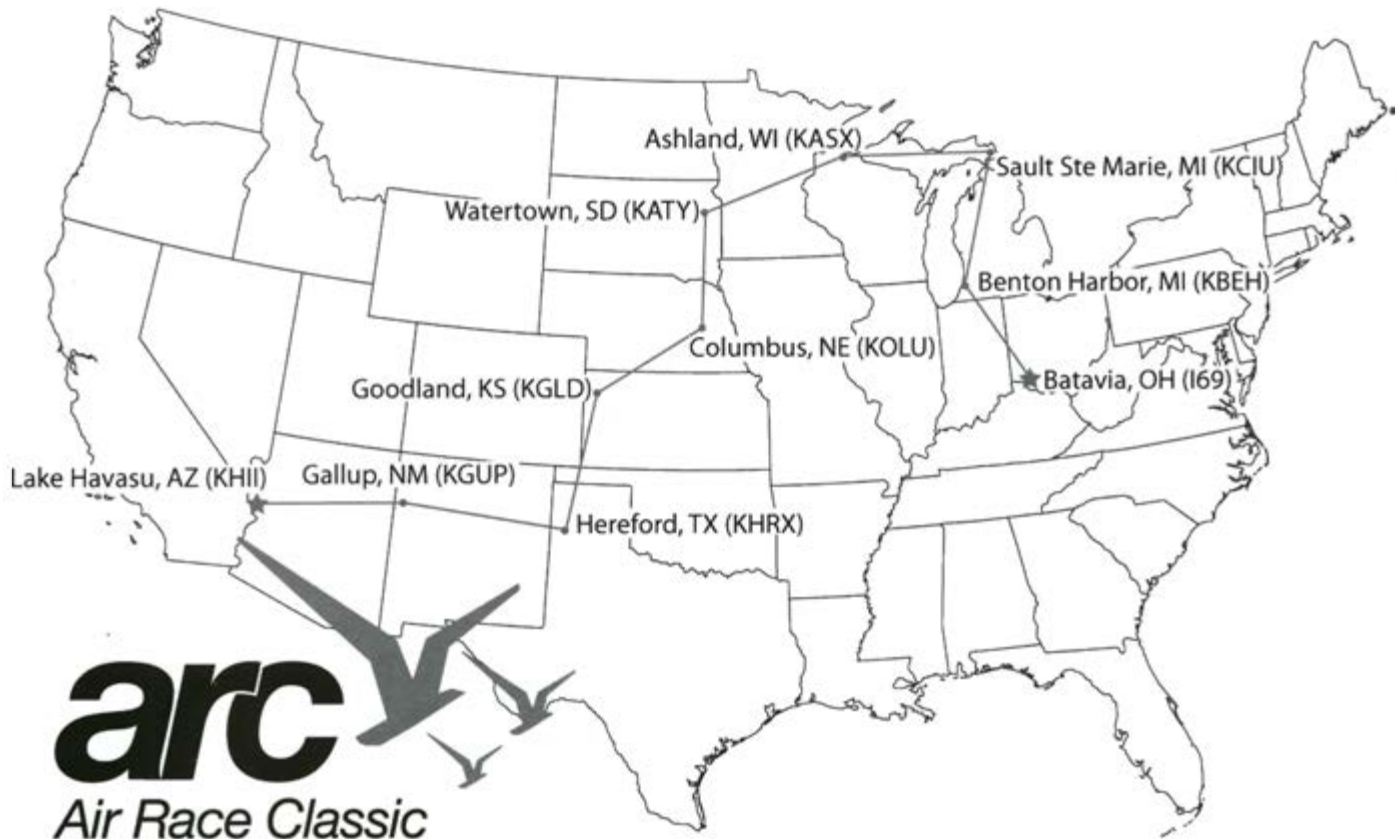
Wisconsin

Ashland - 1994
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
Rock Springs - 1984
Sheridan - 1979
Worland - 1991

**Come race with us in 2012!
The 36th Air Race Classic
Lake Havasu, AZ to Batavia, OH**



Air Race Classic pays tribute to the women who preserved air racing for future generations.



This photo of the original ARC Board of Directors is from the collection of Velda King Mapelli. From left to right, (standing) Mary Pearson, Marion Jayne, Velda Mapelli, Helen McGee and Pauline Glasson; (seated) Esther Lowry Safford and Harriet Booth.

Past Winners of the Air Race Classic

- 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 McTea & Kim Turrell (Embry-Riddle Aero Univ-Prescott)
- 2009:** Kelly Burris and Erin Recke, Jessica Campbell and Victoria Dunbar (Indiana State University), Sandy St. John and Linda Pecotte, Joyce Wells and Thelma Cull, Louise Scudieri and Nicole Boettger, Jenna Albrecht and Kimberly Turrell (Embry-Riddle Aeronautical University-Prescott, AZ), Jessica Miller, Athina Holmes, and Rivka Irene Lev, Dee Bond and Gretchen Jahn, Dottie Anderson and Jean Sloan, Marisha Falk and Hannah Northern (Embry-Riddle Aeronautical University-Daytona Beach, FL)
- 2008:** Dene Chabot-Fence & Gloria May, Judy Bolkema-Tokar & Ruby Sheldon, Margaret Ringenberg & Carolyn Van Newkirk, Marge Thayer & Helen "Wheels" Beulen, Joyce Wells & Kathy Walton, Dottie Anderson & Jean Sloan, Camelia Smith & Laura Berry, Marisha Falk & Mandy Parsons (Embry Riddle), June McCormack & Tookie Hensley, Elaine Roehrig & Marolyn Wilson
- 2007:** Majorie Thayer & Helen Beulen, Denise Waters & Ruth Maestre, Joyce Wells & Kathleen Walton, Katie Sparrow & Marie Janus, 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, Courtney Hedlund & Leslie Treppa, 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 "Wheels" Beulen - Jan Seiwert Bell & Lara Zook Gaerte - Denise Waters & Ruth Maestre - Sarah Tower & Erica Ebenhoeh - Maragaret Ringenberg & Karen Allina - Gretchen Jahn, Ruby Sheldon, & Julie Filucci
- 2004:** Elaine Roehrig, Marolyn Wilson - Karen Redman, Heidi LaPine - Sophia Payton, Ernesteen Hunt - Helen Wyrick Beulen, Marjorie Thayer - Bonnie Johnson, Linda Pecotte - Margaret Ringenberg, Lara Zook - Denise Waters, Ruth Maestre - Judy Bolkema-Tokar, Ester Lowry Safford - Katherine Ventresco, Kristin Shoemaker - Amanda Gruden, Sarah Tower
- 2003:** Elaine Roehrig, Marolyn Wilson - Margaret Ringenberg, Linda Schumm - Denise Waters, Ruth Maestre - Judy Bolkema-Tokar, Esther (Lowry) Safford - Candace Oldham, Sue Westervelt - Sophia Payton, Ernestine Hunt - Bonnie Johnson, Carol Foy - Dottie Anderson, Jean Sloan - Dee Wakelin, Lynn Holand - Keri Wiznerowicz, Heidi Moore
- 2002:** Tookie Hensley, Anne Honer - Sophia Bayton, Marilyn Patierno - Judy Bolkema-Tokar, Esther (Lowry) Safford - Gretchen Jahn, Ruby Sheldon - Dene Chabot-Fence, Gloria May - Margaret Ringenberg, Lynn Van Effen - Jane Bergshagen, June Beers - Pauline L. Mallary, Phyllis Wells - Suzanne Azar, Eve Fitzpatrick - Dottie Anderson, Jean Sloan
- 2001:** Dene Chabot-Fence, Gloria May - Sophia M. Payton, Bernice Barris - Joyce Wells, Kathleen Walton - Marjorie Thayer, Helen Wyrick-Beulen - Judy Bolkema-Tokar, Esther (Lowry) Safford - Earline Arnold, Jean Schiffman - Dottie Anderson, Jean Sloan - Jane Bergshagen, June Beers - Margaret Ringenberg, Marsha Wright - Toni Emerson, Carol Foy
- 2000:** Denise Waters, Ruth Maestre - Margaret Ringenberg, Lynn VanEffen - Judith Anne Bolkema-Tokar, Esther Lowry Safford - Linda Schumm, Rosemary Emhoff - Jane Bergshagen, June Beers - Dene Chabot-Fence, Gloria May - Royce Clifford, Jackie Siegel - Lorie Blech, Susan Theurkauf - Sophia Payton, Frances Oefler - Janet Hartwig, Lorraine Morris
- 1999:** Denise Waters, Bonnie Porter - Linda Schumm, Rosemary Emhoff - Dene Chabot-Fence, Gloria May - Sophia Payton, Marge Gorman - Margaret Ringenberg, Lois Feigenbaum - Jackie Donaldson, Helen Swallow - Erin Coner, Raegan Frazier - Gary Wheeler, Ernesteen Hunt - Judy Bolkema-Tokar, Esther Lowry - Terri Hull, Roxanne Cerone
- 1998:** Sophia Payton, Mary Creason - Pauline Mallary, Phyllis Wells - Gary Wheeler, Ernesteen Hunt - Gretchen Jahn, Chris Bentley - Dottie Anderson, Jean Sloan - Royce Clifford, Jackie Siegel - Gloria May, Dene Chabot-Fence - Nancy Toon, Susan Collier - Joyce Wells, Kathy Walton - Ruby Sheldon, Marge Thayer
- 1997:** Sophia Payton, Shellagh Wagner - Dene Chabot-Fence, Gloria May - Susan Collier, Nancy Toon - Susan Larson, Suzanne Azar - Ruby Sheldon, Marge Thayer - Ruth Maestre, Denise Waters - Royce Clifford, Jackie Siegel - Dottie Anderson, Jean Sloan - Lynn O'Donnell, Laura L. Knipmeyer - Gary Wheeler, Michele Murphy
- 1996:** Jackie Battipaglia, Lauren Nicholson - Dene Chabot-Fence, Gloria May - Marge Thayer, Ruby Sheldon - Tookie Hensley June McCormack - Pauline Mallary, Phyllis Wells - Royce Clifford, Jackie Siegel - Joyce Hilchie, Barbara Vickers - Susan Collier, Nancy Toon - Janet Yoder, Bonnie Johnson - Dottie Anderson, Jean Sloan
- 1995:** Marge Thayer, Ruby Sheldon - Gretchen Jahn, Chris Bentley - Shirley Rogers, Martie Pearce - Susan Collier, Nancy Toon - Dene Chabot Fence, Gloria May - Margaret Ringenberg, Lois Feigenbaum - Dottie Anderson, Jean Sloan - Lise DeVries, Lorie Blech - Krystal Lewis, Lauren Nicholson - Jenny Wright, Joan Steinberger
- 1994:** Susan Collier, Nancy Toon - Chris Bentley, Gretchen Jahn - Cathy Wappler, Rose Lepore - Margaret Ringenberg, Lois Feigenbaum - Pat Atkinson, Angela Hubbard - Linda Schumm, Rosemary Emhoff - Dene Chabot-Fence, Gloria May - Loretta Jones, Linda House - Krystal Lewis, Heather Penney - Mardell Haskins, Esther Grupenhagen
- 1993:** Susan Collier, Nancy Toon - Chris Bentley, Gretchen Jahn - Cathy Wappler, Rose Lepore - Margaret Ringenberg, Lois Feigenbaum - Pat Atkinson, Angela Hubbard - Linda Schumm, Rosemary Emhoff - Dene Chabot-Fence, Gloria May - Loretta Jones, Linda House - Krystal Lewis, Heather Penney - Mardell Haskins, Esther Grupenhagen
- 1992:** Susan Collier, Nancy Toon - Esther Grupenhagen, Mardell Haskins - Linda Schumm, Rosemary Emhoff - Marge Thayer, Ruby Sheldon - Jenny Wright, Joan Steinberger - Evelyn Cox, Diane Winn - Cathy Wappler, Rose Lepore - Margaret Ringenberg, Lois Feigenbaum - Bev Allen, June McCormack - Martie Pearce, Shirley Rogers
- 1991:** Esther Grupenhagen, Mardell Haskins - Tookie Hensley, Corrine Keza - Marge Thayer, Ruby Sheldon - Susan Chapple, Chris Emmons - Margaret Ringenberg, Lois Feigenbaum - Marion P. Jayne, Patricia Keefer - Rose LePore, Cathy Wappler - Jenny Wright, Joan Steinberger - Fran Bera, June McCormack - Martie Pearce, Shirley Rogers
- 1990:** Esther Grupenhagen, Mardell Haskins - Margaret Ringenberg, Nancy Fitzpatrick - Marge Thayer, Ruby Sheldon - Mary Creason, Barbara Goodwin - Mary Jo Volk, Rita Buhl - Joyce Hilchie, Eddie Whistle - Jenny Wright, Joan Steinberger - Jean Sloan, Dottie Anderson - Rose Lepore, Cathy Wappler - Norma Futterman, Margaret Mead
- 1989:** Marge Thayer, Ruby Sheldon - Margaret Ringenberg, Naomi Ruth Witmer - Betty Young, Mary Creason - Marion P. Jayne, Patricia Keefer - Gini S. Richardson, Margaret Callaway - Sunny Schiffman, Susan L. Tarabetz - Susan Chapple, Chris Emmons - Jean Sloan, Dottie Anderson - Jenny Wright, Joan Steinberger - Joyce Wells, Kathy Walton
- 1988:** Margaret Ringenberg - Bonnie Gann, Shirley Zillig - Bunny Haberfelde, Janice Brown - Susan Collier, Nancy Toon - Pauline Mallary - Susan Tarabetz, Jean Schiffman - Gini Richardson - Gary Wheeler, Carolyn Pilaar - Dana Wooten, Genie Ray O'Kelley - Mary Creason, Barbara Goodwin
- 1987:** Marion Jayne - Margaret Ringenberg, Janet Yoder - Caroline Salmans, Bonnie Gann - June McCormick - Janice Brown, Bunny Haberfelde - Sharon Crawford, Marie Hoefler - Esther Lowry, Sue Gray - Lois Van Zelf, Pam VanderLinden - Joy La Callie, Nancy Toon - Elaine Roehrig Marolyn Wilson
- 1986:** Marion Jayne - Margaret Ringenberg, Janet Yoder - Maybelle Fletcher, Kitty Havens - Esther Lowry, Shirley Winn - Marge Thayer, Ruby Sheldon - Gary Wheeler, Carolyn Pilaar - Gini Richardson - Margaret Callaway, Susan Kennedy - Carole Rose, Lorie Blech - Rita Buhl, Mary Jo Volk
- 1985:** Gini Richardson - Caroline Grubbs, Bonnie Gann - June Beers, Sammy McKay - Mary Jo Volk, Rita Buhl - Kathy Walton, Joyce Wells - Sharon Crawford, Genie Merrell - Margaret Ringenberg, Dot Arnett - Jenny Wright, Joan Steinberger - Carolyn Pilaar, Gary Wheeler - Janice Hoffman, "Tookie" Hensley
- 1984:** Phyllis Baer, Dottie Gann - Jayne Overgard, Lynne Ulicki - Pauline Mallary - Jean Sloan, Dottie Anderson - Marian Banks, Gini Richardson - Pat Fairbanks, "Soph" Payton - Marion P. Jayne - Diane Shaw Schulke, Genie Rae O'Kelley - Stephanie D. Mapelli, Velda King Mapelli - Marie Hoefler, Sharon Crawford
- 1983:** Gini Richardson, Marian Banks - Sharon Crawford, Marie Hoefler - Pauline Glasson, Donna Golden - "Tookie" Hensley, Janice Hoffman - June Beers, Nancy Walters - Lynne Kay Ulicki, Jayne Ann Overgard - Fran Bera, Betty Faux - Jean "Sunny" Schiffman, Suzy Henney - Marion Jayne, Jean Speckman - Anna Kate Hipp, Merry Robertson
- 1982:** Maybelle Fletcher, Mary Byers - Martie Pearce - Pauline Glasson, Sue Gray - Margaret Ringenberg, Wilma Ashe - Bonnie Quenzler, Shirley Zillig - Marion P. Jayne, Nancy Palozola - Caroline Pilaar, Caroline Pearce - Pat Jetton, Elinor Jonson - Susan Maule, Gary Wheeler - Dot Etheridge
- 1981:** Juanita Blumberg, Bonnie Quenzler - Edna Gardner Whyte, Patricia Hyde - Sammy McKay, Pauline Mallary - Marion Jayne, Nancy Palozola - Dottie Anderson, Marilyn Miller - Pat Jetton, Elinor Johnson - Esther Lowry, Betty Klein - Margaret Ringenberg, Janet Williamson - Sophia Payton, Helen Davison - Barbara Goetz, Thelma Cull
- 1980:** Pat Jetton, Elinor Johnson - Sammy McKay, Marian Banks - Dot Etheridge - Marion Jayne, Patricia Keefer - Dottie Anderson, Marilyn Miller - Ali Sharp, Berni Stevenson - Alma Hinds, Joyce Wells - Suzanne Jablonski, Barbara Persons - Carolyn Pilaar, Gary Wheeler - Sophia Payton, Sherry Harper
- 1979:** Marion Jayne, Nancy Jayne - Margaret Ringenberg, Pat Wilson - Claire Walters, Eleanor Ruby Moore - Virginia Wegener, Lynn Carey - Tanya Cunningham, Caroline Ann Morey - Joan Paynter, Shirley Tanner - Dot Etheridge, Dot Wilson - Joyce Wells, Alma Hinds - Sophia Payton, Helen Davison - Jan Gammel, Ilovene Potter
- 1978:** Sophia Payton, Helen Davison - Dot Etheridge, Dot Wilson - Pat Jetton, Elinor Johnson - Helen McGee, Norma Draper - Sammy McKay, Winnie duPerow - Marion Jayne, Patricia Keefer - Helen Wilke, Kathy Long - Barbara Goetz, Thelma Cull - Joyce Wells, Alma Hinds - Susan Adler, Mary Santosuosso
- 1977:** Marion Jayne, Nancy Jayne - Joyce Wells - Luana Davia - Norma Futterman, Virginia Showers - Esther Lowry Safford, Judy Hall - Pat Jetton, Elinor Johnson - Ali Sharp - Jean Rose, Janice Free - Pat Gatlin, Pat Friedman - Velda Mapelli, Stephanie Mapelli

THIRTY-FOURTH AIR RACE CLASSIC WINNERS - 2010



Terry Carbonell, Ellen Herr & Laura Ying Gao



Joyce Wilson & Laura Berry



Linda Street-Ely & Elizabeth Kummer



Lauren Steele & Allison Springer



Jo Alcorn & Michelle Bostick



Barbara Harris-Para & Laurie Zaleski



Dottie Anderson & Jean Sloan



Kay Brown & Jessica Campbell



Erin Jackson & Christine Zoerlein



Kristen McTee & Kim Turrell

THIRTY-THIRD AIR RACE CLASSIC WINNERS - 2009



Kelly Burris and Erin Recke



Jessica Campbell and Victoria Dunbar
(Collegiate: Indiana State University)



Sandy St. John and Linda Pecotte



Joyce Wells and Thelma Cull



Louise Scudieri and Nicole Boettger



Jenna Albrecht and Kimberly Turrell
(Collegiate: ERAU-Prescott, AZ)



Jessica Miller, Athina Holmes, and Rivka Irene Lev



Dee Bond and Gretchen Jahn



Dottie Anderson and Jean Sloan



Marisha Falk and Hannah Northern
(Collegiate: ERAU-Daytona Beach, FL)

THIRTY-SECOND AIR RACE CLASSIC WINNERS - 2008



1
Dene Chabot-Fence & Gloria May



2
Judy Bolkema-Tokar & Ruby Sheldon



3
Margaret Ringenberg & Carolyn Van Newkirk



4
Marge Thayer & Helen Beulen



5
Joyce Wells & Kathy Walton



6
Dottie Anderson & Jean Sloan



7
Camelia Smith & Laura Berry



8
Marisha Falk & Mandy Parsons (ERAU)



9
June McCormack & Tookie Hensley



10
Elaine Roehrig & Marolyn Wilson

Collegiate Challenge Trophy

Traditions begin with simple acts that add meaning to our lives

Without realizing the future impact of their benevolence, aviation professionals and racers 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 awards banquet and personally provided a prize for the winning college 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 college teams' participation was easy. We established the Air Race Classic Collegiate Challenge Trophy to be presented annually to the top-finishing college/university team.

The large traveling trophy, engraved with the winning team's names, dwells in the victors' school trophy case for one year before moving to the next winners' school. Once the trophy moves on, winning team members and their schools receive small permanent plaques as personal mementos. Cash prizes are generously provided by Linda and Rosemary. Any school with an established aviation program is eligible to send a team of female pilots.

The Air Race Classic also 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.

The Air Race Classic traces its lineage back to 1929, the year of the first Women's Air Derby. As we mark the 81st anniversary of women's air racing, we celebrate the college students that benefit from the Air Race Classic experience and will carry on this honored tradition.

Collegiate teams who have entered the Air Race Classic include:

Central Missouri State University
 Daniel Webster College
 Dowling College
 Embry-Riddle Aeronautical University, Daytona, FL
 Embry-Riddle Aeronautical University, Prescott, AZ
 Florida Institute of Technology
 Indiana State University - Terre Haute
 Jacksonville University
 Kansas State University - Salina
 Kent State University
 Lewis University
 Ohio State University
 Oklahoma University
 Purdue University
 Southern Illinois University - Carbondale
 Université de Moncton
 University of Illinois
 University of Central Missouri
 University of Nebraska
 University of North Dakota
 University of Oklahoma
 Western Michigan University

Other Past Winners

2007 - Katie Sparrow & Marie Janus, Purdue University
 2006 - Katherine Conrad & Katie Sparrow, Purdue University
 2005 - Kristin Shoemaker & Katherine Ventresco, Ohio University
 2004 - Sarah Tower & Erica Ebenhoeh, Western Michigan
 2003 - Heidi Moore & Keri Wiznerowicz, Purdue University



2010 Winners
Lauren Steele & Allison Springer
Purdue University



2009 Winners
Victoria Dunbar & Jessica Campbell
Indiana State University



2008 Winners
Marisha Falk & Mandy Parsons
Embry-Riddle Aeronautical University

The Air Race Classic, Inc. graciously
thanks the following additional sponsors



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OUR BEST WISHES TO GRAND (PEGGY TUCKER, CO-PILOT OF PIRATES OF THE MISSISSIPPI TEAM # 13) ON HER AIR RACE CLASSIC! YOU ARE OUR CHAMPION!!!" OUR LOVE, CHARLES, CHIP, GEORGE & BURNS TUCKER



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THANK YOU ONE AND ALL!

We thank all of the many, many people who made this year's youth event such a success for dozens of young girls, members of the seven clubs of the Boys & Girls Clubs of South Alabama. We especially thank Terry Carbonell and the ARC Board for including us in this adventure.

This six-month program began in January with monthly activities and is ending with the event we now celebrate, the 2011 Air Race Classic.

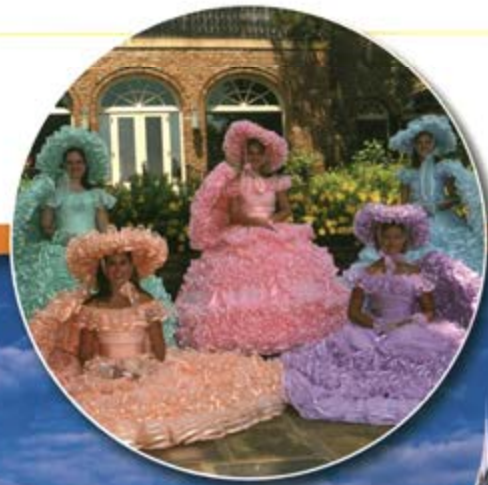


The Boys & Girls Clubs of South Alabama is honored to have been chosen to be a part of this great celebration.



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OF SOUTH ALABAMA

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