



32nd Annual Air Race Classic



Bozeman, MT to Mansfield, MA
June 24-27, 2008

Yellowstone Jetcenter



The Air Race Classic Honors One Of Its Founders Pauline Glasson



The Air Race Classic 2008 is dedicated to Pauline Glasson, one of the race's founders, who turned 99 years old in May. We owe a debt of gratitude to Pauline and the ladies who had the foresight to tackle the difficult tasks necessary to preserve women's air racing and the strength, decisiveness and persistence needed to make this race the best.

Pauline has devoted her life to aviation. She soloed in a seaplane in 1934, was the most seasoned racer on the Powder Puff Derby circuit and was an early member of The Ninety-Nines who earned an impressive variety of FAA ratings. A fixture of Corpus Christie, TX, aviation since 1941, she was a test pilot, crop duster, sky writer, air ambulance pilot and flight instructor. Pauline and her late husband Claude also owned an aerial photography service.

One of her more unusual jobs involved test-flying an aerobatic plane that had its origins as a model aircraft. Known as the Little Toot, it was designed and built by George Walter Meyer, a well-known model airplane constructor. He created the Little Toot as a model and then proceeded to build it full scale. Pauline began the test flights on Feb. 2 1957, in Corpus Christie, and the Little Toot came through with flying colors.

Pauline has enjoyed a 67-year flying career, accumulating more than 60,000 hours of flight time. She owned her own flight school until she was 89 years old, and although she's not sure how many students she has taught, not one ever failed a checkride, and she had a perfectly clean accident record. Though she had to close her flight school for insurance reasons, Pauline is still known and recognized for her lifetime of aviation instruction. In 2007, she was inducted into the Texas Aviation Hall of Fame with other aviation legends.

Pauline's passion for teaching carried over into the Air Race Classic. As a founding member, she has served in a variety of capacities throughout ARC history and set the standard that the race continues to maintain. Today, hundreds of women air racers gather annually to share in the learning and then return home



Pauline and husband Claude.

to give back throughout the rest of the year. Though Pauline is no longer able to attend the race, she continues to provide valuable advice from a distance.

We thank Pauline Glasson for the many years she has served as a director, chairman and adviser for the Air Race Classic and we fly this year's Classic in her name.



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**Special thanks to
all the 2008 Air Race Classic racers
and volunteers who helped at:**

Bozeman, MT

Miles City, MT

Aberdeen, SD

Mason City, IA

Decatur, IL

Frankfort, KY

Franklin, PA

Saratoga Springs, NY

Mansfield, MA



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Many thanks to all the wonderful people on these pages. Their tireless work year after year ensures that the tradition of the Air Race Classic lives on!

Chief Scorer and Judges



Jim Landfried
Chief Scorer



Pauline Glasson
Judge



Ester Lowry Safford
Judge

Past Presidents and Honorary Directors



Velda King Mapelli
1977 - 1984



Pat Jetton
1985 - 1987



Ester Lowry Safford
1988 - 1990
Director Emerita



Barbara Lewis
1991 - 1993
Honorary Director



Pauline Glasson
1994 - 1996
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1997 - 1999
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Honorary Director



Owning an ARC Medallion is a privilege reserved for any racer that has flown at least one leg of any Air Race Classic. It is gold vermeil and can be worn on a chain or as a pin. It was designed by Esther Lowry Safford, this year's head judge, for the first Air Race Classic in 1977. A white stone can be inserted on one of the "flowers" that surround the design for each ARC 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 the Mansfield Terminus Events for this year's ARC.

2009 Air Race Classic

Start: Denver, Colorado

Terminus: Atlantic, Iowa



June 23 - 26, 2009

Enroute stops are still being determined. If you would like to make your favorite airport a 2009 or future stop, please contact routeselection@airraceclassic.org.

2008 General Information

Inspection Opens at Start (Note: Early arrivals may be inspected Friday.)	Saturday	June 21	0800 MDT
Registration Opens at Start	Saturday	June 21	1100 MDT
Airplane N# and/or Color Change Deadline	Saturday	June 21	1100 MDT
Arrival Deadline	Saturday	June 21	1100 MDT
Registration Closes at Start	Sunday	June 22	1000 MDT
Aircraft Inspection Closes (Saturday inspection preferred)	Sunday	June 22	1400 MDT
First Time ARC Racers Clinic <u>MANDATORY</u>	Sunday	June 22	1500 MDT
Take-Off Banquet <u>MANDATORY</u>	Sunday	June 22	1900 MDT
All Contestants Briefing <u>MANDATORY</u>	Monday	June 23	0800 MDT
Safety Seminar <u>MANDATORY</u>	Monday	June 23	1030 MDT
Take-Off Breakfast	Tuesday	June 24	0600 MDT
All Contestants Briefing <u>MANDATORY</u>	Tuesday	June 24	0630 MDT
Take-Off	Tuesday	June 24	0800 MDT
Finish Deadline	Friday	June 27	1700 EDT
Score Sheet Signing By: <u>MANDATORY</u> 0900 to 1500	Saturday	June 28	1500 EDT
First Time Racers Debriefing	Sunday	June 29	0900 EDT
Contestant Debriefing <u>MANDATORY</u>	Sunday	June 29	1030 EDT
ARC Awards Banquet <u>MANDATORY</u>	Sunday	June 29	1900 EDT
Departure (at your leisure)	Monday	June 30	

NOTE: For any changes or additions after Entry Closing Deadline, see ARC Rules and Regulations.

Bozeman, MT

Linda Marshall, Stop Chair

Welcome to Gallatin Field, serving Gallatin Valley and the surrounding region, including Yellowstone National Park and ski slopes in the Bridger and Madison mountain ranges.

Dedicated in 1929, Gallatin Field began as a general-aviation airport constructed to federal standards for air mail service. The Great Depression brought airways and airlines to the field -- the Department of Commerce used Public Works Administration funds to build the Northern Transcontinental Airway between Seattle and Minneapolis-St. Paul via Bozeman and equipped the airway with radio range beacons and light beacons. The department also built Civil Airway 41, linking Bozeman and Helena, and installed a radio station location marker at Gallatin Field.

During World War II, thanks to defense funding, the airfield was expanded, paved and lit. About 1,700 students received flight training at Gallatin Field. Montana State College provided the ground instruction, and Lynch Flying Service provided the flight instruction. After the war, in 1946, Montana State College started an Air ROTC program, and Gallatin Field continued as a training field for young men bound for military service. That same year, the Boy Scouts organized an Air Scout squadron in Bozeman.

The Montana Pilots Association, Montana Flying Farmers and Ranchers, Ninety-Nines, Civil Air Patrol, Forest Service, airlines, agricultural sprayers, corporate aircraft, private pilots and even a newspaper delivery pilot have used the field over the years. The current terminal was built in 1976, and it was later expanded and remodeled. Today, housing developments are replacing the farms that historically surrounded the airport, and the region's growing population is reflected in the expanding use of the airfield.

By Anne Millbrooke



2008 Start Committee



Start Chair Linda Marshall

Miles City, MT

Brad Schmidt, Airport Manager and Stop Chair

Tina Schmidt, Fueling Supervisor and Assistant Stop Chair

John Laney, Director, Miles City Chamber of Commerce

Miles City, Montana, is a blend of modern technology and the Old West. Located at the confluences of the Tongue and Yellowstone rivers, Miles City is known by historians as the last stop of the 7th Cavalry and General George Custer before the Battle of Little Bighorn. It is also part of the famous Lewis and Clark Trail. With a population in the city of 8,500 that grows to about 12,000 countywide, much of the area's economic base is ranching and farming. Miles City is also home to the State of Montana Redundant Computer Data Center, which makes it a leader in technology for eastern Montana. The Custer County Art and Heritage Center and the Range Riders Western Museum are nationally recognized facilities blending modern art with Western history.

Two miles northwest of Miles City is Frank Wiley Field. At an elevation of 2630 ft., Frank Wiley Field offers a beautiful view of Miles City and a visual explanation of the term Big Sky Country.

Miles City is pleased and honored to have you stop and breathe in the beauty that is eastern Montana, and we extend an open invitation for you to come back and spend some quality time with us. In Miles City, the Old West is open 24 hours a day.

By John Laney



Brad Schmidt (Airport Manager and Stop Chair), Tina Schmidt (Assistant Stop Chair), and even the dog eagerly wait to welcome you to Miles City!

Aberdeen, SD

Dani Roeker, Stop Chair

Quest Aviation welcomes the 2008 Air Race Classic to Aberdeen, S.D. Quest is a full-service FBO, with an experienced line staff on duty weekdays from 6 a.m. to 6 p.m. and weekends from 7 a.m. to 7 p.m. Quest is an FAA repair station and an authorized Cirrus service center, and hangar space, pilot supplies, tiedowns and chocks are available. Our newly renovated lobby has leather sofas, a flat-panel TV, weather and Internet computer with printer, vending machines, a microwave, refreshments and high-speed wireless Internet. Upstairs is a large pilots' lounge with a sofa, recliners, flat-panel TV and a planning area.

A courtesy car is available for anyone wishing to drive to Aberdeen, known as The Hub City for the many railroads that have passed through town. Aberdeen is home to the original Super 8 Motels franchise, and the very first Super 8 is still in operation here. Within two miles of the airport are several hotels/motels and all the major fast-food chains. Aberdeen also has some excellent steakhouses and retail outlets including a 24-hour Super Wal-Mart. The town hosts events such as "Oz Fest," a celebration of "Wizard of Oz" author L. Frank Baum, who lived in Aberdeen; auto races every Friday night, and many high school sports tournaments. The biggest weekend of the year is Pheasant Hunting Opener, when thousands come from all corners of the country to hunt ringneck pheasant.

City-owned Aberdeen Regional Airport has two runways, 13/31 and 17/35, and charges no landing or parking fees. CTAF is 122.7, and the airport manager can be reached at 605-622-7020.

Quest's Unicom frequency is 122.95. We will be providing refreshments for the racers, and we look forward to meeting all of you!



A quick stop at Quest Aviation in Aberdeen while on your quest for the ARC grand prize.

Mason City, IA

Todd Kyle, Stop Chair, Manager, North Iowa Air Service

Pamela Osgood, Airport Manager

The Airport Commission and North Iowa Air Service extend a warm welcome to all pilots and aviation fans attending the Air Race Classic 2008 festivities at Mason City Municipal Airport.

The airport as we know it was constructed between 1942 and 1945, with a farmhouse serving as the first terminal building. The first official aircraft landing took place on March 29, 1945, and commercial service was launched with Mid-Continent Airline's first flight a year later. But long before that, Mason City was part of aviation history.



Mason City awaits your arrival!

Charles Lindbergh, within three months of his solo Atlantic Ocean crossing, attended the dedication of the brand-new Mason City airport August 28, 1927, at the invitation of Mason City native Col. Hanford MacNider, acting U.S. secretary of war. The celebration that day included an airshow featuring several Army Pursuit biplanes, the Army's largest airship and a Fokker transport aircraft. Amelia Earhart spoke in Mason City on October 9, 1933, about her solo Atlantic Ocean flight and her planned Pacific Ocean crossing. And in 1940, Kathryn Sauerberg Lane of Mason City became one of the first licensed woman pilots and wartime flight instructors in the area.

The airport was rededicated in November 1948, and today, Mason City Municipal provides many essential community services, including scheduled commercial air transportation, air cargo, on-demand air charters, flight instruction and maintenance, automobile rental, bus line service and a fine restaurant. The airport is also home to some 50 general and corporate aviation aircraft.



A welcome sight as you approach the third stop.

Mason City Municipal Airport is proud to have an active chapter of the Experimental Aircraft Association on the field. The chapter membership consists of aviation enthusiasts engaged in the construction of homebuilt or operation of antique/classic aircraft. The E.A.A. Chapter membership supports the introduction of flight to the next generation of pilots with its Young Eagles program.

Decatur, IL

Joe Attwood, AAE, Airport Director, Stop Chair

Decatur Airport and Decatur Park District welcome the Air Race Classic to the Land of Lincoln and Pride of the Prairie. We are very pleased that the Air Race Classic is coming to Decatur.

On July 14, 1910, less than seven years after the Wright Brothers' flight at Kitty Hawk, the first down-state Illinois airplane took flight from Downing Race Track, better known today as Hess Park on Decatur's north side. The aircraft, a Curtiss Model D-4 piloted by Charles F. Willard, flew six miles and reached a height of 600 feet--bringing aviation to Decatur. Willard's flight was recorded as the longest and highest in the state up to that time. The mechanic for the flight was Loren Hodge of Decatur.



In 1929, the Decatur Airport Committee raised funds to build a new airport northwest of the city and turned it over to the city two years later. By the end of the 1930s, demand had exceeded capacity and, since the city and county were unable to finance a new airport, the Decatur Park District was asked to take over the project.

A month after a successful referendum, on May 6, 1943, the Decatur Airport Company, consisting of 128 stockholders, transferred its holdings to the Decatur Park District, which continues to own and operate the airport.

Today, Decatur Airport is home to nearly 100 fixed-wing and rotary aircraft. The field caters to general aviation and military operations as well as offering scheduled service. We pledge to do everything we can to make your stopover pleasant and convenient.



Frankfort, KY

Sheilagh Wagner, Stop Chair

The City of Frankfort, one of the nation's smallest capital cities (population about 30,000), is located in the Bluegrass region of Kentucky on a double curve of the Kentucky River between Louisville and Lexington. It is a picturesque city with roots dating back to 1780. The current Capitol sits on a hill overlooking the city and is surrounded by historic, residential homes. An older Capitol building, used in the early years of Kentucky statehood, sits in the heart of the quaint downtown business district. Frankfort is home to many unique attractions, including Kentucky State University, founded in 1886; Buffalo Trace Distillery, maker of fine Kentucky bourbons; Daniel Boone's grave, located on the bluffs above the Kentucky River, and the Thomas D. Clark Center for Kentucky History.



Aerial view of KFFT

Hotels, restaurants and shops are conveniently located within a mile of the airport, and the downtown historic district is walker-friendly, with attractions and services all within a six-block area.

One mile southwest of the downtown area is the Capital City Airport, a nontowered field in class E airspace. The field elevation is 812 ft. with a VFR pattern altitude of 1800 ft. The airport has one runway, 6/24, that is 5900 ft. X 100 ft. with a full-length parallel taxiway. The Kentucky Transportation Cabinet owns and operates the airport as a state facility, which adjoins Boone National Guard Center on the north side of the field. The FBO, 502-564-3714, is on the south side of the runway and has both full- and self-service fuel available.



The line crew at Capital City Airport is ready to get you back in the air!

Franklin, PA

Otho C. (O.C.) Bell, Airport Manager, Stop Chair

Head Timer: Tom Brennan, Owner of Tom's Aircraft Service & KB Aviation flight school

Venango Regional Airport is pleased to serve as the sixth stop for the 32nd annual Air Race Classic. Franklin is the southern gateway to the "valley that changed the world," where the world's first successful commercial oil well was drilled just 28 miles north of the airport, near Titusville, Pa. That set off an oil boom that lasted many years and powered the Industrial Revolution in America. There's still oil in those hills, and new technology exists to extract it and help the United States achieve its goal of energy independence.

Beautiful, Victorian Franklin is a historic town dating to before the French and Indian War. Its location at the confluence of French Creek and the Allegheny River made it a strategic position for the French and the English as they fought for control of the American wilderness. This is evidenced by historical markers at the sites of three forts dating from the 1700s located on the banks of those waterways. The wild and scenic upper Allegheny River flows through the area on its 100-mile course to Pittsburgh, where it joins the Monongahela to form the Ohio River.

Downtown Franklin is only two miles from the airport and offers free concerts in the park on Thursday nights during the summer; lodging; antiques shops; restaurants, and access to 50 miles of bike trails. A walking tour of the town offers many interesting shops and sights. One location of note is St. John's Episcopal Church, which features 30 Tiffany stained-glass windows, one of the largest such collections in the world. Call ahead if you're planning to RON in FKL. We'll fill you in on what's going on!

Venango Regional Airport, named Air Carrier Airport of the Year at the 2006 FAA Eastern Region



conference in Hershey, Pa., features two paved runways and a modern terminal with an excellent restaurant, a pilots' lounge and Meteorlogix weather-planning equipment. There is free wireless access throughout the terminal building. Runway 3-21 is 5200 ft. x 150 ft. with HIRL and PAPI, and 12-30 is 3697 ft. x 100 ft. with MIRL and PAPI on 30. Runway 21 has an ILS. FKL offers quick-turn refueling services. The stop chair, head timer and FKL staff eagerly await the racers as they near the end of their journey.

A beautiful landscape awaits you in Franklin, Pa.

Saratoga Springs, NY

Bob Giordano, Stop Chair

Welcome to all participants in the Air Race Classic from 5B2, Saratoga County Airport in Saratoga Springs, N.Y.! The airport is under the auspices of North American Flight Services, an FBO known for its professional and efficient handling of all your aviation needs. It is our aim to make sure your stay with us is a pleasurable experience.

Saratoga Springs is known for Health, History and Horses. For hundreds of years, its famous mineral springs have provided drinking water as well as relaxing and therapeutic soaks in the warmth of soothing baths.

Nearby is the Saratoga battlefield, where General Burgoyne surrendered his army in what was the turning point of the Revolutionary War and gave our country its true start toward independence. Today, it is a national park open to the public.

For six weeks, in late July and August, we become the center of the racing world when the thoroughbreds compete at the Saratoga Race Course--the oldest in the United States. The airport becomes an attraction in its own right, as people come to watch every kind of airplane--from small pistons to the largest corporate and private jets--arriving and departing as they ferry passengers to and from the races.

There's so much to do in Saratoga Springs. We hope you will come back and visit us again soon.



**Almost there! One leg to go!
Race you to the finish!**

Mansfield, MA

Kathy McDonald, Stop Chair

David Dinneen, Airport Manager

Kelley Dinneen, Airport Manager



Mansfield Municipal Airport welcomes you to Massachusetts! Situated on land that was formerly an Indian campsite, a racetrack and a farm, the airport opened as a private enterprise owned by the Boltz family on July 6, 1928. At that time, two open-cockpit biplanes were based there. Used by private pilots throughout the Depression years, the field was commandeered by the military in 1942 and used as a training site for Navy pilots during World War II.

The Town of Mansfield acquired the airport in 1947 as war surplus, and the facilities were enlarged and modernized. Currently, 125 planes are based on the field, along with a flight school.



You've done it, you reached the Terminus!

It is with great pleasure that the citizens of Mansfield welcome you to the Terminus of the 2008 Air Race Classic. You are in a perfect location to enjoy the area's many amenities. Located 28 miles south of Boston, 19 miles north of Providence, R.I., and an hour's drive to the Cape Cod bridges, our location puts you within easy reach of thousands of wonderful visitor destinations.

hours from the lakes and mountains of New Hampshire. And for shoppers, there are the Mansfield Crossing stores in Mansfield. For those who love World War II naval history, Battleship Cove in Fall River is not to be missed.

If you wish to stay local, take a stroll down Main Street and enjoy the many small restaurants and shops. Ask about the local bike path. For great entertainment, check out our events at the Tweeter Center. Most of all, partake of our New England hospitality and enjoy your stay with us.

Gillette Stadium, home of the New England Patriots and the New England Revolution professional sports teams, is less than 10 miles away in nearby Foxboro. The Tournament Players Club of Boston is right next door in Norton. You are 3.5



Kelley and Dave, Airport Managers

THANK YOU, SPONSORS!

Every year, thousands of hours and enormous amounts of work go into making the Air Race Classic happen. All this work would be for naught without our supporters. A heartfelt thank you goes out to everyone that supports this amazing race!

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2008 Handicap Reference Sheet

Review ARC Race Rules to determine Aircraft eligibility for Stock (original from the factory) and Modified aircraft. Handicaps for stock aircraft are listed below. Stock handicaps may be adjusted based on aircraft documentation submitted with entry, aircraft modifications, performance and inspections. Modifications include, but are not limited to, antennae, engines, flap gap seals, steps, strobes and wheel fairings. Adjustments will be reviewed with each team.

Passengers: Introduce someone new or bring someone experienced to the Air Race Classic. Make the following adjustments:

Subtract 1 mph (0.87 kts) per passenger in A/C under 250hp. Subtract 0.50 mph (0.43 kts) per passenger in A/C over 250hp.

Contact airplane@airraceclassic.org with any questions regarding your particular aircraft or if your aircraft is not on this list.

<u>MAKE/MODEL</u>	<u>HP</u>	<u>MPH</u>	<u>KNOTS</u>	<u>MAKE/MODEL</u>	<u>HP</u>	<u>MPH</u>	<u>KNOTS</u>
AEROSPATIALE				CESSNA (continued)			
Trinidad TB20	250	171	148.59	Skylane 182S	230	147	127.74
Tobago TB10	180	135	117.31	Skylane 182P ('75-'76) & 182R	230	146	126.87
Tampico TB9	160	120	104.28	Skylane 182Q	230	145	126.00
AMERICAN CHAMPION				Skylane 182P (-'74)	230	144	125.13
Decathlon, Super (8KCAB)	180	120	104.28	Skylane 182 E-N	230	144	125.13
Citabria (Explorer 7GCBC) (Scout 8GCBC)	180	120	104.28	Skylane 182D	230	142	123.39
Citabria (Adventure 7GCAA) (Explorer 7GCBC)	160	122	106.02	Cardinal RG 177 ('77)	200	154	133.82
Citabria (7KCAB) & Super Decathlon (8KCAB)	150	119	103.41	Cardinal RG 177 ('74-'76)	200	153	132.95
Citabria (Adventure 7GCAA) (Explorer 7GCBC)	150	118	102.54	Cardinal RG 177 ('71-'73)	200	150	130.35
BEECHCRAFT				Cardinal 177B II ('77-'78)	180	135	117.31
Baron C55 & D55 & E55	570	220	191.17	Cardinal 177B II ('75-'76)	180	134	116.44
Baron A55 & B55	520	213	185.09	Cardinal 177B ('70-'74)	180	130	112.97
Travel Air B95A & E95	360	185	160.76	Cardinal 177A	180	129	112.10
Duchess 76	360	175	152.07	Cardinal 177	150	119	103.41
Bonanza 36 & A36 (4 seats)	285	184	159.89	Cardinal 177	180	142	123.39
Bonanza 36 & A36 (6 seats) & S35	285	183	159.02	Cutlass 172 RG	180	142	123.39
Bonanza V35 & V35A & 35B & C33A - F33A	285	182	158.15	Skyhawk R 172K XP	195	132	114.70
Bonanza P35	260	179	155.55	Skyhawk 172S & 172SP	180	130	112.97
Bonanza G33	260	177	153.81	Skyhawk 172 (fixed pitch)	180	129	112.10
Bonanza K35 or M35	250	178	154.68	Skyhawk 172 (fixed pitch)	160	120	104.28
Debonair 33-E33	225	165	143.38	Skyhawk 172Q	180	129	112.10
Sierra C24R ('82-)	200	143	124.26	Skyhawk 172P	160	121	105.15
Sierra B24R & C24R ('77-'81)	200	142	123.39	Skyhawk 172R ('97 & up)	160	125	108.62
Sierra A24R	200	144	125.13	Skyhawk 172N	160	120	104.28
Musketeer A23/24	200	132	114.70	Skyhawk 172M	150	119	103.41
Musketeer B23 & C23 Custom	180	124	107.75	Skyhawk 172 I-L not w/Prop IC172MTM755	150	115	99.93
Musketeer C23 Sundowner	180	123	106.88	Skyhawk 172 ('62-'67)	145	112	97.33
Musketeer A23 II & III	165	120	104.28	Skyhawk 172	175	122	106.02
Musketeer 23	160	118	102.54	CIRRUS DESIGN			
Musketeer Sport A23-19 & B19	150	115	99.93	SR-22	310	188	163.37
BELLANCA				SR-20	200	160	139.04
Super Viking 17-31A ('78) (Lycoming engines only)	300	171	148.59	COMMANDER			
Super Viking 17-31 & 17-31A (-'77) (Lyc. engines only)	300	169	146.86	Commander 114	260	168	145.99
Super Viking 17-31 (Lycoming engines only)	290	167	145.12	Commander 112B	200	147	127.74
Bellanca 14-19-3 A-C	260	167	145.12	Commander 112A	200	145	126.00
CESSNA				Commander 112	200	144	125.13
Cessna 310R	570	216	187.70	GRUMMAN AMERICAN / TIGER AIRCRAFT			
Cessna 310D	520	208	180.75	Cougar GA-7	320	173	150.33
Cessna 337 G-Q	520	209	181.62	Tiger AA-5B (Sensenich)	180	145	126.00
Cessna 337G	420	180	156.42	Tiger AA-5B (McCauley)	180	142	123.39
Cessna 337 A-F	420	175	152.07	Tiger Aircraft AG-5B & AGAC	180	143	124.26
Centurion 210J	285	182	158.15	Cheetah AA-5A	150	134	116.44
Centurion 210 G & H	285	181	157.28	Traveler AA-5A (-'75)	150	128	111.23
Centurion 210F	285	176	152.94	Traveler AA-5A	150	119	103.41
Centurion 210 D & E	285	177	153.81	LANCAIR			
Centurion 210 B & C	260	172	149.46	Columbia 350	310	199	172.93
Super Skywagon U-206 A & B	285	148	128.61	Columbia 300	310	199	172.93
Skywagon 185 A-E	260	149	129.48	MAULE			
Skywagon 180 E-K	230	146	126.87	M-5 235C	235	140	121.66
Super Skylane 205 & 205A	260	143	124.26	M-4 220C	220	137	119.05
Skylane R182 RG	235	162	140.77	M-4 210C	210	135	117.31
Skylane 182T	230	152	132.08	M-5 180C	180	128	111.23

*** This list is subject to change based on any errors, omissions and ARC ongoing flight testing reviews of various makes and models. All Race entrants will be notified of any changes to this reference list.

<u>MAKE/MODEL</u>	<u>HP</u>	<u>MPH</u>	<u>KNOTS</u>	<u>MAKE/MODEL</u>	<u>HP</u>	<u>MPH</u>	<u>KNOTS</u>
MEYERS				PIPER (continued)			
200 D	285	185	160.76	Charger & Pathfinder PA 28-235	235	144	125.13
200 A-C	260	182	158.15	Arrow PA 28R-200 IV	200	149	129.48
Navion A	225	144	125.13	Arrow PA 28R-200 III	200	150	130.35
MOONEY				Arrow PA 28R-200 II	200	149	129.48
M20R Ovation 2 DX & 2 GX (2005-)	280	200.5	174.23	Arrow PA 28R-200	200	148	128.61
M20R Ovation ('94-'99) & Ovation 2 (2000-2004)	280	196	170.32	Arrow PA 28R-180	180	144	125.13
M201J & M20J	200	176	152.94	Archer III s/n 289026-2890231&2843001&u	180	133	115.57
Executive M20F	200	161	139.91	Archer PA 28-181 ('78-'79)	180	133	115.57
Chaparral M20E	200	161	139.91	Archer PA 28-181 ('76-'77)	180	131	113.84
Ranger M20C	180	149	129.48	Archer PA 28-181 ('74-'75)	180	130	112.97
Statesman M20G	180	147	127.74	Challenger PA 28-180 ('73)	180	129	112.10
Master M20D	180	126	109.49	Cherokee PA 28-180 B-G	180	128	111.23
PIPER				Cherokee PA 28-180	180	127	110.36
Aztec PA23-250 ('77-)	500	196	170.32	Warrior PA 28-161 III	160	122	106.00
Aztec PA23-250 ('-76)	500	194	168.58	Warrior PA 28-161 II ('83-)	160	127	110.36
Seneca PA-34	400	177	153.81	Warrior PA 28-161 II	160	126	109.49
Seminole PA44-180	360	172	149.46	Warrior PA 28-161	160	125	108.62
Twin Comanche PA-39	320	187	162.50	Warrior PA 28-151	150	118	102.54
Twin Comanche PA-30 & B & CR	320	186	161.63	Cherokee PA 28-160 C	160	125	108.62
Twin Comanche PA-30 C	320	184	159.89	Cherokee PA 28-160 & B	160	120	104.28
Lance PA32 R-300	300	172	149.46	Cherokee PA 28-150 C	150	118	102.54
Lance PA32 RT-300	300	171	148.59	Cherokee PA 28-140	150	116	100.80
Cherokee 6 PA 32-300 ('78-)	300	156	135.56	ROCKWELL			
Cherokee 6 PA 32-300 ('-77)	300	150	130.35	Lark 100L	180	115	99.93
Cherokee 6 PA 32-260 ('78)	260	151	131.22	Darter 100	150	108	93.85
Cherokee 6 PA 32-260 ('-77)	260	145	126.00	VARGA			
Comanche PA 24-400	400	200	173.80	Kachina ('80)	150	116	100.80
Comanche PA 24-260 B-C	260	174	151.20	WACO			
Comanche PA 24-250	250	170	147.73	Classic YMF	275	114	99.06
Comanche PA 24-180	180	145	126.00	WING			
Cherokee Dakota PA 28-236	235	150	130.35	D-1 Derringer	320	192	166.84
Cherokee Dakota PA 28-235 B-F (const. speed)	235	145	126.00				
Cherokee Dakota PA 28-235 B-F (fixed pitch)	235	144	125.13				

Designated Airports on the Route

<u>Airports</u>	<u>Nautical</u>	<u>Statute</u>
BZN Gallatin Field Airport, Bozeman, MT		
MLS Frank Wiley Field Airport, Miles City, MT	222.5	256.0
ABR Aberdeen Regional Airport, Aberdeen, SD	316.8	364.6
MCW Mason City Municipal Airport, Mason City, IA	258.1	297.0
DEC Decatur Airport, Decatur, IL	282.8	325.4
FFT Capital City Airport, Frankfort, KY	209.5	241.1
FKL Venango Regional Airport, Franklin, PA	301.4	346.8
5B2 Saratoga County Airport, Ballston Spa, NY	284.8	327.7
1B9 Mansfield Municipal Airport, Mansfield, MA	133.6	153.7
Total Race Distance	2009.5	2312.3

NMs to SMs: divide NMs by .868976



Suzie Azar
El Paso, TX

Fonda Hivick
El Paso, TX

CLASSIC 1
Cessna 182Q 230hp

Blue Feather Aero
8094 Airport Rd. Santa Teresa, NM 88008

Suzie Azar is back for her ninth Air Race Classic. She is a flight and ground instructor and holds Commercial Single and Multi-Engine Land and Single-Engine Sea certificates. With endorsements in Tailwheel, Formation Flying, Aerobatics and Private Glider, one jump and work as an aerial photographer, Suzy has accumulated more than 4,850 hours in the air.

Suzie's husband, Richard, works in investments and is also a pilot. They are the parents of two daughters – who both fly – and four grandchildren. Though she lives in the desert, Suzy loves the water and enjoys boating as much as flying. She has flown in all 50 states and races to fly the perfect cross-country. Suzy is a member of the El Paso Chapter of the Ninety-Nines.

Fonda Hivick holds a Private Single Engine Land certificate with about 700 hours. She, too, is a member of the El Paso Chapter of the Ninety-Nines.

A retired special agent for the IRS, Fonda knows everything there is to know about health care fraud and money-laundering. If you ask her, she'll tell you a few stories! Being retired, Fonda was able to join Suzy for last year's Air Race Classic on just a few days' notice, and they're back this year as Classic 1.

Fonda is an avid bird-watcher who always carries a pair of binoculars and a birding handbook. Flying across the country has brought her to many unique habitats, and she always finds unusual birds. The birds of St. John's, New Brunswick, Canada – the terminus of last year's race – were spectacular.



Judy Bolkema-Tokar
Port Orange, FL



Ruby Sheldon
Phoenix, AZ

CLASSIC 2
Cessna 182S 230 hp

Judy Bolkema-Tokar has been a tireless worker for the Air Race Classic. She holds a Private Single-Engine Land certificate with almost 2,800 hours logged, and a Tailwheel endorsement.

Judy's husband, John, is also a pilot and a big supporter and helper for the race. Between them, they are parents to four sons, one daughter, and 11 grandchildren. Judy races for the fun of it and to show her grandkids that women can fly.

Judy is a former ARC president and has served in many capacities on the ARC board. She has also served The Ninety-Nines in many areas and is currently a trustee for the Ninety-Nines Endowment Fund. Judy is a member of the North Jersey Chapter of the Ninety-Nines.

In her spare time, Judy enjoys quilting, baking, gardening, traveling (in the air and in her motor home) and writing. She has published a children's book, "Molly the Morgan Horse," based on her family's experiences raising and selling Morgan horses from 1969 to 1987.

This is Air Race Classic number 24 for Ruby Sheldon, the most senior participant in the race this year. Ruby has more than 15,000 hours in the air, with CFII Multi-Engine Land and Sea certificates. She also holds the very first helicopter Instrument Instructor certificate issued by the FAA.

Ruby flew a Douglas DC-3, as well as other specialized aircraft – including the Grumman OV-18 Mohawk – collecting environmental data in climates from the Panama Canal to the Arctic Ocean. In addition, she lived for several months on an ice island 400 miles north of the Alaska coast, transporting research personnel from island to island in a Huey helicopter. If you get a chance, ask Ruby to share some of her adventures with you.

Ruby has been an ardent supporter and worker on behalf of the ARC for many years and serves as an assistant director. At 90 years old, she shows no signs of slowing down. Is racing keeping her young?

Ruby is an active member of the Phoenix Chapter of the Ninety-Nines.



Margaret Ringenberg
Leo, IN

Carolyn Van Newkirk
York, PA

CLASSIC 3
Cessna 182T 230hp

Margaret Ringenberg has flown 31 Air Race Classics. She has been a wife, mother, grandmother, great-grandmother, pilot, WASP and round-the-world racer. That adds up to more than 40,000 hours in the cockpit, with Commercial Multi-Engine Land and all CFI certificates. Margaret has been a flight instructor since 1945 and gave Tom Brokaw a lesson in her Cherokee when he interviewed her for his book "The Greatest Generation." (See page 163.) She flew in the 1994 Round the World Air Race and the 2001 London to Sydney Air Race.

Margaret has a son, a daughter and five grandchildren who have all raced with her and won trophies. She is the author of a book titled "Girls Can't Be Pilots," and her daughter, Marsha Wright, recently released a book titled "Maggie Ray: World War II Air Force Pilot" detailing Margaret's flying experiences. Margaret is a member of the Indiana Chapter of the Ninety-Nines.

After flying in many other races and the Classic, Margaret still enters with an enthusiastic "WOW!"

This is Classic number 16 for Carolyn Van Newkirk. She holds a Commercial Single-Engine Land certificate with more than 1,200 hours. She and her husband, Jack – a retired school administrator who is not a pilot – are parents to a son and daughter and have three grandchildren. Carolyn has served in the field of education for more than 40 years as a teacher, reading specialist, principal and college instructor.

Writing is a hobby of Carolyn's. She serves as an assistant director handling publicity for the ARC each year. Carolyn wrote a "History of Women's Air Races" through an Amelia Earhart scholarship, penned a history of her hometown of York, Pa., and edits the newsletter for her Ninety-Nines Section.

Carolyn is a member of Central Pennsylvania Chapter of the Ninety-Nines and is chairman of the Board of Trustees for the Ninety-Nines Endowment Fund. She also organizes aviation activities for Girl Scouts during the ARC. When not engaged in aviation-related projects, Carolyn enjoys cake decorating, pen-and-ink drawing and hosting international-exchange visitors.



Joyce Wells
Larkspur, CA

Kathy Walton
Sparks, NV

CLASSIC 4
Cessna 182Q 230 hp

Pacific Fleet Albacore Tuna
236 Sutter St. Petaluma, CA 94954

Signs By Tomorrow
3595 Airway Dr. Ste 403 Reno, NV 89511

Joyce Wells has missed only two races since the Air Race Classic began in 1977. She holds a Commercial Single-Engine Land certificate and has close to 4,000 hours. She is a past president of the Ninety-Nines and a member of the Bay Cities Chapter. Joyce serves as an assistant director on the ARC Board in charge of credentials.

Joyce flies the race each year for the joy of it, for the education and friendships it affords and to see our country. Travel has been Joyce's focus this past year; she and her partner, Joe Sheean – also a pilot – have journeyed to Japan, Mexico and Hawaii, to name a few places. Gardening continues to be a hobby, as well as playing in a handbell choir and singing in a choir. Joyce has two daughters, two sons, 10 grandchildren and, this past year, one great-grandson. Along with Joe's large family, they spend a lot of time with relatives.

Kathy Walton is flying her 20th Air Race Classic with Joyce. She holds a Private Single-Engine Land certificate and is an ARC assistant director, handling parts of the race program and publicity. Kathy is a member of the Reno Area Ninety-Nines and works with its Girl Scout Badge and Patch Program throughout northern Nevada.

Kathy's husband, Rich, is a pilot who is retired from many ventures. They have a garden railroad (1:24 scale) in their backyard and have shown it on Water (Pond) and Rails Tours to raise money for ALS. Last year, they added lights to most of the buildings. More new buildings and landscaping are being added before the next tour in July.

A retired educator and principal, Kathy now works at her sister's sign shop, making signs and banners, lettering cars and having fun.



Janet Yoder
Wichita, KS

Linda Schumm
Mackinaw, IL

CLASSIC 5
*****Withdrawn*****

Janet Yoder is back for Air Race Classic number 27. She holds Commercial Single- and Multi-Engine Land certificates and a Tailwheel endorsement, and has logged 3,800 hours in the air.

Janet is a CRNA nurse anesthetist and is office manager for her husband's podiatry practice. Husband Don is also a pilot, and their home is at their airport west of Wichita – Yoder Airpark, SN61. Janet and Don own several older aircraft that keep her tailwheel skills sharp.

Flying the race is always a challenge for Janet, as well as a chance to meet new friends and renew old friendships. Cooking, shopping and gardening round out her hobbies.

Janet is a member of the Kansas Chapter of the Ninety-Nines and a trustee and secretary of the Amelia Earhart Birthplace.

Linda Schumm has flown nine previous Air Race Classics. She holds Commercial and ATP certificates, including Multi-Engine Land, Flight Instructor and Advanced and Instrument Ground Instructor. Linda also has a Tailwheel endorsement and more than 500 jumps from airplanes. She has logged more than 7,500 hours in the air.

As regional manager for Cessna Pilot Centers, Linda is on the go – covering 18 states, Mexico, Africa and the Pacific Rim. She is also co-owner of Legacy Aviation, Inc. Last year, Linda spent some of her flight time talking Janet through the use of the autopilot in her airplane; this year, she will gain some first-hand experience with it.

Linda's spare time is spent making home improvements, running her flight school and bonding with her cats, Orville and Wilbur. And did she mention flamingos? Linda owns a 1947 Luscombe 8A and is buying a 1975 TBM Avenger. She is an at-large member of the Ninety-Nines.



Judy Snow
Wareham, MA



Karen Workman
Northfield, MN

CLASSIC 6
Piper Cherokee 140 150hp

Judy Sommer Snow and Karen Lee Workman are flying their first Air Race Classic. Welcome, gals!

Judy holds a Private Single-Engine Land certificate, with about 250 hours logged. Her husband, William Snow, is an engineer and flight instructor. They are parents to two sons and have two grandchildren.

As a self-employed quality systems consultant, Judy works with the medical biologics manufacturing and development industries. When not flying, she enjoys kayaking, biking and travel.

Having grown up on an Air Force base, Karen has always loved airplanes. However, she feared them, too. She learned to fly about the same time as her husband, Joel Workman – a computer software engineer – and has now logged more than 350 hours and earned her Instrument rating. They own a Tri-Pacer as well as four other planes through a club.

Karen is an office administrator for the Cargill corporate flight department. She says the Classic sounds like a great adventure, and very exciting. She also loves canoe-camping in the wilderness of Minnesota, where she enjoys the same tranquility she feels while flying.



Alison Chalker
Collegetown, PA

Linda Evans
North Wales, PA

CLASSIC 7
Cessna 172SP 180hp

A big welcome to the Pennsylvania team of Alison Frances Chalker and Linda Jean Evans, flying their first Air Race Classic!

Alison holds a Commercial Single-Engine Land certificate and has logged close to 800 hours, mostly in a Piper Cherokee. She is hoping to get her CFI certificate next year. Meanwhile, she is busy as governor for the Mid-Atlantic Section of the Ninety-Nines and as a member of the Eastern Pennsylvania Chapter.

With a Ph.D. in molecular microbiology, Alison is a pharmaceutical program director for Shire Pharmaceuticals, working with drug-development teams to bring new medicines to the market. She is sure this race will be a great adventure and help her hone her flying skills while seeing a lot of new country.

Linda is also in the pharmaceutical business, working as an IT manager for Wyeth. She holds a Private Single-Engine Land certificate and has logged more than 400 hours.

Linda has spent many years earning four university degrees, including a BA in music performance, a BS in mathematics, an MS in computer science and an MBA. She celebrated her MBA by getting her pilot's license.

Linda spends a lot of time with her six godchildren, who range in age from 4 to 22. When not flying, she enjoys playing golf. Linda is a member of the Eastern Pennsylvania Chapter of the Ninety-Nines.



Tamra Sheffman
Miami Beach, FL

Kristen Jurn
Miami Beach, FL

CLASSIC 8
Cessna 182

This is Air Race Classic number four for Tamra Sheffman. She holds a Commercial certificate and an Instrument rating, with 1,700 hours in the air. As co-owner of a Cessna Cardinal and a Cessna 182, Tamra frequently takes a bird's-eye view, flying for fun, food and proficiency.

Tamra is owner/broker of Royal Palm Realty in Miami Beach. She is a director of the Florida Association of Realtors, as well as director and past president of the Miami Beach Association of Realtors. She also serves on the board of the Jewish Museum of Florida. Tamra's husband, Ron Mayer, is not a pilot, but they enjoy dancing and skiing together.

Tamra is an active member of the Florida Gold Coast Chapter of the Ninety-Nines and serves the ARC as sponsorship coordinator.

Kristen Jurn is back for her second Classic. With more than 900 hours of flying experience, she is a Commercial, Instrument and Multi-Engine rated pilot.

Kristen has flown with United Airlines as an international flight attendant and flew the "traffic watch" in the Philadelphia, Delaware and New Jersey metropolitan airspace.

Heading the sales team for the Cirrus SR22, Kristen knows that plane inside and out and helped develop the South Florida market for AirShares Elite. She is now working on launching a new company. Kristen is an active member in the Florida Gold Coast Chapter of the Ninety-Nines, Women in Aviation and AOPA.



Mary Helen Dunnam
Corpus Christi, TX



Lorrie Blech
Beverly Hills, CA

CLASSIC 9

Cirrus SR22 310 hp

Maine Army National Guard

A veteran of 10 previous Air Race Classics, Mary Helen Dunnam has logged more than 1,800 hours and holds a Private Single-Engine Land certificate. Her husband, Sam – a retired investor – is also a pilot. They are parents of a daughter and have two granddaughters, along with a great-grandson.

Mary Helen has dedicated a large part of her life to community involvement, with service on many boards in the Corpus Christi area. She is a former board member of the ARC, having served as treasurer. She enjoys the theater, opera and symphony and reads mysteries to relax.

Sam and Mary Helen have traveled to many places around the world. They now enjoy flying the Cirrus and relaxing at their summer home in Maggie Valley, N.C. Mary Helen is a member of the Tip of Texas Chapter of the Ninety-Nines.

Lorrie Blech is flying her 28th Air Race Classic. She has logged more than 13,500 hours flying and working as a flight instructor. She holds Single- and Multi-Engine Land, Single-Engine Sea, Single- and Multi-Engine CFI certificates and a Tailwheel endorsement.

Lorrie flies the ARC for fun. She serves on the board as an assistant director, helping at the start and terminus. When she's not flying, Lorrie enjoys growing vegetables and flowers in her space in a community garden and watching British sitcoms.



Catherine Wiess
North Easton, MA

Flying with Mary Helen and Lorrie is Cathy Weiss, a student pilot with about 30 hours under her belt. Cathy has worked management and marketing in the fashion industry for 20 years and says she races "because I can." Cathy is doing the Air Race Classic for the love of flying, to admire the beauty of the world and out of respect for her fellow female fliers. When she isn't flying, Cathy enjoys golfing, skiing—both on snow and on water—boating and running.



Tookie Hensley
Mohave Valley, AZ

June McCormack
Spring Valley, CA

CLASSIC 10

Cessna 172N 160 hp

June McCormack bought her Cessna 172 new in 1978 and has flown many air races in it. This is her 10th Air Race Classic. June has logged 3,600 hours and holds Private Single-Engine Land and Sea Certificates. She and her pilot husband, Jim, are the parents of two sons and a daughter. They now have 10 grandchildren and six great-grandchildren. Their daughter, one son and one grandson got their pilot's licenses in 737JM.

When not flying, June can be found riding ATVs in the desert or playing in the Pacific with her grandchildren. She is a member of the Borrego Springs Chapter of the Ninety-Nines. June is returning to the race for the fun of it, to see old friends and make new ones, to see the U.S.A and to win!

Bessie "Tookie" Hensley is a veteran of the Air Race Classic, having flown 21 previously. Tookie holds Commercial Single- and Multi-Engine Land certificates, along with CFI Single-Engine Instrument. She has all Ground Instructor ratings and a Tailwheel endorsement. She has logged more than 14,000 hours and owns Tookie's Flying Service. Her husband, Don is also a pilot. They are the parents of a son and daughter and have five grandchildren and 10 great-grandchildren. So far, the urge to learn to fly has stopped with Tookie and Don. Traveling in a motor home is a new hobby for them.

This year, Tookie is flying to pay tribute to Pauline Glasson, one of the ARC's founders, who will be 100 years young and has been a mentor to many of us. Tookie is a member of the Rio Colorado Chapter of the Ninety-Nines.



Terry Carbonell
Alva, FL

Theresa White
Midwest City, OK

CLASSIC 11
Cessna 182RG 235hp

Vernon Conly Air Service
225 E Cowboy Way LaBelle, FL 33975

Knots2U Ltd.
703 Airport Rd Burlington, WI 53105

Lopresti Speed Merchants
2620 Airport North Dr. Vero Beach, FL 32960

Heritage Log Homes of the Cumberland
Highway 111 Spencer, TN 38585

Terry Carbonell describes herself as a competition junkie. She jumped right in after her first Air Race Classic last year and now serves as secretary for the ARC. Terry holds a Commercial Single-Engine Land certificate with about 900 hours logged. She plans to have Tailwheel and Aerobatic training completed before the race. After the race, she will fly to Maine for her Seaplane rating.

This busy lady practiced law – commercial litigation, real estate trusts and estates – until starting a demolition and site-work company with her husband, Mario, in 1989. They have both retired, as Mario is suffering from Alzheimer's. Though he can no longer fly, he enjoys flying with Terry. Terry also loves to scuba-dive. She is a member of the Paradise Coast Chapter of the Ninety-Nines.

Theresa White worked at the start of last year's Air Race Classic in Oklahoma City and decided she had to try the race herself someday. Then she met Terry in OKC, and they immediately connected. Theresa is excited to be flying her first race. She holds a Private Single Engine-Land certificate with about 250 hours. Her partner, Mike Werner, is also a pilot. She has three sons and two granddaughters.

Theresa and Mike are both employed by the FAA. She is currently at the FAA Academy, helping international pilots and controllers better their English language proficiency. Flying is a new interest in her life, so if there's any excuse to fly or help out with activities, Theresa will be there. She is active in the Oklahoma Chapter of the Ninety-Nines and the Oklahoma Pilots Association, as well as helping with FAA functions.



Anne Marie Radel
West Hills, CA



Julia Sikora
Sylmar, CA

CLASSIC 12
Gulfstream American AA5B 180 hp

Safer-Baby!
12420 Ventura Blvd. Studio City, CA 91604

Flaunch Music Co.
23232 Justice Street West Hills, CA 91304

This is Air Race Classic number three for Anne Marie Radel. She holds a Private certificate with 450 hours. Her husband, Mike, now has the flying bug and is a student pilot.

Besides being a business owner with her husband, Anne Marie writes songs for soap operas, TV movies and feature films. She has even written a song for the Air Race Classic. Anne Marie was nominated for an Emmy for her work on "General Hospital." Rock climbing, dancing, snow skiing and motorcycle riding round out Anne Marie's hobbies. She is racing again for the experience, to see her racer friends and to ensure the race will keep going.

Anne Marie is a member of the San Fernando Valley Chapter of the Ninety-Nines.

Julieann Sikora goes by the nickname Tiger Lily and holds a Private certificate with Single- and Multi-Engine Land ratings. She has logged about 350 hours. She is also a member of the San Fernando Valley Chapter of the Ninety-Nines.

The entertainment industry has claimed Tiger Lily for the past 19 years. She has worked in all aspects, from radio to television to music video production and post-production. She is currently a business systems analyst for a large media conglomerate.

Tiger Lily is an avid hang glider, plays on a women's soccer team and enjoys hiking. Last summer, she was the youngest of 13 Ninety-Nines who climbed Amelia Earhart Peak in Yosemite National Park to the 110th anniversary of Amelia's birth.



Elaine Roehrig
Deerfield, NY

Marolyn Wilson
Whitesboro, NY

CLASSIC 13
Piper PA28-140 160hp

'Chick' Roehrig USAF, Ret. "Hump" Pilot
5737 Smith Hill Rd. Deerfield, NY 13502

Holland Farms Bakery & Deli
50 Oriskany Blvd. Yorkville, NY 13495

This is Air Race Classic number 18 for the team of Elaine Roehrig and Marolyn Wilson. They won the race in 2004 and hope that 2008 will again be a lucky year for Classic 13. Elaine and Marolyn are both active in the Central New York Chapter of the Ninety-Nines.

A flight and ground instructor for more than 63 years, Elaine has earned the Gold Seal. Thirty-five years as an FAA safety counselor, 37 years as chief instructor with the USAF Flight Training Center and time as a safety officer, manager and consultant equal a lifetime in aviation. Elaine has more than 14,700 hours and was honored with the Wright Brothers Master Pilot Award in 2004.

Elaine and her pilot husband, Chick, are parents of a pilot son and two daughters, along with six grandchildren and eight great-grandsons. They have built three experimental aircraft from scratch. Outside of aviation, family and writing are among Elaine's pursuits. She is looking forward to the fun side of flying during the ARC, along with seeing our great country and spending time with special friends.

Marolyn not only enjoys the Air Race Classic, she also gives much of her time to the ARC throughout the year. Currently, she is ARC President. A Private Pilot – Single-Engine Land and Sea – she has accumulated almost 700 hours. She loves to attend "Fly Camp" the last two weeks of June each year and looks forward to the "reunion" and getting acquainted with other "campers."

Marolyn and her sister, Suzanne, run Holland Farms Bakery and Deli, which their family has owned for more than 50 years. Marolyn keeps busy with service to the American Heart Association, Broadway Theatre League and Mohawk Valley Chamber of Commerce boards. She has made her 25th appearance as Mother Ginger in the ballet "The Nutcracker." She is mom to two daughters and three grandchildren.



Caroline Baldwin
Silver City, NM



Linda Street-Ely
Liberty, TX

CLASSIC 14
Piper PA-28-180

Mrs. Mable Rogers
Fred and Dottie Fuller
Grant County Pilots Association

P.O.Box 4064 Silver City, NM 88061

Caroline was introduced to the ARC in 2002, when the start was in her hometown, Silver City, N.M. She got the bug and has flown four races since. She has also taken on the task of helping to find sponsors for the ARC. A private pilot with a Single-Engine Land rating and one jump, she has logged more than 600 hours.

Caroline is now retired from varied careers as a researcher, consultant, librarian and teacher. She founded a community literacy program seven years ago and still volunteers with that group. She plays the French horn in the local university band, sings in a women's chorus and plays tennis. Her nonpilot husband, William, is a big supporter of her activities. Caroline's cheering section also includes their two sons, a daughter and three grandchildren. Their son-in-law is a glider pilot. Caroline is a member of El Paso Chapter of the Ninety-Nines.

An instrument-rated private pilot, Linda Street-Ely began flying 2½ years ago, 1½ years after her husband and two small children were in a fatal house fire. Linda's Christian faith, friends and family, including two adult daughters and three grandsons, have brought her through the valley. Her book, "When We Move to Heaven: A Family Love Story," will be released soon.

Linda is married to corporate pilot Mike Ely. Sharing their passion for aviation as an activity that's good for families, businesses and communities, they promote general aviation through public speaking, writing and aviation programs. Their column, "The View from Up Here," appears weekly in Texas' Liberty Gazette. Linda chairs the Airport Advisory Committee and was appointed by AOPA as Airport Support Network liaison to Liberty Airport. Linda participates in the Ninety-Nines Professional Pilot Leadership Initiative. She is also a member of WAI, EAA, TXAA and Houston Aviation Alliance.

Linda enjoys aerobatics and is honored to have been chosen as the recipient of the 2007 Jan Jones Memorial Scholarship for aerobatic training.

Behind the Scenes of The Air Race Classic...

Sponsoring a transcontinental air race requires more than a few people who are willing to spend uncounted hours putting the pieces in place.

The continual, year-round process begins with the Air Race Classic Board of Directors. A few years ago, Assistant Directors were added to widen the sphere of influence and available expertise. All directors and assistant directors of the 501(c)3 corporation are volunteers willing to add the responsibility and reward of sponsoring the annual race because they believe it is important -- to general aviation and to women in aviation.



ARC volunteers hard at work planning the 2008 race

The Air Race Classic website continues to be refined into an ever more useful informational source for the air racing community and interested public. The ARC website links all Racers and prospective Racers in the United States, Canada and other countries around the world. Although the newer



Past President Vicki Hunt and 2007 Termins Chair Sue Ehrlander.

technology takes many volunteer hours to design, test and put in place, the benefits in the long run to both the ARC organization and the Racers are numerous and allow ARC to disseminate more information in a timely manner to keep everyone up to date. While it takes more than a few good women and men to make this happen, ARC is especially grateful to webmaster Dustin Wilcox for his expertise and long hours of work on the website. If you would like to be part of the behind the scenes technology that supports this race, please let us know at info@airraceclassic.org.

Thank you to all the ARC volunteers for 2008!



Each and every racer offers you a heartfelt thank you for all your hard work! (2007 Race teams pictured)

Ride the Sun



Flight Award for 2009

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 education**.

Apply it toward:

- ◆ Air Racing 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 2008 through December 2008 only, for the 2009 award.

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

Previous *Ride the Sun* Recipients

2008 – Deanne Lynn Campbell – Mountain Flying

2007 – Robin Mikols – Air Racing

2006 – Janna Greenhalgh – Spin Recognition & Recovery Training

2005 – Evelyn Ross – Seaplane Rating



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We welcome all the participants to the town of Mansfield, Massachusetts. The best of luck to all the pilots.

Mansfield Airport Commission

Aviation Organizations of Montana



United we stand



Association of Montana Aerial Applicators (AMAA), Montana Ninety-Nines (99s),
Montana Flying Farmers (MFF), Experimental Aircraft Association (EAA),
Montana Pilots Association (MPA), Montana Civil Air Patrol (CAP),
Montana Airport Management Association (MAMA),
Montana Antique Aircraft Association (MAAA),
Montana Aviation Trades Association (MATA),
Montana Seaplane Pilot Association (MSPA)
Aircraft Owner Pilot Association (AOPA)

..... together we make a difference

Air Race Classic Racers Share and Inspire

The Air Race Classic inspires young girls and women throughout the country when they read and hear about the racing experiences of the ARC pilots. The women racers share stories of their flights and experiences with the local Girl Scouts / Girl Guides and other youth groups during the Start and Terminus events. The Racers introduce aviation, their airplanes and illustrate the many opportunities they have had in aviation. The activities for youth are fun. The Racers provide positive role models that can be lasting and inspiring.



Racer Ruth Maestre controls Girl Scout traffic showing ATC techniques.



Racers Mary Creason, Gloria Apple and Joyce Woods introduce their airplane to a young scout.

Veteran Racer Ruby Sheldon shares her stories and helicopter experiences with the scouts and their parents.



Racers Tamra Sheffman and Sonia Bortolin describe for a scout and her mother how their airplane flies.



International Racer Dee Bond from New Zealand shares her aviation experiences with scouts and their parents.





Dottie Anderson
Bluffton, OH

Jean Sloan
Lima, OH

CLASSIC 15
Piper PA28-181 180hp

*Husband and Best friend, Lloyd Shelton
509 Donbar Dr Bowling Green, OH 43402*

Dottie Anderson has been flying her whole life. With more than 40,000 hours, she holds a Commercial certificate. Dottie has been an active flight instructor since 1948 and is a Wright Brothers Master Pilot Award recipient. A veteran of 28 races, she has been a tireless worker for the Air Race Classic, having served as president and continuing as a director, helping with route selection, among other duties.

Dottie's husband, Lloyd Shelton, is also a pilot. Their marriage brought the enjoyment of two daughters and three grandchildren to her life. They love to travel – but not for too long. Dottie's cat, Spinner, has owned her for more than 17 years. Dottie also loves to read. Ask her what she forgot to pack when she arrives at the race start.

Jean Sloan flew her first race with Dottie as a new pilot. This year will be her 25th Air Race Classic, and she has acquired more than 1,000 hours with a Private Single-Engine Land certificate.

Jean and her husband, Virgil, are retired. They have four sons – one of whom is a pilot – and six grandchildren, and Jean enjoys being a mother and grandmother. She and Virgil enjoy traveling in their motor home, although they're not snowbirds yet. NASCAR races and Harley Davidson motorcycles are other interests.

Dottie and Jean keep busy with the All-Ohio Chapter of the Ninety-Nines.



Marie Janus
West Lafayette, IN

Juliana Lindner
West Lafayette, IN

CLASSIC 16
Piper 28-161 160 hp

*Purdue University
1401 Aviation Drive, Hangar 1 Lafayette, IN 47907*

Marie Janus is representing Purdue University in the Air Race Classic for the second year. Last year, her team placed fourth overall and won the Collegiate Challenge Trophy. She says it was one of the greatest learning experiences of her flying career – a career that includes a Commercial Multi-Engine Land Certificate, CFI and, this past year, a Sea-plane rating.

A student at Purdue, Marie is a flight instructor, primarily teaching students who are working on their Private. When not flying or studying, she likes reading, watching movies and hanging out with friends. She spent the fall semester in Seattle interning for Alaska Airlines. It was an amazing experience, as she got to fly throughout Alaska – a most beautiful state.

A sophomore at Purdue, Juliana Lindner is flying her first air race. She holds a Commercial Single-Engine Land Certificate and has about 250 hours logged.

Juliana is studying management and aviation flight technology at Purdue. She is a full-time member of the marching band and plays the saxophone at basketball games during the spring. Juliana enjoys playing and watching outdoor sports.

Juliana has heard the stories and seen the trophies and is excited to represent Purdue in the Air Race Classic.



Helen Beulen
Mesa, AZ

Marge Thayer
Mesa, AZ

CLASSIC 17
Cessna 182rg 235hp

*R&M Thayer Living Trust
Burl Teague
Coffman Companies*

The winners of last year's race are teaming up again. This is Air Race Classic number 20 for Marge Thayer and number 6 for Helen "Wheels" Beulen.

Marge is retired from flying for business and charter. She holds Commercial Single-Engine Land and Sea ratings, as well as a Multi-Engine Land certificate. Marge has logged more than 3,800 hours, many in Classic 17.

Flying in the Classic is like a great family reunion. Marge likes the challenge of it. She also spends time traveling in her RV and enjoys taking Santa, candy and toys to Guaymas, Mexico, every year. Marge is a member of the Arizona Sundance Chapter of the Ninety-Nines.

Wheels holds an Air Transport Certificate, all Flight and Ground Instructor certificates and a C500 type rating. She has logged more than 2,800 hours. She is currently a corporate pilot for Coffman Companies and a flight instructor.

Her husband, Brian is a retired Northwest Airlines pilot. They are parents of one son and two daughters, all of whom are pilots. Wheels' greatest joy is being grandmother to three grandsons, ages 15, 8, and 6 months. It is also her joy to teach and mentor young pilots. Wheels loves the challenge of the ARC, and watching the weather and deciding when to fly – and then wondering whether the decision will help or hurt.



Arlene Wohlgemuth
Burlleson, TX

Julia Matthews
Austin, TX

CLASSIC 18
Cessna 172N 160 hp

Arlene Reid Wolgemuth and Julia Freeman Matthews teamed up for their first Air Race Classic last year and decided that it was more fun than should be legal. They are looking forward to the camaraderie, adventure and challenge of this year's race.

Arlene holds a Commercial certificate with Single-Engine Land and Sea, as well as Multi-Engine Land ratings with Tailwheel and Aerobatics endorsements. She also holds Flight Instructor ratings and Advanced and Instrument Ground Instructor certificates.

Arlene's time as a flight instructor ended when she was elected to the Texas House in 1994. After serving for 10 years, she is now a legislative consultant and involved in public policy work. Her husband, Mikeal, is an optometrist. He is not a pilot. They are the parents of two daughters.

In addition to flying and politics, Arlene's hobbies are riding motorcycles and gardening. She is a member-at-large of the Ninety-Nines.

The holder of Commercial Single- and Multi-Engine Land certificates, Julia has logged more than 1,700 hours. She learned to fly when her husband, Charles Matthews, was elected to state office. Julia has worked in the housing finance industry for many years while flying her nonpilot husband for business and their pleasure. Charles is chancellor of the Texas State University System. They are parents of two sons and two daughters and have six grandchildren.

Julia enjoys their home in the country. Playing with grandchildren tops her list of fun. Other hobbies include gardening, swimming, yoga and reading. She is a member of the Austin Chapter of the Ninety-Nines.



Jo Alcorn
Winter Haven, FL

Susan Birrell Post
Noblesville, IN

CLASSIC 19
*****WITHDRAWN*****

JoAnne Lucille Alcorn and Susan Birrell Post are back to fly their third Air Race Classic.

Jo holds Private Single and Multi-Engine Land certificates, along with Single Engine Sea. She is a Basic, Advanced and Instrument Ground Instructor with Tailwheel and Instrument endorsements. Flying is in her family. She and her husband, Stephen, own Bachman Aviation in Winter Haven. Stephen is a flight instructor, A&P and IA, as well as working in aircraft sales.

Jo retired as an information technology manager in 2001, which left more time for researching her family's genealogy. She combined this with her love of flying and travels to various research locations. Jo loves to travel, read and cook. She "makes a mean pecan pie." Jo is a member of the South Florida Chapter of the Ninety-Nines.

Susan is a Private pilot with more than 400 hours. Her husband, Scott, gave her flying lessons for her 43rd birthday, and those lessons changed her life. She has been happily at the controls ever since. Scott earned his Private last year. They are the parents of a son and a daughter.

Susan has spent 26 years working in many facets of information technology. She is currently a project manager for RCI Global Vacation Network. Besides work and family, Susan has a multitude of interests including digital photography, fitness-walking and family bicycle outings. She also enjoys singing in large choral ensembles, traveling internationally and updating her web site with family and flying news.



Mary Wunder
Collegeville, PA

Barbara Strachan
Largo, FL

CLASSIC 20
Mooney 20F 200 hp

Welcome to first-timers Mary Wunder and Barbara Strachan!

Mary is a retired air traffic controller who has worked towers and approach throughout Pennsylvania. She holds a Commercial certificate with Single and Multi-Engine Land and Tailwheel ratings and has logged more than 2,100 hours. Her husband, Arnold, is also a pilot and retired.

After 15 years of study, Mary is currently a homeopathic consultant and very involved in alternative medicine. She is active in the Eastern Pennsylvania Chapter of the Ninety-Nines.

Flying the ARC has been on her wish list for many years, and now she has the leisure time to do it!

Barbara holds a Commercial certificate with Single-Engine Land and Sea and Tailwheel ratings and has almost 1,600 hours logged over the years. She has been very active in the Ninety-Nines and is a trustee of the Ninety-Nines Endowment Fund and chapter chair of the Florida Suncoast Chapter. Barbara is an aerospace officer with the Civil Air Patrol.

Now retired after 25 years as a sales account executive in the communications industry, Barbara has more time for fun things like flying. She also started taking piano lessons two years ago and loves to sail with one of her sons in Galveston Bay. Barbara and her partner, Russell Miller – not a pilot – share and enjoy seven children and 11 grandchildren. When there is time left, she likes to read.



Theresa Camp
St. Charles, MO

Evelyn Rosengarten
St. Louis, MO

CLASSIC 21
Cessna 182 RG 235 hp

Evelyn Rosengarten had such a good time in her first race last year that she's back again – and is looking forward to the stop in her hometown, Franklin, Pa. She is flying to become a better pilot by learning from others in the race and getting to know her plane better.

Evelyn holds Commercial Single and Multi-Engine Land certificates and has more than 900 hours. She works for the Boeing Company as a technology analyst on both military and commercial airplane programs.

In her spare time, Evelyn and her non-pilot husband, Ken, enjoy flying around the Midwest in their Cessna 182 RG, "Trixie." He is an information systems consultant. Evelyn is also an Angel Flight pilot and looks forward to the next mission and the people the organization serves.

Welcome, Teresa Camp, to your first Air Race Classic! Teresa has Private Single-Engine Land and Sea certificates. She is flying the race to gain experience and to become a better, safer pilot while helping a friend compete.

Teresa is an engineering manager and has worked on sonar navigation/guidance systems for submarines, missiles and systems engineering for Army future combat systems, to name a few. Teresa's husband, William, is a homemaker and non-pilot. He and their 16-year-old daughter provide support and encouragement for Teresa's flying. Playing the trumpet and the pursuit of lifelong learning are pastimes for Teresa. She is a member of the Greater St. Louis Ninety-Nines.



Susan Carastro
West Palm Beach, FL



Marie Carastro
Montgomery, AL

CLASSIC 22
Cessna 182 230 hp

Marie and Susan Carastro are a mother-daughter team.

Susan has a Commercial certificate for Single and Multi-Engine Land. Flying five previous Air Race Classics has helped her log more than 750 hours.

A veterinary ophthalmologist, Susan encounters many unusual and fascinating situations in the course of her career. One recent highlight was treating a giraffe with an eye problem. She had to use a truck with a cherry picker to reach the eye. She also takes care of sea mammals, including sea lions and dolphins. "What a great job!" she says.

Free time is spent horseback riding and jumping, scuba diving, playing racquetball and running. Susan looks forward to the race each summer so she can spend time with Mom and make lifelong friends from all over the world.

Marie holds a Private certificate with more than 1,000 hours. This is also the sixth race for Marie. She says she races because her daughter races, and she "has to supervise Susan."

Her husband, Bob, is also a pilot and works for the State of Alabama Department of Aeronautics. Marie has worked as a registered dietitian for more than 50 years and currently works with the Alabama Department of Public Health.

Marie and Bob also have a son who is a pilot, and two grandchildren. Genealogy, gardening and grandchildren are favorite hobbies and interests for Marie. She is a member of the Alabama Chapter of the Ninety-Nines.



Gene Nora Jessen
Meridian, ID



Patty Mitchell
Absarokee, MT

CLASSIC 23
Beech Sierra 200 hp

Jessen Aircraft
630 S. Tiburon Meridian, ID 83642
Glass Cockpit Association
3653 Rickenbacker Boise, ID 83705
S-P Aircraft/The Pilot Shop
3591 Rickenbacker Boise, ID 83705

Gene Nora Jessen has spent her entire life in aviation. She holds Commercial Single-Engine Land and Sea and Multi-Engine Land certificates. She is a CFI and Ground Instructor and has Tailwheel and Formation Flying endorsements. Gene Nora flew as a demonstration pilot for Beech and then as a flight school operator. She was one of the so-called Mercury 13, women who trained for the Mercury astronaut program but were never allowed to serve. Gene Nora and her husband, Bob, owned Boise Air Service, an FBO, until their recent retirement.

Author of "The Powder Puff Derby of 1929," Gene Nora has another book in the works. She and Bob have a son and daughter and three grandchildren. So far, only their daughter has followed Mom and Dad in learning to fly.

Gene Nora is a past president of the Ninety-Nines and an active member in the Idaho Chapter. She is flying the race for the fun and to see whether her team can do better than last time, when they flew in headwinds in a Husky.

Retired from United Airlines, Patty Mitchell started her flying career as a Flight Instructor. She flew charter and smoke jumpers in a twin Otter and owned an FBO. Patty earned an Air Transport Certificate and worked for United Airlines from 1988-2004. She enjoyed flying the Boeing 747 the most. Patty also has endorsements for Tailwheel and Aerobatics. She has accumulated more than 18,750 hours.

Patty's husband, Robert, is a pilot and retired from Gulfstream, where he was a director. They are parents of two sons and a daughter and grandparents to six boys and one girl. Since retirement, Patty and Robert spend most of their time on their 48-foot boat cruising the inland waterways and coastal waters in Florida and the Bahamas. After many years at 37,000 feet and 700 mph, it's nice to be at sea level and 15 knots, Patty says!

Patty is a member of the Idaho Chapter of the Ninety-Nines.



Eileen Piasecki-Couch
Westtown, NY



Gloria Smith-Zawaski
New Hampton, NY

CLASSIC 24
Mooney 20C 180 hp

Welcome to your first race, Eileen and Gloria!

Eileen Piasecki-Couch has a Private certificate with more than 775 hours logged. She took her first flight about seven years ago, and flying became a passion. Eileen is a trained microbiologist, as is her non-pilot husband, Troy Couch. They are the parents of four sons.

Eileen worked in the pharmaceutical industry before operating a culinary herb and spice business for the past 17 years. She specializes in all-natural dried soup mixes, dips, pasta and seasonings.

A second passion for Eileen is painting. She is an avid oil painter and looks forward to the day she can fly her plane to her favorite places and paint them. She is a member of the North Jersey Chapter of the Ninety-Nines.

Gloria Smith-Zawaski has a Private certificate and is working on her Instrument rating. She and her pilot husband, Alex, fly together often, and since her instructor is also a man, Gloria is looking forward to flying with other women and feels the race will help build her confidence and skill.

A public relations consultant, Gloria started on Madison Ave. as a copywriter. She and Alex have two sons, and both were in Iraq when she learned to fly four years ago. When she felt nervous, she thought about what they were facing and got over her fears in a hurry. They all made it through safe and sound. Gloria is a two-year breast cancer survivor and rides her horse for relaxation.



Martha Burgoon-Parish
Salem, NH

Deborah Cahill
Clinton, MA

CLASSIC 25
Navion A 225hp

Welcome, Martha Burgoon-Parish and Deborah Cahill, to your first Air Race Classic!

Martha has had a busy career in aviation. She holds an Air Transport certificate with Single and Multi-Engine Land, Single-Engine Sea, Glider Commercial and Instructor and Multi-Engine Instrument Flight Instructor certificates. She is also endorsed for Tailwheel and Aerobatic aircraft, as well as jet-type ratings. Martha has used these ratings teaching at Daniel Webster College; flying charters as a commuter express pilot; flying 737s for US Airways; piloting for Net Jets; and now working as a Flight Inspection pilot for the FAA.

Her husband, Benjamin, is not a pilot but is interested in aviation and employed as A/P Operations shift manager at Boston's Logan Airport.

Martha used to train horses before becoming interested in aviation. While furloughed from US Air, she worked as a vet tech. She also drove a snowplow. Now, aerobatics, her motorcycle and 100-pound Rottweiler keep her busy. She is a member of the Eastern New England Chapter of the Ninety-Nines.

Deborah is a Private pilot with 750 hours logged. She is the mother of a daughter. Her partner, Robert Hanlon, is also a pilot. They recently helped build a Glasair experimental aircraft at the manufacturing plant in Washington. Deborah is very active in her EAA chapter and loves doing Young Eagles flights, giving airplane rides to children.

Teaching high school business education was the focus of Deborah's career after college. For the past 25 years, she has worked as a training and development consultant. She is currently employed by Staples in management training. Deborah enjoys riding motorcycles, biking, hiking, horseback riding and walking when she isn't working or flying.



Pam Palmieri
Milan, MI



Holly Czapich
Milan, MI

CLASSIC 26
Cessna 172 195 hp

Sew MI Embroidery
19265 Hickory Rd. Milan, MI 48160
USA Jet Airlines
2064 D Street Belleview, MI 48111
Aero Space Trading
4220 Douglas Rd. Miami, FL 33183
Peregrine Aviation
3300 Airport Rd. Suite300 Boca Baton, FL 33431

Pamela Palmieri and Holly Nicole Czapich are flying their first Air Race Classic. Welcome!

Pam says she thinks she was born to fly. She dreamed about it since childhood, and after 40 years she has discovered just how much she loves airplanes. She holds a Private Single Engine Land certificate with more than 400 hours. Pam and her pilot husband, Vincent, live on a grass strip in Michigan.

Pam and Vincent own Sew MI Embroidery and specialize in digitizing and commercial embroidery. She is also a professional skydiver and a paralegal and does legal software training for the University of Michigan. Pam is looking forward to the race for plain good fun, the learning experience, the competition and any excuse to fly JJ.

Holly holds a Private Single-Engine Land certificate as well as all Ground Instructor certificates. She works as an airline business assistant at USA Jet, helping to seek new business and overseeing operations at KYIP and KABQ.

Holly's partner, Andrew Burgardt, is a Civil Engineering Instruction designer. He is not a pilot. Holly loves art history, reading and photography. She has a small handmade-craft business to support her expensive hobbies. See www.hollynicoleonline.com. Holly is looking forward to the race, as it sounds exciting and provides support to female pilots.

Both Pam and Holly are members of the Michigan Chapter of the Ninety-Nines.



Dene Chabot-Fence
Carson City, NV

Gloria May
Kerman, CA

CLASSIC 27
Piper PA 28 C 180 hp

Dene Chabot-Fence and Gloria May – the 2001 Air Race Classic winners – are returning to the ARC after taking a couple of years off. Welcome back!

Dene holds a Private certificate with more than 2,800 hours logged. Many of those hours were accumulated during 12 previous Air Race Classics, along with many Palms to Pines Air Races. Dene is active in the Reno Area Chapter of the Ninety-Nines and the EAA chapter in Carson City. She supports the Young Eagles as well as helping with the Ninety-Nines' Girl Scout badge program.

After a career as an engineer, Dene went back to school and became a naturopathic physician. She owns Vitamin Villa in Carson City and conducts her practice there. The competitive aspect of the race is a big draw for Dene, though she also enjoys the social aspects and the camaraderie of the racers.

A Private pilot with more 1,800 hours, Gloria is also marking her 13th time competing in the Air Race Classic. She is returning to the race for the competition and to see old friends and make new ones.

Gloria is a retired almond farmer who now enjoys gardening and hunting for antiques. She has played softball as a hobby and was inducted into the National Softball Hall of Fame in 1973; the Fresno Athletic Hall of Fame in 1982, and the San Joaquin Valley Hall of Fame in 2005. Gloria has one daughter.

Gloria is a member of the Fresno Chapter of the Ninety-Nines.



Camelia Smith
Hindsville, AR

Laura Berry
Harrison, AR

CLASSIC 28
Cessna 182RG 235 hp

Just as her first hour in a Cessna 150 hooked Camelia Smith on flying, she fell in love with racing after one Air Race Classic. Camelia holds Commercial Single and Multi-Engine Land certificates, along with Certified Flight Instructor and Advanced Ground Instructor. She has logged more than 10,000 hours. Camelia has worked as an air taxi pilot, done fire detection for the National Forest Service and flown as a corporate pilot as well as teaching flying.

Her pilot husband, Bill, is a cattle farmer. They are the parents of a son and daughter and have one granddaughter. Camelia started her career as a flight attendant and gave that up to return to Arkansas to marry Bill. She is active in TWA Clipped Wings International, the Arkansas Chapter of the Ninety-Nines and many other aviation organizations.

Welcome, Laura Berry, to your first Air Race Classic! Laura got her first lesson at 16 from her dad, who never earned his license. But Laura did, earning her Private certificate about 30 years later.

Laura is dean of arts and sciences at North Arkansas College. She and her non-pilot husband, Alan, also raise alpacas as a side business. Upon returning home from the air race, Laura, Alan and their 11- and 15-year-old daughters will leave on a backpacking trip to Colorado. Alan and Laura backpacked in the same area, near Durango, on their honeymoon.



Marisha Falk
Daytona Beach, FL

Mandy Parsons
Daytona Beach, FL

CLASSIC 29
Cessna 172S 180 hp

Embry-Riddle University Flight Department
600 S. Clyde Morris Blvd. Daytona Beach, FL 32114
Jack Haun
600 S. Clyde Morris Blvd. Daytona Beach, FL 32114
Adelaide Shores RV Resort
2881 US Hwy 27N Avon Park, FL 33825

This first-time team is representing Embry-Riddle Aeronautical University-Daytona Beach. They are members of the Embry-Riddle Daytona Beach Chapter of the Ninety-Nines.

Marisha Falk is working as a Flight Instructor at ERAU. With 420 hours, she has already earned Commercial Single and Multi-Engine Land certificates, as well as Single Engine CFII and Basic and Advanced Ground Instructor.

When not flying, Marisha enjoys horseback riding, fishing, playing sports and spending time with friends and family. She is flying the race to increase her knowledge of aircraft performance, cross-country planning and flying. She thinks the race will be an unforgettable experience and that she will learn a lot about herself and her partner.

Amanda Parsons is a relatively new Private pilot, with about 120 hours. She works as an assistant in the university's Aviation Maintenance Department. She also volunteers for the Valiant Air Command, restoring aircraft.

Mandy is a Certified Aircraft and Power Plant Mechanic and loves restoring old aircraft. She is flying the race for the experience and excitement.



Jeanette Hackler
Arlington, TX



Betty Pearce
Queen Creek, AZ

CLASSIC 30
Cessna 172N 160 hp

Jeanette Hackler is a veteran of eight Air Race Classics. She holds a Private certificate with more than 1,200 hours logged. Jeanette shares her love of flying with her husband, Dennis, who is also a pilot. They are the parents of a son and enjoy two grandchildren.

After a career as a professional secretary in the legal, insurance, medical and aviation industries, Jeanette now works seasonally for H&R Block as a tax adviser. She enjoys reading, sewing for her grandchildren and occasional gardening – which translates to "cultivating weeds" and, with luck, a flower or two. Jeanette says flying the race is fun, a challenge and a way to maintain flying skills. She looks forward to renewing old acquaintances. Jeanette is a member of the South Central Section of the Ninety-Nines.

Betty Pearce flew the race in 2006 with a different partner and found it to be an adventure a day – like trying to find the Rio Grande in El Paso when all they could see was a dry concrete canal.

Betty holds a Private certificate with more than 200 hours. This year she will finish her Instrument rating in St. Charles, Mo. She flies an E35 Bonanza when not working as a flight attendant for Southwest Airlines.

Last year, Betty spent the time from May until December helping at her brother and sister-in-law's Christmas tree farm in southern Wisconsin. She has more wings than Southwest, as the farm has five colonies of bees. Betty is mom to two sons (one a pilot) and two daughters, and a grandmother to four.



Kelly Burris
Pleasant Ridge, MI



Erin Recke
Newnan, GA

CLASSIC 31
Beechcraft Debonair 225 hp

Welcome, Kelly Burris and Erin Recke, to your first Air Race Classic!

Kelly holds Commercial Single and Multi-Engine Land certificates as well as Single-Engine Sea. She has more than 775 hours and was an engineer with McDonnell Douglas and Boeing for more than 11 years before becoming a patent attorney. She has also taught graduate engineering and management courses.

Flying is Kelly's primary hobby. She is an active volunteer pilot for Angel Flight Central and Angel Flight Mid-Atlantic. She enjoys running and participating in other outdoor activities such as hiking and biking with her partner, Lezlee Eddy, and playing with their dogs. Kelly is looking forward to participating in an event that has such a rich and significant history. She is a member of the Michigan Chapter of the Ninety-Nines.

Erin is a first officer with a major regional airline in Atlanta. She holds Commercial Single and Multi-Engine Land; Single and Multi-Instrument CFI, and Basic and Advanced Ground Instructor certificates. She is also jet-type rated and has made two jumps as a skydiver. Erin flew as a charter and corporate pilot before working for the airline. Before that, she was a veterinary student.

Erin is an avid scuba diver and interested in geocaching – hunting for treasure using a GPS. She and her partner, Jeanne Newland, are crazy about food and their cats. Erin loves to ride horses and is helping a friend to qualify to ride in his second Summer Olympics. She is also a member of the Ambassador Chapter of the Ninety-Nines.

Erin is flying for the experience, to become a better pilot and for the glory if her team wins.



Meghan Burlager
Kalamazoo, MI

Betsy Taylor
Kalamazoo, MI

CLASSIC 32
Cirrus SR-20 200 hp

Western Michigan University
237 N. Helmer Road Battle Creek, MI 49015

L3 Communications
5257 Falcon Rd. Rockford, IL 61109

Western Michigan University returns to the Air Race Classic with this team of first-time racers.

Meghan Burlager holds Commercial Single and Multi-Engine Land certificates and has logged more than 350 hours. She is adding to those hours using her CFI certificate at Western Michigan. Meghan graduated magna cum laude in December with a bachelor's degree in aviation flight science and plans to obtain her master's degree in business administration.

In an industry dominated by men, Meghan feels that events like the ARC empower women. She is honored to be participating and to represent her school. Meghan loves spending time with friends and family. She appreciates all their love and support as she continues her aviation career.

Betsy Taylor is a full-time student at WMU, majoring in aviation flight service and looking toward receiving a master's in business. She has earned a Private certificate and logged 185 hours. By the time of the race she should have her Commercial Multi-Engine certificate – if the Michigan weather cooperates.

Betsy works part-time for Comair Delta Connection at Kalamazoo airport, staffing the counter, ramp, baggage, etc. Her short-term plan is to graduate and start flight-instructing while working on her master's. She is excited to be flying in the race and thanks her parents, family and friends for always giving their support, love and encouragement.



Jan Seiwert Bell
Fort Wayne, IN

Lara Zook Gaerte
Fort Wayne, IN

CLASSIC 33
Cessna 172S 180 hp



Minnetta Gardinier
Iowa City, IA



Linda Moody
Pepperell, MA

CLASSIC 34
Cessna 177 180 hp

Welcome, Minnetta Gardinier and Linda Moody, to your first Air Race Classic!

Minnetta holds a Private certificate with 460 hours. She is entering the race for the experience of flying with a unique group of women pilots – joining the historic line of aviators pursuing the challenges of a national cross-country air race.

Minnetta is a university professor who has directed a molecular neurobiology research program since 1992. She now serves as an associate dean in the Graduate College at the University of Iowa. Flying is her number one hobby. Other interests include travel, reading, gardening and all forms of theater and performing arts. She is a member of the Iowa Chapter of the Niney-Nines.

Linda is a Private Pilot with about 250 hours and an Instrument rating. She thinks racing will give her the experience of a lifetime, and she will be living a dream instead of watching others do it.

Linda is an architect with her own firm, specializing in sustainable design and construction. Her husband, Stephen Russell, is a college professor who is not a pilot. In addition to flying, Linda is a conservation commissioner in her hometown; a museum docent for a historic Frank Lloyd Wright house, and a docent at a local animal shelter where rabbits are transformed into adoptable pets. She is a member of the Eastern New England Chapter of the Ninety-Nines.

This is Air Race Classic number four for Jan Seiwert Bell, who has a Private certificate and almost 400 hours. She flies the Classic for the competition, the camaraderie and a chance to have time just for herself for several days in a row. Jan's husband, David – who is also a pilot – their 22-year-old daughter and her insurance company encourage her to participate.

Jan is a legal consultant for Purdue University. She is a retired U.S. administrative judge and retired JAG in the Indiana Air National Guard. She was the highest-ranking female JAG in the U.S. and the highest-ranking female officer in the IN ANG. Jan recently opened a retail store with her daughter in Fort Wayne. She also enjoys traveling – mostly by air – reading and knitting. Jan is a member of the Three Rivers Chapter of the Ninety-Nines.

Lara Zook Gaerte is a professional pilot and CFI with more than 4,500 hours. She holds an Air Transport Certificate Single and Multi-Engine Land, as well as all Flight Instructor and Ground Instructor certificates. She has made 60 jumps and has a Tailwheel endorsement. Lara and her husband, Tony, took over Century Aviation at DeKalb County Airport in Auburn last September. Tony is also a pilot and is director of maintenance.

Ballroom dancing and travel are Lara's hobbies, but with the new business, two sons and a daughter, there is not much downtime at their home. Her "wonderful husband, Tony, will be managing everything so she can race."



Daphne Schiff
Toronto, Ontario

Adele Fogle
Toronto, Ontario

CLASSIC 35
*****WITHDRAWN*****

Welcome back to our team from Canada!

Daphne Schiff is a professor of natural science at Glendon College, York University, and teaches meteorology and aerodynamics. She has an Airline Transport Pilot license with more than 6,000 hours logged. She has also worked as a commercial pilot.

Daphne's air racing has not been limited to the ARC. She flew as co-captain in the Round the World Race in 1994; the New York to Paris Air Race in 1985; the Air Race of the Americas in 1996, and the South African Safari in 2005, to name a few. She was awarded an honorary LL.D. by York University in 2005 and is a Senior Scholar there. Daphne is a member of the First Canadian Chapter of the Ninety-Nines.

The owner of a flight school, Aviation International, Adele Fogle holds an Air Transport License with Multi-Engine Land. She also has Multi-Engine Instrument Flight Instructor and Instrument Ground Instructor and has logged more than 6,000 hours.

Adele is flying the Air Race Classic to keep current. She has been a member of the First Canadian Chapter of the Ninety-Nines for more than 20 years.



Bibi Shariff
Queens, NY

Nicole Boettger
Carter Lake, IA

CLASSIC 36
Piper PA28 160 hp

Welcome to first-time racers Bibi Shariff and Nikki Boettger.

Bibi holds a Private certificate and has logged more than 660 hours. Flying is her number one hobby. Bibi is looking forward to the fun and competition of the race. She wants to motivate other women to get involved and reach for what they want.

Bibi is a real estate broker at Remax Universal. She enjoys dancing, running in the park, camping, boating, working hard and aiming high.

Nikki is a Private pilot with a little over 100 hours. She is working on her Instrument rating. The ARC has been a personal goal since receiving her certificate, and she hopes to show people in her area that yes, ladies can be pilots!

Nikki is a teacher in the 3- to 5-year-old room at YMCA Child Care, and she serves part-time as a program leader for the Girl Scouts at the junior level for the Community Outreach Program. Nikki's hobbies are plus-size modeling and pageants. She has been a member of the Polynesian and Hula Dance Studio for five years. She likes sci-fi books and "Stargate." Nikki is a member of the Collegiate Internet Chapter of the Ninety-Nines.

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 cheering ARC from afar. Auction items are donated by corporations, groups, organizations and individuals. Aviation-related items are always very appropriate, but not a prerequisite.

Auction items will be on display at the Terminus of the race. Silent bidding terminates at the final banquet each year. View the list of items and donors at www.airraceclassic.org. 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.

Meet other Racers off season during these upcoming events:

August 6-9, 2008, The Ninety-Nines International Convention, Anchorage, Alaska

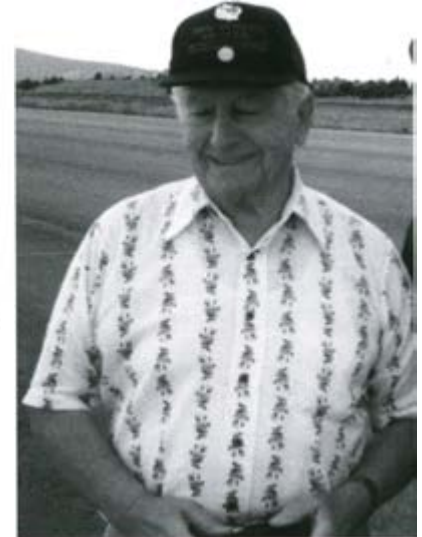
February 24 -26, 2009, Women in Aviation, International Conference Atlanta, Georgia

July 22-25, 2009, The Ninety-Nines International Convention, Chicago, Illinois



Remembering Glenn Buffington (1918 - 2008)

H. Glenn Buffington watched the 1929 Women's Air Derby wing westward out of Kansas City. Inspired by these women of true grit, flying a transcontinental air race with less than 100 hours of flight time, he decided to take to the air himself. Glenn and his brother CJ took their first airplane ride with pilot Nora White, a charter member of The Ninety-Nines, in 1931 in an OX-5 Waco. He continued his flight training, got his license and went on to fly his own Ercoupe all over the country. During World War II, Glenn flew with the Air Transport command (NWA) as a Northwest Airline flight radio operator over Canada and Alaska. After the war, he worked for The Boeing Company as a flight analyst and executive aide in the production flight test department for 36 years.



From his first flight, Glenn took an interest in collecting autographs of women pilots. Thus was an aviation historian born. He collected all sorts of memorabilia regarding female fliers and conducted extensive research. When Ninety-Nines President Ruth Deerman set a goal of locating 70 of the missing 99 charter members, Glenn took up the challenge, employing his typewriter to create a blizzard of paper inquiries in his search. He generously shared information he gathered with other researchers, writers and historians, and he contributed to numerous aviation historical publications and organizations. Ninety-Nines historians came to depend on Glenn for his expertise in the history of female fliers.

Glenn was also drawn to women's air racing, and he and his partner, Bob Rybiski, became regulars at competitions. Anyone who raced during the years they attended knows that Glenn took plenty of photos of racers and their airplanes. Once back home, he would send the racers copies of the photos and cheers for their efforts. Glenn's behind-the-scenes financial support was also greatly appreciated by the Air Race Classic. He last participated in ARC festivities in 2001, making the acquaintance of many new racers and telling fascinating stories of competitors, from the pioneering days to the present.

Glenn was recognized by The Ninety-Nines with its Award of Merit and installation in the Forest of Friendship. He was also a life member of the EAA and AAHS, and had memberships in AOPA, NAA, SW, AAA, Staggerwing museum, National Waco Club and San Diego Air & Space Museum. He also served as an advisor to the Ninety-Nines Resource Center, Oklahoma City, and the International Women's Air & Space Museum, Centerville, Ohio. His vast collection of women's aviation history and memorabilia was donated to The Ninety-Nines Museum in 2003, and volunteers have been working their way through the collection to catalogue its wealth of phenomenal photos, handwritten letters from piloting pioneers, biographical archives and air race memorabilia.

The Air Race Classic again thanks Glenn for his support, which helped the race continue and make history. During his memorial service, two jets, unrehearsed, flew right over the cemetery – a reminder that aviation had lost a valuable resource. The Air Race Classic salutes his memory with a racing flyby.

What Makes the Air Race Classic Fly



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





The Eastern Pennsylvania Chapter of The Ninety-Nines is very proud of its three awesome chapter members and one awesome former chapter member for becoming a part of aviation history! Our congratulations, best wishes, and friendship go to the team of Alison Chalker and Linda Evans, and to the team of Mary Wunder and Barbara Strachan!



Alison Chalker & Linda Evans (& Alison's Cherokee)



Mary Wunder & Barbara Strachan (& Mary's Mooney)

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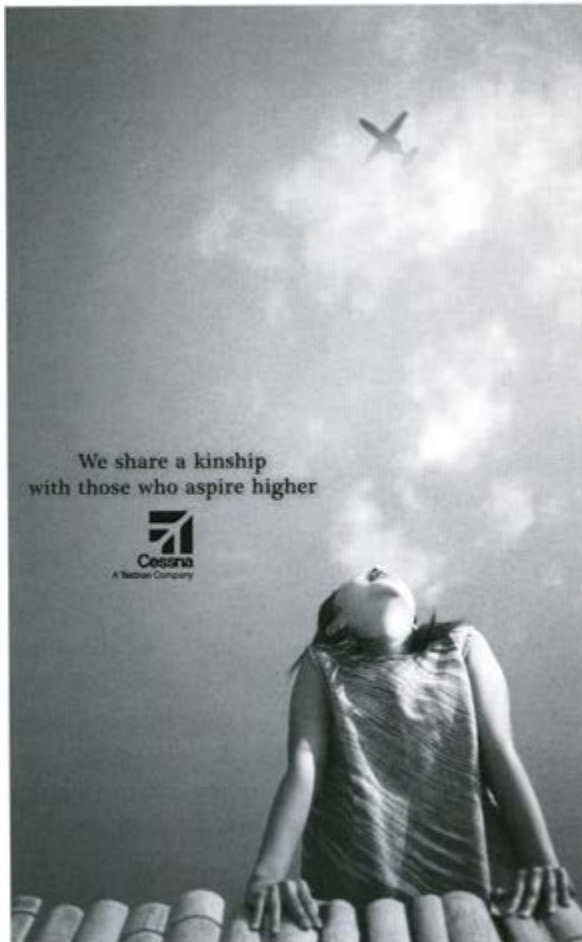
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To all those answering the phone at 1-800-WX-BRIEF, thank you! The hard work and thoroughness of our Flight Service Station briefers keep our racers informed and safe.



We share a kinship
with those who aspire higher



**Montana Department of Transportation
Aeronautics Division
Welcomes the Air Race Classic 2008™**



The Aeronautics Division facilitates the operation and infrastructure of airports and airways, both public and private; provides mechanisms for funding airport and aviation related projects; registers aircraft and pilots in accordance with Montana laws and regulations; and fosters, promotes, and supervises aviation through educational efforts and programs; and coordinates and supervises aerial search and rescue operations. The division serves as a liaison between the State of Montana and various other entities including the U. S. Department of Transportation, the Federal Aviation Administration (FAA), and other federal and state entities. The division is also responsible for operation of the air carrier airport at West Yellowstone and 14 other state-owned and/or operated airports.

Good luck pilots, fly safe.

Montana Department of Transportation



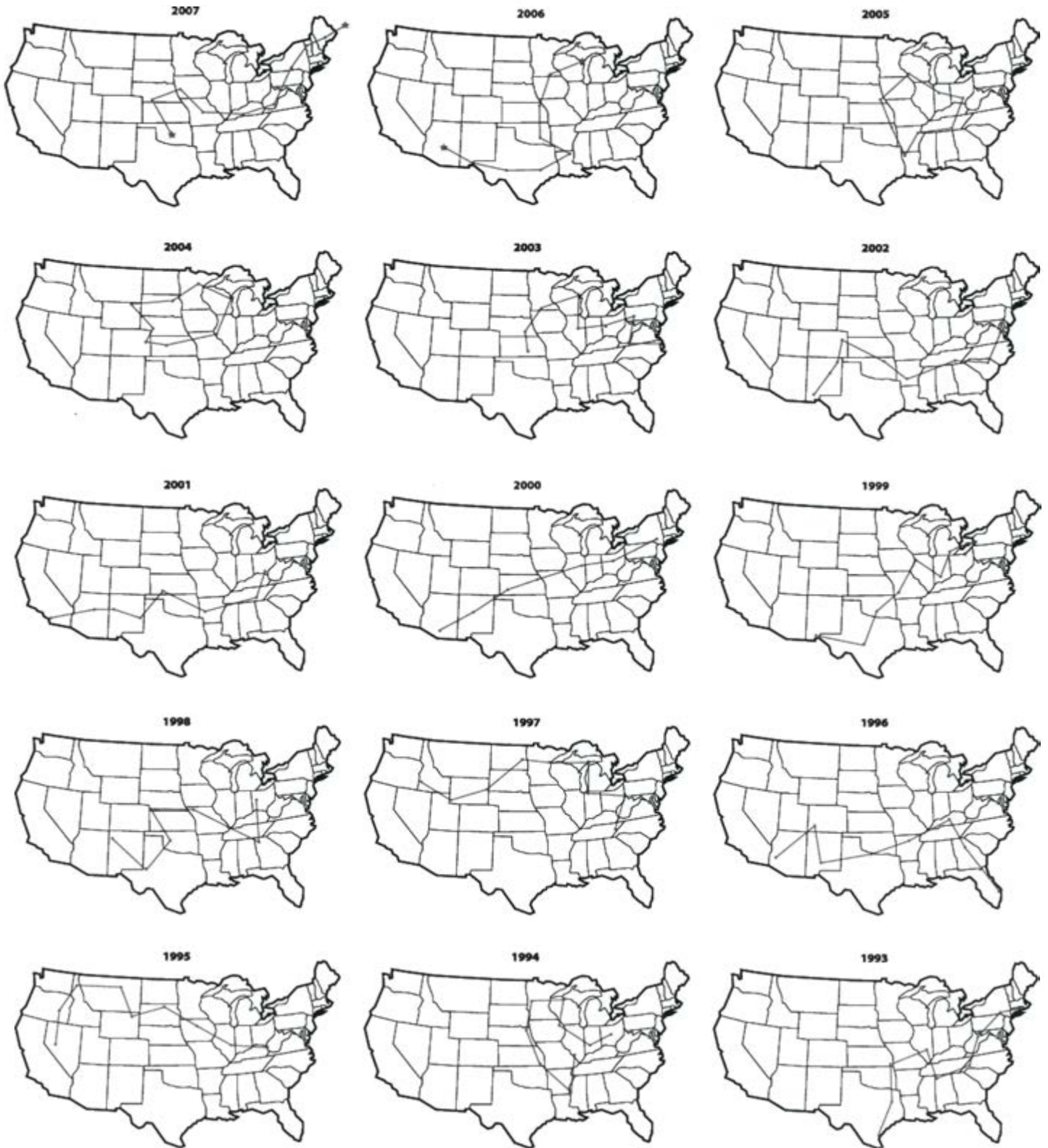
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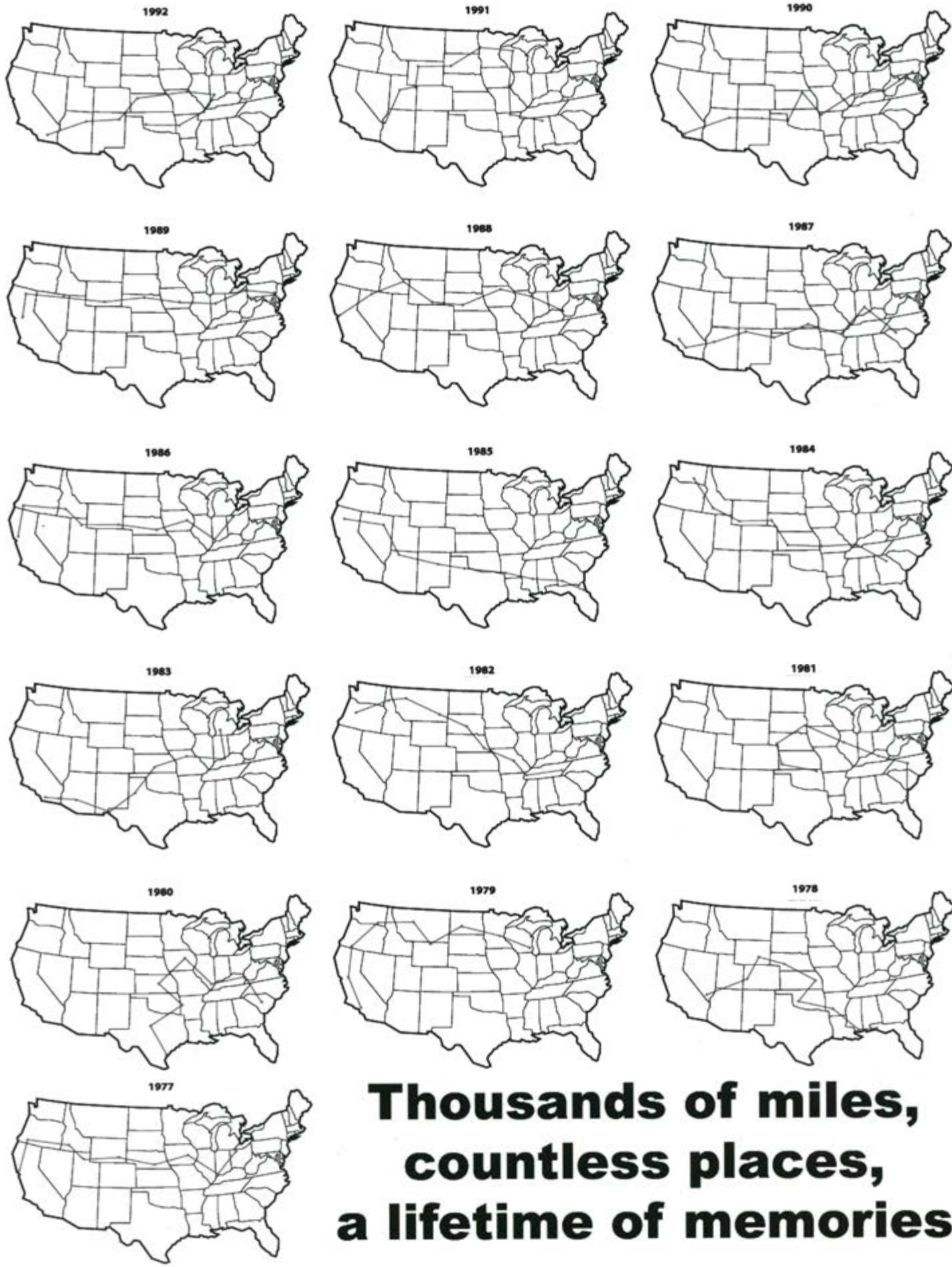
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Go! Joyce and Kathy # 4

"To most people, the sky is the limit.
To those who love aviation, the sky is home."

31 YEARS OF RACING





**Thousands of miles,
countless places,
a lifetime of memories**

Thirty-One Years of Flying

Where we've been and when

Alabama

Huntsville - 1991
Muscle Shoals - 1993

Arizona

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

Arkansas

Conway - 1996
Fayetteville - 1990
Fort Smith - 1980
Hot Springs - 1978 - 2001 - 2002
Jonesboro - 1987
Mena 1992
Mountain Home - 1991
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
Toronto - 1999

Colorado

Burlington - 2002
Durango - 1996
Grand Junction - 1978
Lamar - 2004

Florida

Daytona Beach - 1985 - 1996
Destin/Fort Walton Beach - 1978

Georgia

Albany - 1985
Athens - 1996
Gainesville - 1984
Jekyll Island - 1981
Rome - 1998

Idaho

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

Illinois

Cahokia - 1994
Danville - 1995
Decatur - 1993
Freeport - 1999
Galesburg - 1981
Kankakee - 1988
Marion - 1980
Mattoon - 2000
Mount Vernon - 1990
Peru - 2003

Indiana

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

Iowa

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

Kansas

Belleville - 1990
Dodge City - 1984
Garden City - 1981 - 2000
Hays - 1992
Hutchinson - 1983
Independence - 1994
Lawrence - 2006
New Century - 2000
Olathe - 1978
Pittsburg - 1993
Pratt - 2001 - 2003
Salina - 1980
Winfield - 1987
Wichita - 2004

Kentucky

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

Louisiana

Bastrop - 2006
Shreveport - 2005

Maine

Bangor - 2007

Massachusetts

Hyannis - 2000
Plymouth - 2000 (fly-by)

Michigan

Flint - 1999
Grand Rapids - 1983
Menominee - 2003 - 2006
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
Gulfport - 1978
Meridian - 1985

Missouri

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

Montana

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

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
Santa Teresa - 2006
Silver City - 2002
Socorro (fly by) - 2002
Tucumcari - 1992

New York

Binghamton - 1993
Elmira - 2007
Ithaca - 2000
Perry-Warsaw (fly-by) - 1999

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 - 2001
Columbus - 1994
Dayton - 2003
Mansfield - 2000
Toledo - 1977 - 1986
Willoughby - 1999
Youngstown - 1989

Oklahoma

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

Oregon

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

Pennsylvania

Altoona - 2003
Philadelphia - 1989
York - 1990

Rhode Island

North Kingstown - 1993

South Carolina

Columbia - 1980
Greenville - 1987
Winnboro - 2002

South Dakota

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

Tennessee

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

Texas

Abilene - 1980
Bryan - 2006
Childress - 1985
Corpus Christi - 1980 - 1993
Dalhart - 1987
El Paso - 1983 - 1999
Lubbock - 1983
Midland - 1998
Ozona - 2006
San Angelo - 1999
Tyler - 1993
Wichita Falls - 1996

Utah

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

Vermont

Burlington - 2007

Virginia

Danville - 2003
Chesapeake-Portsmouth - 2002

Washington

Pasco - 1984
Walla Walla - 1979

West Virginia

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

Wisconsin

Ashland - 1994
Milwaukee - 1979
Minocqua-Woodruff - 1991
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

Air Race Classic 2008 pays tribute to the women who preserved air racing for future generations.

We thank the original seven board members who had the foresight, energy and wisdom to create a new organization which has sponsored an annual all-woman transcontinental air race since 1977.

We honor two who remained on the board the longest. Pauline Glasson and Esther Lowry Safford gave untold hours of steadfast devotion to our mission - to encourage and educate women pilots, increase public awareness of general aviation and women, in particular, and to preserve and promote the tradition of pioneering women in aviation. Both women served as president during their board membership. We value the body of knowledge Pauline and Esther bring to their new roles as Honorary Directors and consultants to the board. Esther became our Chief Judge in 2006.

This photo of the original Air Race Classic, LTD. 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.



2008 Awards

FIRST PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$5,000 in cash.

SECOND PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$3,000 in cash.

THIRD PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$2,000 in cash.

FOURTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$1,500 in cash.

FIFTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$950 in cash.

SIXTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$700 in cash.

SEVENTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$600 in cash.

EIGHTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$500 in cash.

NINTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$400 in cash.

TENTH PLACE

Air Race Classic Award for Pilot and Co-Pilot and \$350 in cash

HIGH SCORE FOR FIRST-TIME 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 team from a college or a university that has the highest score. 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, Inc.

FAST-FLYING PIPER AWARD

Highest-scoring team flying a Piper airplane. Sponsored by The New Piper Aircraft, Inc.

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

Lowest-scoring team awarded \$100.

LEG PRIZES

For each leg, four prizes are awarded to the highest-scoring team (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

THIRTY-FIRST AIR RACE CLASSIC WINNERS - 2007



1
Marge Thayer & Helen Beulen



2
Denise Waters & Ruth Maestre



3
Joyce Wells & Kathy Walton



4
Katie Sparrow & Marie Janus



5
Margaret Ringenberg & Linda Schumm



6
Dee Bond & Alice McCormack



7
Susan Larson & Amy Ecclesine



8
Judy Bolkema-Tokar & Patricia Ohlsson



9
Jan Seiwert Bell & Lara Zook Gaerte



10
Anne Edmonson & Charlene Olsen

THIRTIETH AIR RACE CLASSIC WINNERS - 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

TWENTY-NINTH AIR RACE CLASSIC WINNERS - 2005



1
Sophia Payton, Marilyn Patierny & Erica Cochoff



2
Judy Bolkema-Tokar, Sarah Bean & Ann Williams



3
Bonnie Johnson & Carol Foy



4
Melissa Sliffe & Royce Clifford



5
Helen "Wheels" Beulen & Marge Thayer



6
Jan Bell & Lara Gaerte



7
Denise Waters & Ruth Maestre



8
Sarah Tower & Erica Ebenhoeh



9
Maragaret Ringenberg & Karen Allina



10
Gretchen Jahn, Ruby Sheldon & Julie Filucci

Passengers not pictured due to space constraints

Collegiate Challenge Trophy

Traditions begin with simple acts that add meaning to our lives.

Without realizing the future impact of their benevolence, Linda Schumm and Rosemary Emhoff, of Legacy Aviation, Inc., started something meaningful for the Air Race Classic when they declared a new category at the 2000 awards banquet and personally provided prizes for each college team.

When the Air Race Classic achieved 501(c)3 status, with a stated goal to support aviation education for women of all ages, another act to encourage college team 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, will dwell in the winner's school trophy case for one year before moving to the next winner's school. Winning team members and their schools will receive small trophies as personal mementos. Any school with an established aviation program is eligible to send a team of women.

Daniel Webster, Embry-Riddle, Kansas State University, Ohio University, Purdue University, University of Nebraska, University of North Dakota, University of South Dakota and Western Michigan University are among those that have sponsored teams.

Linda Schumm and Rosemary Emhoff, of Legacy Aviation, Inc., generously donated cash prizes to all the collegiate teams starting in 2000. We are proud of all who add meaning to our tradition.



2006 Winners
Katherine Conrad & Katie Sparrow
Purdue University



2007 Winners
Katie Sparrow &
Marie Janus
Purdue University



2003 Winners
Heidi Moore & Keri Wiznerowicz
Purdue University



2004 Winners
Kristin Shoemaker & Katherine Ventresco
Ohio University



2005 Winners
Sarah Tower & Erica Ebenhoeh
Western Michigan

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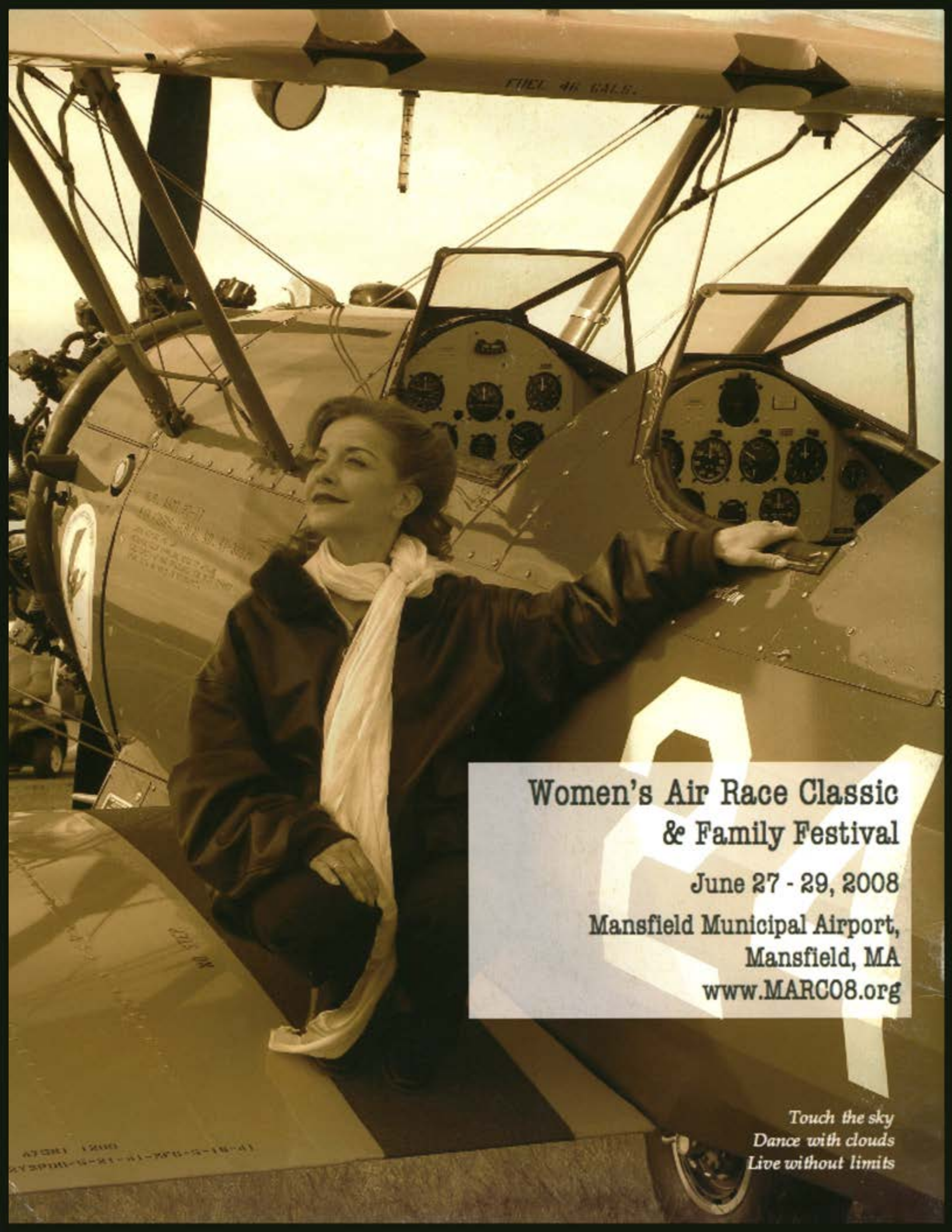
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**Women's Air Race Classic
& Family Festival**

June 27 - 29, 2008

**Mansfield Municipal Airport,
Mansfield, MA**

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Live without limits*