24th AIR RACE CLASSIC
June 20-23, 2000
Official Program $8.00
Tucson, Arizona to Hyannis, Massachusetts
The Rhode Island Pilots Association salutes the women of The Air Race Classic 2000

The Rhode Island Pilots Association is a 400-member organization that contributes to the community through its commitment to general aviation, pilot safety and other local programs:

- Co-sponsors FAA Safety Seminars in Rhode Island
- Awards annual Scholarships for deserving individuals seeking to advance in the aviation field
- Supports summer aviation programs for young people
- Solicits contributions for Thanksgiving Baskets and Toys for Tots
- Provides charitable and medical flights when needed
- Monitors state legislature for issues concerning general aviation

Our members wish this year’s participants clear skies and smooth flying.

For further information about the Rhode Island Pilots Association call, our 24-hour info line: (401) 621-1535, or visit our website at www.businesson.com/ripa
Special Thanks To All 2000 Air Race Classic Contestants and
Tucson, Arizona Moriarty, New Mexico
Garden City, Kansas New Century, Kansas
Mattoon, Illinois Mansfield, Ohio
Ithaca, New York Plymouth, Massachusetts (Fly-By) and
Hyannis, Massachusetts
# INDEX

- CONTESTANTS (ALPHABETICAL LISTING) ................................................................. 3
- AIR RACE CLASSIC DIRECTORS .................................................................. 5
- RACE START .................................................................................................. 6-7
- ENROUTE STOPS .......................................................................................... 8-15
- RACE TERMINUS ......................................................................................... 16-17
- HANDICAPS ................................................................................................ 18-19
- DESIGNATED AIRPORTS ON THE ROUTE...................................................... 19
- GENERAL INFORMATION/EVENTS .............................................................. 19
- CONTESTANTS .............................................................................................. 20-52
- AWARDS ....................................................................................................... 53
- LEG PRIZES ................................................................................................. 54-55
- 1977 THRU 1996 AIR RACE CLASSIC WINNERS ........................................ 56
- 1997 AIR RACE CLASSIC WINNERS ............................................................. 57
- 1998 AIR RACE CLASSIC WINNERS ............................................................. 58
- 1999 AIR RACE CLASSIC WINNERS ............................................................. 59
- TWENTY-FOUR YEARS OF FLYING .............................................................. 60
<table>
<thead>
<tr>
<th>Classic No.</th>
<th>Name</th>
<th>Page</th>
<th>Classic No.</th>
<th>Name</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>12</td>
<td>Anderson, Dottie</td>
<td>26</td>
<td>6</td>
<td>McIntire, Jane</td>
<td>23</td>
</tr>
<tr>
<td>28</td>
<td>Arnold, Earline</td>
<td>39</td>
<td>15</td>
<td>Maestre, Ruth</td>
<td>28</td>
</tr>
<tr>
<td>25</td>
<td>Azar, Suzanne</td>
<td>37</td>
<td>22</td>
<td>May, Gloria</td>
<td>35</td>
</tr>
<tr>
<td>33</td>
<td>Beers, June</td>
<td>42</td>
<td>13</td>
<td>Meengs, Ann</td>
<td>27</td>
</tr>
<tr>
<td>4</td>
<td>Bently, Chris</td>
<td>21</td>
<td>44</td>
<td>Mitchell, Patty</td>
<td>47</td>
</tr>
<tr>
<td>33</td>
<td>Bergishagen, Jane</td>
<td>42</td>
<td>13</td>
<td>Moore, Donna</td>
<td>47</td>
</tr>
<tr>
<td>52</td>
<td>Blech, Lorrie</td>
<td>51</td>
<td>29</td>
<td>Morris, Lorraine</td>
<td>40</td>
</tr>
<tr>
<td>53</td>
<td>Bloomingdale, Gwen</td>
<td>52</td>
<td>13</td>
<td>Munson, Deb</td>
<td>27</td>
</tr>
<tr>
<td>1</td>
<td>Bolkema-Tokar, Judy</td>
<td>20</td>
<td>35</td>
<td>Newman, Janice Lynn</td>
<td>43</td>
</tr>
<tr>
<td>36</td>
<td>Burr, Richie</td>
<td>43</td>
<td>5</td>
<td>O'Donnell, Lynn</td>
<td>23</td>
</tr>
<tr>
<td>51</td>
<td>Caio, Erin Mariah</td>
<td>51</td>
<td>48</td>
<td>Oehler, Frances</td>
<td>49</td>
</tr>
<tr>
<td>36</td>
<td>Castro, Carylon</td>
<td>43</td>
<td>9</td>
<td>Oldham, Candace</td>
<td>35</td>
</tr>
<tr>
<td>22</td>
<td>Chabot-Fence, Déne</td>
<td>35</td>
<td>24</td>
<td>Orr, Lee</td>
<td>25</td>
</tr>
<tr>
<td>27</td>
<td>Christian, Elizabeth</td>
<td>39</td>
<td>24</td>
<td>Patierno, Marilyn</td>
<td>36</td>
</tr>
<tr>
<td>32</td>
<td>Clifford, Royce</td>
<td>41</td>
<td>48</td>
<td>Payton, Soph</td>
<td>49</td>
</tr>
<tr>
<td>31</td>
<td>Clifton, Sally Wilt</td>
<td>41</td>
<td>38</td>
<td>Pecotte, Linda</td>
<td>44</td>
</tr>
<tr>
<td>10</td>
<td>Conner, Erin</td>
<td>25</td>
<td>46</td>
<td>Phillips, Louise</td>
<td>48</td>
</tr>
<tr>
<td>40</td>
<td>Cummings, Dianah</td>
<td>45</td>
<td>46</td>
<td>Prophett, Marian</td>
<td>48</td>
</tr>
<tr>
<td>19</td>
<td>DeHaven, Debi</td>
<td>34</td>
<td>14</td>
<td>Rawlings, Mary</td>
<td>27</td>
</tr>
<tr>
<td>18</td>
<td>Dewhurst, Iris</td>
<td>33</td>
<td>45</td>
<td>Richard, Jennifer</td>
<td>48</td>
</tr>
<tr>
<td>37</td>
<td>Dickeson, Rose</td>
<td>50</td>
<td>17</td>
<td>Ringenberg, Margaret</td>
<td>24</td>
</tr>
<tr>
<td>27</td>
<td>English, Anne</td>
<td>39</td>
<td>14</td>
<td>Roehrig, Elaine</td>
<td>24</td>
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<tr>
<td>39</td>
<td>Field, Kathleen</td>
<td>45</td>
<td>32</td>
<td>Rumbaugh, Paula</td>
<td>23</td>
</tr>
<tr>
<td>41</td>
<td>Fitzpatrick, Gene</td>
<td>46</td>
<td>51</td>
<td>Schiffmann, Jean</td>
<td>39</td>
</tr>
<tr>
<td>26</td>
<td>Foy, Carol</td>
<td>37</td>
<td>12</td>
<td>Schumm, Linda</td>
<td>50</td>
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<tr>
<td>53</td>
<td>Gard, Barbara</td>
<td>52</td>
<td>50</td>
<td>Shea, Janna</td>
<td>33</td>
</tr>
<tr>
<td>41</td>
<td>Glasson, Pauline</td>
<td>46</td>
<td>40</td>
<td>Sheldon, Ruby</td>
<td>27</td>
</tr>
<tr>
<td>18</td>
<td>Hagist, Norma</td>
<td>33</td>
<td>34</td>
<td>Siegel, Jackie</td>
<td>41</td>
</tr>
<tr>
<td>29</td>
<td>Hartwig, Janet</td>
<td>40</td>
<td>50</td>
<td>Simoneau, Amy Ann</td>
<td>51</td>
</tr>
<tr>
<td>19</td>
<td>Haskins, Mardell</td>
<td>34</td>
<td>17</td>
<td>Sloan, Jean</td>
<td>26</td>
</tr>
<tr>
<td>26</td>
<td>Hempel, Becky</td>
<td>37</td>
<td>52</td>
<td>Smith, Machtdel</td>
<td>50</td>
</tr>
<tr>
<td>11</td>
<td>Hensley, Tookey</td>
<td>26</td>
<td>47</td>
<td>Startz, Wyvema</td>
<td>45</td>
</tr>
<tr>
<td>25</td>
<td>Hivick, Fonda</td>
<td>37</td>
<td>31</td>
<td>Steinberger, Joan</td>
<td>42</td>
</tr>
<tr>
<td>11</td>
<td>Honer, Anne</td>
<td>26</td>
<td>8</td>
<td>Tennyson, Elizabeth</td>
<td>50</td>
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<tr>
<td>43</td>
<td>Huck, Betty</td>
<td>47</td>
<td>39</td>
<td>Thayer, Marge</td>
<td>33</td>
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<tr>
<td>20</td>
<td>Hull, Terri</td>
<td>34</td>
<td>37</td>
<td>Theurkauf, Susan</td>
<td>51</td>
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<tr>
<td>23</td>
<td>Hunt, Ernesteen</td>
<td>36</td>
<td>16</td>
<td>Toon, Nancy</td>
<td>49</td>
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<td>4</td>
<td>Jahn, Gretchen</td>
<td>21</td>
<td>42</td>
<td>Turnbull, Jean</td>
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</tr>
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<td>44</td>
<td>Jessen, Gene Nora</td>
<td>47</td>
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<tr>
<td>30</td>
<td>Johnson, Bonnie</td>
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<td>15</td>
<td>Van Newkirk, Carolyn</td>
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</tr>
<tr>
<td>5</td>
<td>Knipmeyer, Laura Louise</td>
<td>23</td>
<td>16</td>
<td>Van Nimwegen, Anne</td>
<td>44</td>
</tr>
<tr>
<td>9</td>
<td>Kropp, Evelyn</td>
<td>25</td>
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<td>Walton, Kathy</td>
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<td>35</td>
<td>Lattanzio, Laura</td>
<td>43</td>
<td>23</td>
<td>Wappler, Cathy</td>
<td>46</td>
</tr>
<tr>
<td>42</td>
<td>Lepore, Rose</td>
<td>46</td>
<td>7</td>
<td>Warner, Jo-Elle</td>
<td>48</td>
</tr>
<tr>
<td>3</td>
<td>Lively, Gail</td>
<td>21</td>
<td>38</td>
<td>Waters, Denise</td>
<td>28</td>
</tr>
<tr>
<td>20</td>
<td>Lowe, Gayle</td>
<td>34</td>
<td>34</td>
<td>Wells, Joyce</td>
<td>28</td>
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<tr>
<td>1</td>
<td>Lowry, Esther</td>
<td>20</td>
<td>30</td>
<td>Westervelt, Susan</td>
<td>35</td>
</tr>
<tr>
<td>3</td>
<td>McConnell, Janet</td>
<td>21</td>
<td>24</td>
<td>Wheeler, Gary</td>
<td>36</td>
</tr>
<tr>
<td>2</td>
<td>Dunnam, Mary Helen</td>
<td>20</td>
<td>28</td>
<td>Wilson, Marelyn</td>
<td>24</td>
</tr>
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<td>Dunnam, Mary Helen</td>
<td>20</td>
<td>28</td>
<td>Wooten, Valdeen</td>
<td>44</td>
</tr>
<tr>
<td>3</td>
<td>McConnell, Janet</td>
<td>21</td>
<td>24</td>
<td>Wright, Jenny</td>
<td>42</td>
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<td>1</td>
<td>Lowry, Esther</td>
<td>20</td>
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<td>Yoder, Janet</td>
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<tr>
<td>3</td>
<td>McConnell, Janet</td>
<td>21</td>
<td>24</td>
<td>Zerr, Amanda</td>
<td>36</td>
</tr>
</tbody>
</table>
SNOOPY's Gallery features a museum containing Charles M. Schulz awards, drawings and personal memorabilia. The Gift Shop portion of the building houses the largest selection of Snoopy products in the world. The Gallery/Gift Shop is open daily from 10am to 6pm. It is located within walking distance of Coddingtown Center. Turn west off Range Avenue onto West Steele Lane. Snoopy's Gallery and the Redwood Empire Ice Arena is located one block down on the right.

ALL LOCATED AT:
REDWOOD EMPIRE ICE ARENA
1667 West Steele Ln. Santa Rosa, California

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Tucson

Tucson, the Old Pueblo, is like a great bowl of chili from a fine southwestern cook; many cultural spices have blended together for a zesty flavor with a lot of heart. The present day city bears much evidence of its history, which has included the flags of Spain, Mexico, the Confederacy, and the United States. In spite of its current population of more than 767,000, Tucsonans pride themselves on the city’s small town flavor. Perhaps that is because Tucson remembers its roots. This is manana country.

Tucson’s first inhabitants were the Native Americans. Picture them living along the Santa Cruz River, which flowed all the time, allowing them to build canals and use the river for irrigation. These were the Hohokam. Archaeological findings place them here from about 600 to about 1450. They were followed by many other Native Americans who are still with us today: the O’odham, Pima, Yaqui, and Apache, just to name a few. (Arizona still has more than twenty different tribes.) There is disagreement about whether the O’odham tribe preceded the Hohokam, descended from them, or previously lived elsewhere as an entirely separate people. In any case, the O’odham, who have played a big part in Tucson’s history, were here about the time the Hohokam are thought to have disappeared from the sea. The name Tucson comes from the O’odham language. More importantly, the O’odham helped early settlers here by sharing farming skills, as well as methods of defense against the Apaches.

A name you’ll see a lot around the Old Pueblo is Kino. Francisco Eusebio Kino was a Jesuit monk who traveled the northern region of New Spain in the late 1600s. He is credited with the establishment of twenty-nine missions in present-day Sonora, Mexico, and southern Arizona, including Tucson’s San Xavier del Bac (Sahn Hah-vee-air del bahk). A statue of Father Kino on horseback can be seen on the west side of Kino Boulevard, near the northern base of the Murphy Overpass.

Tucson’s official birthday was August 20, 1775. That was the day on which an Irish member of the Spanish military, Hugo O’Conor, is said to have marked off the site of the original presidio at Tucson. The remnants of this square fortress are periodically reinvigorated by local archaeologists. What remains of the presidio, which had sides about 750 feet long, lies underneath the heart of downtown Tucson, near El Presidio Park.

With the Gadsden Purchase in 1854, Tucson became part of the United States, and played its role in the “wild west” scenarios of the late 1800s. When the University of Arizona was established here in 1885, some local gamblers donated the land for its building site. But Tucsonans were not pleased. The idea of education did not sound financially profitable; the people had hoped the legislature would give Tucson the Territorial Insane Asylum instead.

In spite of these attitudes, Tucson progressed. The railroad opened here in 1880, followed by the automobile in 1900. In 1915, Tucson received Arizona’s first official air mail, delivered by Katherine Stinson. Tucson Municipal Flying Field opened in 1919, the first municipal airport in the United States. In 1951, the Tucson Chapter of Ninety-Nines was formed, and hosted a stop for the AWTAR, or Powder Puff Derby. (Perhaps history does repeat itself.)

Mining, defense, aviation, aerospace, agriculture, and tourism are all big contributors to Tucson's economy. Tucson today has much to offer visitors. For a focus on the Sonoran desert surroundings, you may spend time at the Arizona-Sonora Desert Museum, Saguaro National Park, and Tohono Chul Park. Sites of other nature-related or geological interest are Colossal Cave, Mount Lemmon, and Sabino Canyon. Mission San Xavier del Bac is a big attraction for history lovers. For aviation or science interest, you will also want to see the Pima Air and Space Museum, Titan Missile Museum, or Biosphere 2. While taking in all these sites, you can sample the variety of cuisine available at Tucson’s many fine restaurants. Don’t forget the chili. The longer chili simmers, the better it gets; so it is with Tucson.
Dorothy Finley
Honorary Starter

Tower Personnel: left to right: Richard Hughes, Scott Ladd (center), Christopher (Red) Mason

Flight Line - Gene Burrue

Flight Personnel I to r: Dan Ortega & Helen Bourrika

Flight Personnel I to r: Scott Schmidt & George Cantua

Bill Frame/Don Hensley
Official Starters

Flight Personnel I to r: Dan Ortega & Arnold Snover

Mearl Frame
Timer

Barbara Harper
Timer

EXECUTIVE TERMINAL

Start Committee: Allaire Bennett, Ann Van Nimwegen, Sharline Reedy, Kari Daniels, Phil Van Nimwegen, Gloria Tornbom, Chairman Mearl Frame, Co-Chairman Barbara Harper, Betty Engstrom, Bill Frame, Kayl Craig, Kaye Craig.

Jim Landfried
Timer
Moriarty

Moriarty is located in the Estancia Valley, an area just west of the Monzano Mountains. This tree-barren range has been home to only the hardy over the years. Initially Tiwa-speaking people had lived and hunted the area. In the early nineteenth century the King of Spain granted the land to a Bartholome Baca, but by the later part of that century American cattle outfitters inhabited this land. By 1903 and due to the building of the Santa Fe Central Railroad, homesteading farmers were flocking to the valley. Dryland farming, especially pinto beans, became a mainstay for the families that came to the area to get their one hundred and sixty acres of homesteading turf.

The “Dust Bowl” of the thirties caused many inhabitants of the area to leave, but when Route 66 was built just north of the town, the business focus switched from farming to serving the tourist and migrant trades that used the transcontinental highway. Called the “Crossroads of Opportunity, the City of Moriarty was incorporated in 1953.

Moriarty Municipal Airport is called the “Soaring Capital of the Southwest”. The New Mexican desert terrain, prominent mountain ranges, and dry, sunny climate combine to create some of the best year round soaring conditions in the world. Strong rising air currents can propel a glider thousands of feet above the earth. Climbs to 18,000 feet and flights in excess of 300 miles are commonplace from this field. A new addition to the airport is the Southwest Soaring Museum, which is devoted to preserving the history of soaring in the western United States. More information on the museum can be obtained by calling (505) 832-9222 or at www.swsoaringmuseum.org.
Welcome to Garden City, and Southwest Kansas. Come enjoy being a part of the magic of this progressive, contemporary and friendly community. Garden City by 1883, had trainloads of Easterners coming out to lay claim on the fertile river bottom land, lured by land speculators and their own dreams of being a part of the Western expansion. We enjoy a population of 30,000 residents with a median age of 28.

The Garden City Regional Airport was constructed in 1943 by the U.S. Army and utilized as a flight training school. Originally named the Garden City Army Airfield, the airport consisted of 1,585 acres, with 489 acres utilized for barracks and administration buildings. They had five active runways, providing BT-13 and twin engine aircraft training, with three squadron hangars, and housed approximately 3,500 army personnel.

In 1947 the City of Garden City took over the airport and served as a mid-continent stop for one of the country's first coast-to-coast airmail services. Currently, Garden City Regional Airport is the 4th largest in the State of Kansas and serves as a primary commercial service airport for Southwest Kansas. During your trip to Garden City, take time to visit the beautiful City of Garden City, and the picturesque plains. We have plenty of activities including museums, shops and restaurants, Game Refuge and two of the top rated golf courses in Kansas. Enjoy your flight, and welcome to Southwest Kansas.
New Century

Follow the yellow brick road to the Land of Oz and let Dorthey and Toto show you the way. While flying in to the emerald green castle of Executive Beechcraft there are many magnificent sites to see. Click your heels together three times and an array of courtesy cars will appear to take you wherever your heart desires.

Lions and tigers and bears O’ my, if that excites you make sure to stop by the Kansas City Zoo. The zoo is newly renovated with several new exhibits filled with exotic animals. While at the zoo you must visit the seven story high Sprint Imax Theatre for a life like experience. Stay in contact with the outdoors and go golfing at the famous Lock Loyd golf course. If that doesn’t suit you try out a Royals game.

If it’s the sites you’re looking for Kansas City is known for The City of Fountain located right on the Country Club Plaza. Just down from the plaza visit Frank Lloyd Wright’s home along with many other great architectural sites. Another few blocks away make sure to visit the internationally famous Nelson Atkins museum of art filled with Monets and Van Gogh. While on the Plaza make sure to bring your credit card and visit anywhere from Saks Fifth Avenue to Abercrombie & Fitch. There are many other great areas to shop within 15 minutes from the airport. Take a trip to Town Center Plaza in Leawood or one of the numerous malls in Overland Park and Olathe.

There is an endless amount of entertainment options to choose from. Start out the famous steak houses then move on to the 18th in vine jazz district and end your night at the casinos on the Missouri River.
Mattoon

Welcome to the Coles County Memorial Airport, located halfway between Mattoon and Charleston in East Central Illinois. CCMA is host to many special events throughout the year. Wings Weekend held each July is one of the most popular events. Sponsored by the Coles County Airport Authority, the Federal Aviation Administration and the Illinois Division of Aeronautics, the program is in its' tenth year and continues to grow. Each year over two hundred pilots complete the two-day program and receive their “Wings”. CCMA also sponsors the Civil Air Patrol Flight Encampment in June. This program which teaches youngsters to fly hot air balloons, gliders and powered aircraft is now in its' thirty-fifth year. Several other special events such as the Luscombe Fly-In and the Illinois Aerobatic Championships are becoming popular events for the local area.

Mattoon is an industrial community of approximately 20,000 people. Several large manufacturing plants provide employment for thousands of citizens. Lakeland Community College is also located in Mattoon and serves students from nine counties. Mattoon will host the 2000 Babe Ruth World Series for the second consecutive year.

Charleston, located just five miles east of the airport is home to Eastern Illinois University. The university enrolls approximately 15,000 students each school year and is known for its' award winning education department. Charleston is also the sight of the new Lincoln-Douglas Debate Museum.

CCMA is an exceptionally equipped facility with the primary runway 6500 ft. in length and the crosswind runway at 5800 ft. Several local companies such as R.R. Donnelley & Sons, Kellog's, McLeod USA and General Electric utilize the airport on a regular basis. The airport also has commercial airline service provided by Great Lakes Aviation, Ltd. which flies to Chicago O'Hare.

The Coles County Memorial Airport is large enough to accommodate most corporate jets but yet small enough to provide the warm friendly, service that all pilots expect to receive after a long flight.
When the world's largest cargo aircraft, the Antonov 124-100, makes a landing, people take notice. Not all airports are equipped to accommodate this aircraft. Mansfield Lahm Airport, however, has the necessary facilities. Via the airport, the Antonov is able to transport European space components to NASA facilities in Ohio.

Mansfield Lahm Airport is located in Mansfield, Ohio. Located halfway between Cleveland and Columbus, both of these major metropolitan areas are easily accessible.

In the surrounding area, there are numerous attractions that bring visitors to the community. Mid-Ohio Sports Car Course is the home of the Miller Genuine Draft 200 (USCART) and the SCCA's Nationals. Nearby there are Mohican State Park and Malabar Farm; the home of the famous author and conservationist, Louis Bromfield. In the winter months, skiing can be enjoyed at Clear Fork Ski Area and Snow Trails Ski Resort.

Carousel Park in downtown is the first new, hand-carved carousel to be built in the United States since the 1930s. Surrounding the carousel are a number of small shops including the Carousel Magic where you can watch craftsmen at work on carousel figures. Mansfield is also the home of Kingwood Center's attractive gardens and the Ohio State Reformatory. The reformatory is a historic landmark and the setting for four major pictures, including "Shawshank Redemption" and "Air Force One."

Mansfield is honored and looking forward to being a stop along the Air Race Classic route. We do hope you can take advantage of the many attractions in the area.
Ithaca

It is, perhaps, fitting in a community which prides itself in innovative thought, that within six years of the Wright brothers' achieving the first sustained powered flight in 1903, an aeronautical club comprising 80 members had already formed at Cornell University.

In truth, the club members were getting their "wings" using unpowered gliders but theirs was an early indication of a fascination with flying which was to quickly sweep the nation and the rest of the world.

What might be called the "golden age" of aviation in Ithaca occurred towards the end of World War I. The Thomas-Morse Aircraft Corporation was formed with the talents of the Thomas brothers and the financial backing of Frank L. Morse, founder of the Morse Chain Company. The company's greatest success came with the production of a single-seater trainer known as the S-4 series of "Scout" a scale model of which hangs in the terminal. Over 600 of this type were produced in the last two years of the Great War. In its heyday with the assembly line going full speed, some 1,200 people were employed either in the Brindley Street factory or in the Morse Chain aircraft assembly annex up on South Hill.

In 1948, Cornell University opened the new East Hill Airport and Robinson Airlines transferred their operations to the new site. At that time they were serving the markets of Albany, Binghamton, Buffalo, Elmira, Newark, Rochester and Syracuse.

Originally Cornell University had planned to develop a long runway at the airport to serve as a test facility for high-performance military aircraft. Ultimately, however, that function was given over to a Cornell operations facility in Buffalo. Robinson was left to develop the airport instead.

In 1952 Robinson Airlines became Mohawk Airlines with the same people running it. The County Board purchased the East Hill Airport from Cornell in 1956 and it was renamed the Tompkins County Airport.

1994 saw the completion of two major airport development projects: an 800-foot extension to the runway, making it now 6,601 feet long, and a new 33,000 square foot terminal building, together with major parking improvements for both autos and aircraft. For the 5-year period 1993 to 1998, some $18 million was spent on the terminal, runway, and various other improvement projects.

The deregulation of air transportation has, for the past 20 years, caused an upheaval which the airlines are still grappling with. It is still unclear what airlines will survive after deregulation has run its full course and the dust has settled. Many of the established carriers are finding it difficult to divest themselves of the trappings of their glory days and from the union agreements which were made in times of plenty.

Whatever the outcome of these trials may be, it is clear that the market for air travel in Tompkins County is substantial. Whether it is US Airways that provides the airline service, or a whole new group of upstarts spawned by the leaner environment, it seems likely that the Tompkins County Airport will be witness to the continuing development of aviation for many years to come.

Robert Nicholas
Airport Manager

John Arrow
Control Tower Mgr.

Mardi Drebing
Chairman

Marcia Gitelman
& Judy Stiles
Timmers

Top of the stairs and down: Joe Longo, Bob Nicholas (Airport Mgr.), Mickey Carlisle, l to r: Dave Crawford, Jim Strehle, Jeremy Puterbaugh, Garrick Henry, Roxan Noble, Louis Loiselle, Kevin Banwell.
Sincere Thanks to All

2000 Air Race Classic Contestants

Tucson Airport Authority

Air Race Classic Start Committee

Hilton Tucson East

Those who have supported our fund raising efforts

Volunteers

Tucson Chapter Ninety-Nines
Plymouth (Fly-By)

It was 1620 and a tired band of Pilgrims found the well protected entrance to what is now known as Plymouth Harbor. This was the colony that became "America's Hometown". The Pilgrims, escaping religious persecution constructed a small town which was known as Plymouth Plantation. In the first Winter, nearly half of the group of 100 died from disease. In the Spring, a Native American named Samoset walked into the Plantation. The Native Americans helped the Pilgrims plant crops and make this new land home to the Pilgrims. Over the next 100 years the Plymouth area grew fairly slowly with agriculture and fishing being the major industries. In its over 350 year history, the Town of Plymouth has grown from the small Plymouth Plantation to a bustling community of 55,000. Located some 35 miles Southeast of the city of Boston, Plymouth is an integral part of the Boston area economy and High-Tech community in the eastern sites such as Plymouth Plantation, the Mayflower II an exact replica of the Pilgrim's ship and a multitude of related Colonial American sites within the Town of Plymouth. Historic Plymouth Downtown and Waterfront is the centerpiece of this beautiful seaside community.

The Plymouth Airport is small, friendly general aviation airport. The Plymouth Airport serves as a “Gateway” to the community, filling an important part of the transportational needs for the regional economy. The airport is located on the Western edge of the Town amongst numerous cranberry bogs. These bogs support an active agricultural aviation activity related to the cranberry business. The Plymouth airport started its activity in 1932 as a small grass strip carved out of an apple orchard. The airport became an auxiliary field for the US Navy in 1942, consisting of 275 acres and was the home to a small fleet of Stearman's through the war years. The Town of Plymouth purchased the airport from the Navy in 1952, the runways were paved during the late 50's and early 60's. Over the ensuing years the airport has grown to more than 750 acres and in the past 4 years the airport has extended both runways to 4350' to 3350' respectively. The airport continues to maintain two large grass landing areas for the gliders, taildraggers and Ag aircraft. The airport is an active General Aviation airport, home to over 175 aircraft. The current fleet is a pleasant mixture of corporate, recreational, antiques, war birds, AG and aerobatic aircraft. The airport has a small and dedicated staff of personnel which maintain the airport to the highest standards. We like to think that Plymouth is truly a pretty little airport. The various airport FBO's employs more than 100 persons.

Timers:
David Graham
Theresa Grant
Pat Thrasher
Bettina Von Brentano

Tom Maher
Airport Director
The Indian sachem Iyanno (from which the name Hyannis is derived) gave early English settlers the area from Hyannis to neighboring Craigville, for the sum of twenty pounds and two small pairs of pants. Hyannis is officially a village of the Town of Barnstable, which was incorporated in 1639.

Today, Hyannis, Cape Cod's largest village, bustles with activities. Ferries and commuter planes depart regularly for Boston and the offshore islands of Nantucket and Martha's Vineyard. The beautiful beaches along Nantucket Harbor offer unlimited recreation possibilities. And the Harbor itself is alive with racing and sea-going yachts from Spring to Fall.

Downtown Hyannis abounds with shops ranging from the chic to the crafty. Theaters and clubs provide lively evening entertainment. Nearby, in lovely Hyannisport, is the famous Kennedy compound, known as the "Summer White House" during JFK's tragically shortened Presidency. Our headquarters hotel, the Radisson Inn, offers discount tickets for a one-hour cruise that takes you past the compound. Be sure to also visit the Kennedy Museum on Main Street, and the Kennedy Memorial, on the Harbor.

The waters off Cape Cod are fertile feeding grounds for schools of whales, a spectacular sight easily viewed from the deck of the many Whale Watch boats that leave Barnstable Harbor regularly.

And everywhere you turn, there is seafood ... glorious seafood!

A warm New England welcome to the ARC racers from terminus sponsors, the Eastern New England Chapter of The Ninety Nines!
Anne Bridge Baddour - Banquet Speaker

Awarded for the ninth year in a row, the William Bridge Scholarship honors Anne's father. Though her father was not a pilot, he encouraged Anne in her choice of an unconventional and difficult career path.

Anne Bridge Baddour is the ideal woman pilot's role model. She has an Airline Transport Pilot's License with ASMEL and SES ratings, and a BA from Pine Manor College. She has flown more than 42 types of aircraft, including an F3D and an F18 Hornet. Anne recently completed 20 years as a Research Pilot for the Massachusetts Institute of Technology Lincoln Laboratory Flight Test Facility, doing airborne research for the department of Defense and the FAA.

She has established a total of 27 NAA/FAA world speed records. The records were set during 2 separate transatlantic flights from Hanscom Field, Bedford, MA to Greenland and Iceland, and one trans-Canada flight, all with another woman as co-pilot. The aircraft used were a single-engine Mooney 252 in 1985, a pressurized Beechcraft Baron 58 in 1988, and her own single-engine Beechcraft Sierra in 1991. She has also participated and placed in 16 regional, transcontinental, and international air races, including 3 AWNEAR (first place), 2 Powder Puff Derbies, 3 International Air Races, the Philadelphia Jaycee Transcontinental Air Race (first place), Michigan SMALL Race (third place), NJ300, and several rallies.

Anne is a long time member of the Eastern New England chapter of the Ninety-Nines. She has served as Vice-Governor of the New England Section. She has co-chaired the Powder Puff Derby and is a frequent speaker at 99s meetings at all levels. Anne is also an Associate Member of the Society of Experimental Test Pilots.

Anne is the recipient of numerous awards and honors, including the prestigious International Clifford B. Hamon Trophy for Outstanding International Aviatrix in 1988. In 1990 the FAA cited her for "Outstanding Achievements" and she was named "Pilot of the Year" in 1992 by the Ninety-Nines, New England Section, which also awarded her the Safety Award and the Amelia Earhart Medal. The 99s have also honored her by induction into their Forest of Friendship.

Anne is a trustee of Daniel Webster College in Nashua, NH, where she presented a replica of the Harmon Trophy to the college's Anne Bridge Baddour Library and Learning Center. She actively encourages the college's students in their aviation pursuits.
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**DESIGNATED AIRPORTS ON THE ROUTE 2000**

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<td>GCK</td>
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<td>Charleston-Cole County Memorial, Mattoon, Illinois</td>
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<td>HYA</td>
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Total Statute Miles ........................................... 2,047.93  

**2000 GENERAL INFORMATION**

- Inspection Opens at Start ........................................... Saturday, June 17 08:00 MST
- Arrival Deadline ..................................................... Saturday, June 17 11:00 MST
- Aircraft Inspection Closes (Saturday inspection preferred) ........ Sunday, June 18 14:00 MST
- Take-Off Banquet MANDATORY .................................... Sunday, June 18 19:00 MST
- First Time ARC Racers Clinic MANDATORY ................... Monday, June 19 08:00 MST
- All Contestants Briefing MANDATORY .......................... Monday, June 19 10:00 MST
- Safety Seminar MANDATORY ...................................... Monday, June 19 13:30 MST
- Annual Air Race Classic Meeting ............................... Monday, June 19 14:30 MST
- Take-Off Breakfast ................................................... Tuesday, June 20 06:00 MST
- All Contestants Briefing MANDATORY ......................... Tuesday, June 20 06:30 MST
- Take-Off ......................................................... Tuesday, June 20 08:00 MST
- Finish Deadline ..................................................... Friday, June 23 18:00 EDT
- Score Sheet Signing By: MANDATORY ............................ Saturday, June 24 15:00 EDT
- Contestant Debriefing MANDATORY ......................... Sunday, June 25 09:00 EDT
- ARC Awards Banquet MANDATORY .......................... Sunday, June 25 19:00 EDT

NOTE: For any changes or additions after Entry Closing Deadline see ARC Rules Section F.L.H.I.

*On arrival, inspection appointment will be assigned.*
Seventh Classic for Judy with 1826 hours, Instrument and a tail wheel pilot. A former teacher of elementary, high school, adult art classes and of emotionally disturbed classes, Judy currently employed by JST Services, Inc. Her husband John, also a pilot, is a computer and communications consultant. Together they have five children and nine grandchildren. Trustee of Ninety-Nines Endowment Fund - enjoys cooking, quilting, painting - member North Jersey 99s.

Esther - 23rd Classic - Commercial and Instrument - 6000+ hours - Deep South 99s. Carl, retired, and Esther have five children, seven grandchildren, and four great grandchildren. A consultant in the hospitality industry, her other interests include church work, silk painting, basket weaving, cooking, traveling and serves on the City Council at Sky Valley.

A special thanks to Ann Honer

Angel Flight NE

congratulates the Air Race Classic pilots

A big thank you ... Evelyn & Bill Braese
A warm welcome to Jan and Gail flying their first Classic.

Currently a Flight Instructor for American Aviation and a realtor with Creative Property Services, Jan has three children (one pilot) and nine grandchildren (one pilot). Commercial, Instrument, Flight Instructor/Airplane - 877 hours - Imperial SO-LO 99s - a dream come true, flying the ARC.

Gail with 435 hours and Instrument works for Wyvern Restaurants, Inc. Having been in the information technology field for 16 years, she provides computer software and hardware support and maintenance for restaurant point-of-sale systems. Husband Don is an Information Technology Specialist. Member of Santa Rosa 99s, her other interests include scuba-diving - travel - good books - good movies - good wines - good food.

Chris with 1342 hours has acquired Commercial, Instrument, Flight Instructor/Airplane, Advanced Ground Instructor. She works for Raytheon Corporation as a computer systems engineer - also a part time Flight Instructor - and an ex-Naval Officer. Proud mother of Kimberly, 16, and Andrew, 14 and they look forward to Mom teaching them to fly.

Gretchen, President of the Aegis Analytical Corporation, a software development company, is married to Karl, a software engineer and also a pilot. She holds Commercial and Instrument with 1640 hours. This team flying their ninth Classic and are members of the Colorado 99s.

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And
Best Wishes
To the
ARC Participants

Marie Lepore
ENE99s
Passing Through Life With Fixed Gear
(or, I learned to fly because the world is not flat.)

by Gail Lively, wheelchair aviator

One of the greatest frustrations of being disabled is being excluded from a large part of what life has to offer, and the inability to participate in activities in the same manner as other people. I have seen significant improvements over the years that give disabled people equal access to public buildings, changes in society's attitudes towards the disabled, and a general movement towards becoming mainstreamed into the rest of society to the point where people are no longer surprised that I have a job and drive a car. All of this I am very grateful for and these changes have had a significant impact on my life, yet there is still a large part of life where I am a spectator watching people go off and do things that I can't do. These things can be as basic as going over to someone's house (how many steps to get in, are there people available to help, how wide is the bathroom door) to the more obvious such as participating in sports or fully enjoying the outdoors. I would love to be able to play softball or volleyball with friends, or to go hiking or backpacking.

When I learned to fly, I discovered that it gave me a wonderful feeling of freedom, independence, and power. I'm not saying that my disability did not become an issue when I was learning to fly; it did and it still does. First, I had to find a hand control for the rudder pedal. I can't move any of the fingers on my left hand, so I had to find a way to attach my hand securely to the yoke but still be able to free my hand quickly. Also, because I was renting a plane, these devices needed to be able to be put on and taken off easily by myself, the pilot. I needed to find a flight school that was willing to work with me and that had wheelchair access. I had to find a way to get myself and my wheelchair into the plane. I can honestly say that learning to fly was one of the more physically and emotionally challenging events of my life, but I'm not afraid of challenges and I hate limitations. When I finally soloed and it was just me and the plane flying through the sky, then I knew it was worth all the effort.

I fly a plane now which I own with two partners. My flying days have been some of the happiest times of my life; I will always remember my flight training with a special fondness, and I look forward to many more years of flying. When I'm in the air I'm released from the restraints and barriers of the earth, but most of all it just feels great that for one of the few times in my life I'm the one doing something that not everyone else can do.
Laura - Commercial, Instrument - 750 hours resigned from her international job right after the race in '98 - to make time for her family, elderly dogs, and flying! Since then life has been good; she actually enjoys living in that 1747 farmhouse in New Jersey. Last year's long cross country with husband Ken followed the Lewis and Clark route to Great Falls, MT. Their Piper Archer “Triple Two” remains their favorite vehicle - even more so now, with frequent visits to the folks in Martha's Vineyard and Ohio, and the yearly break for Sun ‘n Fun.

As if flying 80 hours a month as a B-747-400 First Officer for United Airlines weren’t enough, Lynn flies her 1948 Stinson on days off. She says it keeps her on her toes. She and husband Robert have caught the antique airplane bug. Both earned seaplane ratings this year. Even after 13,000 hours, Airline Transport, Jet (type rated) B767, B747-400, 1500 jumps - there’s something to learn when flying an air race.

This is the eighth consecutive Classic for the McIntire-Rumbaugh team. Last year’s race added a special thrill for this team, they landed first at the terminus airport, Lost Nation Airport, Willoughby, OH. Since it is their home state, that was a special highlight for them.

For the past two and a half years as Manager of Aviation Programs, Janie has been with the Office of Aviation, Ohio Department of Transportation, 15 years. She is at home at the Delaware (Ohio) Municipal Airport, but can probably give us a report of all the facilities (from runways to women’s restrooms!) at most every airport in Ohio. Janie has 820 flight hours, many of them chauffeuring her pilot husband, Woody, to weekend fly-in pancake breakfasts.

Paula is Instrument rated with 875 hours. She has worked for the OCLC Online Computer Library Center for the last 15 years, currently in the online reference services division. Paula flies for the love of flying and frequently describes her life in two parts - before and after learning to fly.
ELAINE ROEHRIG
Deerfield, NY

MAROLYN WILSON
Whitesboro, NY

MARGARET RINGENBERG
Grabill, IN

LYNN VAN ETten
Terre Haute, IN

CLASSIC 7
Piper PA28-161    160 hp

Sponsored by:
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(Flight training)
Charles “Chick” Roehríg
Deerfield, NY
(Retired Air Force “Hump” Pilot and
Mechanical Engineer)
Holland Farms Bakery and Deli
Yorkville, NY
(Retail bakery and deli)

Elaine with 13,700 hours Commercial, Instrument,
Flight Instructor Airplane, Ground Instructor, Advanced
and Instrument is Manager of one of Twenty-Nine
worldwide Air Force Aero Club Flight Training centers.
She and husband Chick have enjoyed 116 years of flying
so far, including many wonderful old open cockpit
monoplanes and biplanes. Their three children have
marvelously diverse careers — teaching, 4H director who
breeds show Nubians, and airline maintenance.

Marlyn — 490 hours, single engine land/sea — is co-
owner of Holland Farms Bakery and Deli with her sister
Suzanne. An active volunteer she has helped raise
$1,000,000 at America’s Greatest Heart Run and Walk for
the American Heart Association in February. She is also
active with the Mohawk Valley Chamber of Commerce
promoting Central New York and the Mohawk Valley.
She has two daughters, two sons-in-law and a brand new
granddaughter, Hayley Piper Hilson, named to honor
Marlyn’s dad, John, a pioneer pilot who flew for over 60
years and favored Piper Aircraft. This is Marllyn’s 13th
Classic with Elaine, and hopes that the 13th “Fly Camp”
will be the charm.

Thanks to
Lee and Gay Cox
Elaine Needham
Don Birchum

CLASSIC 8
Cessna 172SP    180 hp

Sponsored by:
Magnus Aviation
Sheboygan Falls, WI
(FBO)
John Van Etten
Terre Haute, IN
(Manufacturing)

Margaret with Commercial, single/multi land, Flight
Instructor Airplane/Instrument/Multiengine and 40,000 +
hours has flown All Classics. A self-employed Flight
Instructor since 1945, appeared on NBC Nightly News
with Tom Brokaw and in Tom’s book “The Greatest
Generation”. Indiana 99s — WASP — NAA 1999 Elder
Statesman of Aviation — honored in Woman Pilot
Magazine — World Air Race 1994. She and Morris, banker,
have two children (Marsha, a pilot) and five grandchildren.

Second Classic for Lynn — Commercial, single/multi
land, Instrument, Flight Instructor Airplane, Basic Ground
Instructor — 1100 hours. A Flight Instructor with Terre
Haute Air Center, she loves to see students succeed and
involved with promotion of aviation students, ages 14-72,
in four countries. John, pilot and manufacturing business,
and Lynn have two children (one in flight training).
Member of Indiana 99s, she enjoys the challenge of air
racing, cooking, gardening, tennis and golf.

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Lafayette, IN

SARAH DITTMAN
Lafayette, IN

CLASSIC 9
Piper PA28R 200 hp


The third Classic for Lee, holding a Commercial, single/multi land, Flight Instructor Instruments, 12,000+ hours. Owner and Chief Flight Instructor for Shelby Aviation, Inc. and serves as Chief Flight Instructor for Aero II, Inc. flight department owned by daughter Billi. Aviation Safety Counselor for both North and South Carolina. Recommended hundreds of students, many who are professional pilots. Presently teaching an 81 year young man and a 74 year young woman to fly. Member of the Blue Ridge Chapter of 99s. Served on the 99s International Board of Directors for seven years. Aviation speaker to various clubs. Sunday School teacher for 40+ years (Presbyterian faith). Lee is a recipient of the Spartanburg Junior Women Club’s “First Achiever Award”, and the Amelia Earhart Scholarship. Married to Buford B. “Bill” Orr - three daughters and three grandchildren. She says, “My job is my hobby. I love what I do.”

CLASSIC 10
Piper PA28-161 160 hp

Erin moves to the left seat to fly her second Classic. A student at Purdue University in the Professional Pilot program as well as the Aeronautical Technology program, she finds air racing a valuable learning experience. Commercial, single/multi land, Instrument, Flight Instructor Airplane, Advanced Ground Instructor, one jump - 350 hours - enjoys running, hiking, video productions - real passion is for overseas missions which includes eleven different countries.

A big welcome to Sarah in her first Classic. With Commercial and Instrument, she has acquired 240 hours. A sophomore at Purdue University in the Aviation Technology program, Sarah began her flying career three years ago - grandfather and dad also pilots. Hobbies include work outs and dancing.

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Joyce Wells
Marian Prophelt

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CLASSIC 11
Cessna 172N  180 hp

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Lynn’s Aircraft Engines
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(Engine rebuilders)
Tookie’s Flying Service
Mohave Valley, AZ
(Flight school)

Employed by Daniel R. Barry Associates as Vice President for Development, Anne works as a consultant in fund development for non-profit organizations. She and Michael, consultant engineering and pilot, have two children (son helicopter pilot) and five grandchildren. Instrument, Basic Ground Instructor – 1200 hours – Carolina 99s – Eighth Classic.

Tookie – Commercial, single/multi land, Flight Instructor Airplane/Instruments/Multiengine, one jump, Advanced/Instrument Ground Instructor – 8000 hours – Rio Colorado 99s – 18th Classic. Flight Instructor and owner of Tookie’s Flying Service which husband Don (also pilot) shares in partnership. They have two children and five grandchildren.

Passenger: Libby Schroeder

CLASSIC 12
Piper PA28  180 hp

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(Over the Road Trucking)

Dottie – 21st Classic – FAA Examiner, Commercial, single/multi land. Flight Instructor Airplane/Instruments/Multiengine, Advanced Ground Instructor – 41,000 + hours. A Flight Examiner for Private, Commercial and Instruments for the past 22 years, Dottie keeps busy with flight checks, BFR’s and tries to keep her hand flight instructing, “It’s hard to give up after 52 years”.

The 19th Classic for Jean with 850 hours. She and husband Virgil (also pilot) own and operate Sloan’s Trucking where Jean works as office manager – four children (one pilot) – six grandchildren – three step grandchildren. Virgil has a 160 hp Tri-Pacer – Jean a Cherokee Archer – both active in Buckeye Short Wing Piper Club.

All-Ohio 99s claim this team.

AFSS
Rick Harris - Prescott (TUS)
Michael Franco - Albuquerque (OEO)
Rick Madre - Wichita (GCK)
Robert D. McMullen - Columbia (IXD)
Thomas Rash - St. Louis (MTO)
Kari Ann Dyre - Cleveland (MFD)
Joan Bolyard - Buffalo (ITH)
Bruce Cullard - Bridgeport (PYM - HYA)
Greg Grice - Terre Haute (MTO)
Ann, a former elementary and special education teacher, now a self-employed Flight Instructor. She and Loren, Orthopaedic surgeon and pilot, have two children. Commercial, Flight Instructor Airplane/Instruments – 3250 hours – fourth Classic. An avid golfer – becoming very interested in computers – Well, Ann, your being from Michigan, it seems to me to be no problem – computers in the winter – golf in the summer!

Second Classic for Deb with Instrument and 235 hours. For 13 years she worked with speech and language impaired individuals in private practice and now currently marketing manager for ISG, small computer company. Deb and Ray (also pilot) have two children (both completed ground school). Hobbies include rock climbing, roller-blading, travel, skiing and reading.

Ann and Deb – members of Lake Michigan 99s.

Ruby, a veteran of 15,000+ hours. She holds Commercial, single/multi land, single sea Flight Instructor Airplane/Instruments/Multiengine, Commercial/Instructor Helicopter, and holds the first FAA Helicopter Instrument Instructor rating. Retired from U.S. Geological Survey Remote Sensing Unit, where she flew a variety of civilian and military-surplus aircraft, and provided helicopter support for a crew on an ice island 400 miles north of Arctic coast. She gives BFR’s, provides courier service (in a car!) for a local company, and accompanies other pilots on Flights for Life missions.

Mary with Instrument flying her ninth Classic. An escrow agent for over 40 years, she has three children and four grandchildren. Reading, music, painting and travel are some of Mary’s interest and when asked why she races – “to beat my friend Marge”. San Fernando Valley 99s.
DENISE WATERS  
New York, NY

RUTH MAESTRE  
Brookville, OH

JOYCE WELLS  
Larkspur, CA

KATHY WALTON  
Ione, CA

CLASSIC 15  
Grumman AA-5B  180 hp

Fifth Classic for Denise with Commercial, single/multi land, Instrument and 1700 hours. A partner in Air, Land & Sea, Ltd., she has semi-retired from previous careers in Music and Telecommunications Management and Computer Software Design. “Racing is a fantastic way to see our country and have fun while learning.” Member of New York/New Jersey Section 99s.

Ruth flying her fourth Classic with 150 hours. An Air Traffic Control Specialist with the FAA for 16 years, she currently works at Dayton Approach Control located in Dayton, OH. Member of Greater Cincinnati 99s, Ruth enjoys flying her Tiger and J-3 Cub. She fills her spare time with work at her commercial embroidery business “Initial Approach”.

CLASSIC 16  
Cessna 182Q  230 hp

A retired school nurse, past International President of the Ninety Nines, Inc., now serving as meeting planner consultant, Joyce with Commercial and Instrument, 3300 hours, will be flying her 23rd Classic. She and Hal, pilot and retired electrical engineer, have four children and ten grandchildren. Member of the Bay Cities 99s, Joyce enjoys music, traveling, gardening and serves her community as a regular blood donor and election worker.

Kathy – 13th Classic (this her lucky one) – 425 hours – member of Santa Rosa 99s. Principal of Ione Jr. High School in the Amador County Unified School District, she hopes to “stay put” until retirement. Pilot husband Rich retired. Seeing new country, challenge and use of skills and friendships may keep Kathy air racing.

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Stay a while and explore our historic corner of the world!
Marge started her flying career in 1969 and now retired as chief pilot for SAS Executive Aviation. With Commercial, single/multi land, single sea, instrument Marge has acquired 3430 hours and flying 14th Classic.


This team members of Arizona Sundance 99s.

Seventh Classic for Iris with Instrument, FAA Wings X1 and 1200 + hours. Currently a Master Gardener at the University of Rhode Island and also taking advanced plant science courses, she works as a part-time data processor for her husband’s software company, Boothroyd Dewhurst, Inc. Iris and Peter, Professor of Mechanical Engineering at URI and business owner, have two children (daughter a pilot). Treasurer of RI Pilots Association – member of Eastern New England 99s – enjoys cross-stitch, quilting, knitting, gardening, bird watching and walking the dog.

With 615 hours, Norma flying her sixth Classic. Retired from teaching college Sociology, and at one time worked as editor, secretary and foreign missionary, she and Warren, retired Professor of Mechanical Engineering, have five children (one son a pilot) and nine grandchildren. Loves the long trips to the race start which produces lots of laughter – stopping and shopping.

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Debi, former Corporate pilot, has served on the Board of Directors of American Power Boat Association working on divisional offshore power boat races. Now a professional fashion model and a marketing and sales executive, she holds Commercial, single/multi land, Instrument with 3100 hours. Tenth Classic - member-at-large North Central Section 99s.

Mardell, a retired heavy equipment operator, and Fred, also pilot have eight children (one pilot) and 29 grandchildren.


A big welcome to Candie and Susan flying their first Classic. Candie doing part-time clerical work with American Automobile Association was a former ticketing and accounting airline employee and travel agent with South American Agency. Pilot husband Rae is a pharmaceutical executive. Commercial, Flight Instructor Airplane/Instruments - 1254 hours - Life member of Girl Scouts of USA - community outreach chair with Embroiderers' Guild of America - membership chair for North Jersey's 99s - ways and means co-chair for New York/New Jersey Section 99s.

Susan is the Practice Administrator for two surgeons with the Spine Surgery Associates and occasionally in the Surgical Intensive Care Unit at Hackensack University Medical Center. Matthew, Language Arts teacher in Old Tappan and Susan have two children. North Jersey's 99s - 506 hours.

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Thanks to Tip of Texas 99s Golden Banner Press
CLASSIC 23
Piper PA26-181  180 hp

Gary – Commercial, single/multi land, single sea, Instrument, Flight Instructor Airplane, Commercial Glider – 3200+ hours – 17th Classic – Foothills 99s. A registered nurse in a recovery room setting, she has worked for 27 years for Greenville Hospital System. Gary says “As I get older, I get a little more forgetful, a little slower … but I still find it exciting that I can find my way across the country plus meet many wonderful people along the way.”

Ernesteen with 725 hours and flying her fourth Classic. A retired bank teller, she and husband Lee, pilot and retired AC mechanic, have two daughters, seven grandchildren and two great grandsons. Active member of Tennessee 99s. Ernesteen and Lee fly a Cessna 150 to fly-ins and airport hopping. She also enjoys swimming, water skiing and sewing.

CLASSIC 24
Beechcraft F33A  285 hp

Second Classic for Marilyn with Instrument and 778 hours. She is a professional business manager, owning and operating a storage facility. She was previously with Sandoz Pharmaceuticals. She is involved with both the North Jersey and Spacecoast 99s, President of the Spruce Creek Flying Club and enjoys her involvement with her four grandchildren.

Amanda with 350 hours is currently a pricing analyst for United Airlines and definitely enjoys the travel benefits. Rarely does a weekend pass when she isn’t on an airplane going to the mystery location of the week. In 1998, she competed in her first Air Race as a Purdue Boilermaker and had such a positive experience that she left knowing it certainly wouldn’t be her last. She enjoys composing music on the piano and reading. Someday, she hopes to start her own aviation camp for kids with the “bug”. She knew she wanted to be a pilot when she was five and nobody in the family knew the difference between an airplane and glider. So she wants to administer to youngsters stricken with the love of aviation to ensure the reality and rally the stamina.

Passenger: Sarah Bean
CLASSIC 25
Cessna R172K-XP 195 hp

Third Classic for Suzie with Commercial, single/multi land, single sea, Flight Instructor Airplane/Instruments, Glider, one jump and 2375 hours. Self-employed in various business investments, Aviation Services Company, she just married off her two pilot daughters. Husband Richard, also pilot and self-employed.

Fonda, special agent with Internal Revenue Service, on health care fraud task force and currently investigating money laundering. Sixth Classic – Instrument - 600 hours – “races for fun – certainly not for the fame, glory and money”.

Fonda – others have landed one time each leg – it can be done! And you too can do it!

This team sent by the El Paso 99s.
Passenger: Debbie Reavis

CLASSIC 26
Cessna 182F 230 hp

Becky, a Physician Assistant in Dermatology, works in the Austin Diagnostic Clinic. Husband Bobby is Human Resources Director. Instrument – 575 hours. She is working toward her CFI with the future hope of part-time instructing and part-time PA.

Carol, consultant landscape architect to small cities for primarily park and recreation design, has the unique opportunity to do some aerial surveying of her projects. Husband Bob is a 747-400 captain with Northwest Airlines. Seventh Classic – Commercial, single/multi land, Instrument, Glider, Instrument Ground Instructor – 1750 hours.

Austin 99s claims this team.

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Anne with Commercial, single/multi land, Flight Instructor Airplane/Instruments, is flying her fourth Classic. A classroom teacher for Sylvan Learning Center, she and husband Danny, Community Health Nurse, brag about their five fuzzy cats (two have flown). Member of Mid-Columbia 99s.


A big welcome to Earline flying her first Classic. A retired registered nurse, Earline now a health advisor and home decorator. She and pilot husband Dick, retired dentist, have two children and seven grandchildren. They share interests in traveling, bridge, books and computers. Dick has encouraged Earline in all her aviation endeavors. Monterey Bay 99s.

Sunny — Commercial, single/multi land, single sea, Flight Instructor Airplane/Instruments. Basic Ground Instructor — 10,270 hours — 8th Classic — Columbia Cascade 99s. A self-employed Flight Instructor, mother of four children (one pilot) and three grandchildren. Sunny says she is paying more to learn to chase a fuzzy tennis ball than she was ever paid for flight instructing! Also a volunteer at Pearson Air Museum promoting aviation to young people.

We wish to express a very special thanks to the Stop Chairmen, Timers, Ground Crews and Judges. Without volunteering your time and talent, the race could not be ...

Deeply appreciated by all the contestants.
CLASSIC 29
Cessna 172H  145 hp

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First Classic — a warm welcome to Lorraine and Janet! Lorraine became interested in flying when her pilot/father discovered that his airplane’s interior remained cleaner if she sat in front! Now with Airline Transport, Flight Instructor Airplane/Instruments/Multiengine, Jet type-rated 747-400 and 8000 + hours, she is Flight Instructor, Cargo pilot, 747-400 First Officer with United Airlines. Husband Ken, Captain with Northwest Airlines and Lorraine enjoy restoring old airplanes. With five pilots in the family – eight year old son likes boats! Kids — what can one say —

Janet, a Certified Public Accountant and owner of Hartwig Accounting, and pilot husband Scott, Air Traffic Controller, have two children. Also a his (Cessna 195) and a hers (Cessna 140) aircraft owners – 200 hours – Lorraine told you – Terri told her – this race fun – the final answer – Torri is right!

Thanks to
Glenn Buffington
Mike Muzyczyn
The Lanmon’s

CLASSIC 30
Cessna 182S  230 hp

Janet – 18th Classic – 2000 + hours – single/multi land, Instrument – Kansas 99s (Sunflower Chair). A Certified Registered Nurse Anesthetist, she works as office manager for pilot (Stearman Driver) husband Donald’s Podiatry practice. Together they co-own Rent-It-All Corporation with Janet serving as President. An open invitation to all to visit Yoder Airpark. See Janet for exact location.

Seventh Classic for Bonnie with 465 hours. She holds position as Aerodynamic Laboratory Director, National Aviation Research at Wichita State University and the first woman supervisor of a large wind tunnel. Husband Edwin, also pilot, self-employed – Merkel Airplane Company. One daughter (student pilot) – volunteer with the Society of Women Engineers and the American Institute of Astronautics and Aeronautics – Treasurer of Kansas 99s.

Passenger: Vicki Hunt

Janet S. Yoder
Scotties – “Puppy” and “Houston”

Amelia (Amy)
Ruby
Classic

Amy was purchased at the end of the 1999 ARC in Cleveland, Ohio. She flew home to Kansas, and has been flying ever since.
CLASSIC 31
Beechcraft F33A  300 hp
Jean and Sally – flying their first Air Race ever! Welcome to the Classic.
Jean, retired Manhattan investment banker, currently a self-employed consultant to corporations on acquisition strategies, structuring and financing. With Instrument and 2300 hours, her other interests include birdwatching, kayaking, back packing, and golf – especially interested in this year’s terminus where she resides.
A “dream” come true – at age 16 Sally helped with preliminary work on the ground and flew one day in race chase plane in 1951 with All Women’s International Air Race. The race bug bit, it just took a while to work it out – returning to flying after close to 50 years. She taught Special Education in high school 32 years – three children – six grandchildren – old log book lost, new log book 200 hours – avid bird watcher and a bird bander.

CLASSIC 32
Beechcraft B24R  200 hp
Royce, a retired surgeon, is on her way to becoming a Navy Flight Surgeon with an F-18 fighter squadron. Pilot husband Brendan is an Orthopaedic Surgeon.
Sixth Classic for Jackie with single/multi land and Instrument has acquired 1040 hours. She is a professional investor specializing in health care, including pharmaceuticals, biotech stocks, and medical devices for Deerfield Management. Hobbies include scuba, music, fitness, reading, museums, dancing and member of North Jersey’s 99s.

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Lounge ‘til 1:00 a.m. Outdoor patio.

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South of the Border,
A Block from the Rock
51 Main St., Plymouth
508 / 747-0048
JENNY WRIGHT
Santa Barbara, CA

CLASSIC 33
Piper PA28R-200 200 hp


Husband Robert is retired.

Jenny – single land/sea, Instrument – 3134 hours – North Central Section 99s – Third Classic. A former physical therapist, she is now involved in Wright & Co. Real Estate Investment, a family owned business. Jenny and pilot husband, Bill, real estate investor (retired but working harder than ever!) have three children and six grandchildren. Other interests include interior decorating and collecting old Indian rugs, jewelry, and tea strainers. A member of Borrego Springs 99s.


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Best Wishes
ARC Racers
and
ENE Hosts

Josette King
(formerly Eastern New England now Houston Chapter)

Deepest appreciation to the advertisers and contributors of the ARC Program
Flying their first Classic - a warm welcome to Laura and Janice.
Laura with Instrument and 593 hours, currently serves as a volunteer in the office of Angel Flight Northeast, with tasks including mission coordination, pilot orientation, newspaper preparation and flying patients when possible. Husband Dale, treasurer with Winbrook Associates, and Laura have three children and four grandchildren. Member of Eastern New England 99s.

Janice graduated from Hawthorne College with a BS in Aeronautical Science and currently a full-time Flight Instructor with Eagle East Aviation and Concord Aviation Services. Commercial, Flight Instructor/Instruments - 1400 hours - even after a full day of instructing, Janice still looking to get up in the air just one more time. Hopefully husband Craig shares in her enthusiasm.

---

Flying her second Classic, Richie has Instrument with 710 hours. Registered nurse retired after 25 years - specializing in ICU 18 years and manager of ICU for seven years, she now does substitute teaching of nursing students. Three children (one pilot) and nine grandchildren. Races for the thrill and challenge - also enjoys skiing.
A big welcome to Carylon flying her first Classic. She and husband Gary operate Slover Brothers Trucking, Inc., a family run business, in which Carylon is office manager, and they have one child. Instrument - 420 hours - Tulare-Kings 99s.

---

Keep on Flying!
Air Race Classic

New England Section Ninety-Nines, Inc.
Membership Info:
(508) 842-4261
ARC welcomes this team to their first Classic. New retired from working in business services for a large clinic, Anne and Philip (retired mechanical engineer for Hughes Aircraft) have seven children and 14 grandchildren. Anne started her flying when the last of her children were in college and has Commercial and Instruments with 1074 hours. With her enthusiasm to help other people, she joined Angel-Flight as a volunteer.

After thirty years of working at a drawing board, and with cameras sometimes jammed into the cockpit of a DC-9, early retirement became very attractive to Rose. She left Trans World Airlines and became one of the “poor” retired. Commercial, single/multi land, Instrument – 2198 hours – three children and two grandchildren.

Tucson 99s claim this team.

Welcome to Cape Cod
ARC 2000!
Jo Rita Jordan
ENE 99s

A big welcome to Linda and Valdeen.
Linda, with Commercial, single/multi land, Instrument, and Flight Instructor, with 2200 hours, is flying her first Classic. She’s a Realtor for the past 7 years, formerly a school teacher, and Flight Instructor for 19 years. Linda and her pilot husband Harry, have two children. Her biggest dream has been to air race around the world! Why? “I consider it a challenge between me, myself and I – to be the best I can be – and, what a great bunch of women to race with!”

Valdeen, with Commercial, single engine land, Instrument, with 600 hours, will also be a first-time racer. She started flying the same year she and husband Don, brought their first airplane, a Stinson 108-3. One of her two sons has his private license. Since leaving teaching, Valdeen has been a real estate agent, belly dancer, opera singer and member of a symphony chorus. This New Mexico incarnation finds her honing writing skills and spending more time as an accomplished portrait artist.
Principal of Beth Tfiloh Community School (lower school) in Baltimore, Carolyn has been a teacher, team leader, reading specialist, assistant principal and adjunct college instructor. She and Jack (who incidently “hates” flying), Superintendent of schools in York have two children and two grandchildren. Eighth Classic – 850 hours – Commercial and Instrument – Pennsylvania 99s – flies Young Eagles and fellow teachers in spare time – enjoys playing the piano, sewing, antiquing and playing with computer.

A hearty welcome to Dianah and Wyvema flying their first Classic. Dianah, manager of Mid America Industrial Park Airport and distributor for Aviation Images, has two children and one grandchild. Tulsa 99s, currently serving as Vice-Chairman, Air Marking Chairman, Ways and Means Chairman – 590 hours – enjoys crafts, traveling, antiquing, aviation and cooking.

Wyvena (“Y”) and husband Lawrence, both retired accountants, have two children (one pilot) and two grandchildren. Oklahoma 99s – 847 hours.

A special thank you from all of us –

Jeppesen
Rhonda Larance

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FAX (419) 525-4730

Bradley Pocock
President

20c Discount Per Gallon to All Racers
All Classics for Pauline – Commercial, single/multi land, single sea, Glider, Flight Instructor Airplane/ Instruments/Multiengines, Advanced/Instrument Ground Instructor – 40,000+ hours – Tip of Texas 99s. Happy days are here again! Sends the dog’s tails a-wagging – student’s hands a-waving as they celebrate their annual reprieve – course they are just as happy when Pauline returns.

Gene – fifth Classic – Airline Transport, Flight Instructor Airplane/Instruments – Monterey Bay 99s – Major in Civil Air Patrol – WASP. Self-employed Flight Instructor teaching mostly instruments, Gene is enjoying teaching granddaughter Deb to fly. Two children (one pilot) – two grandchildren (one just about pilot!)

Passenger: Barbara Lewis

Sixth Classic for Cathy with Instrument and 600 hours. Cathy, who has taught eighth grade English for the last ten years, is now working in the Gifted and Talented Education Department of Katy Independent School District. In addition to flying together, Cathy and Mike enjoy occasional weekend fishing trips with co-pilot Rose and her husband Bill. With two sons in college, Cathy finds herself with more time but less money!

Rose has logged many airline passenger hours in the past several years visiting hospital sites across the country as an installation specialist with Perot Systems. When Bill got bit by the “boat bug”, Rose became a more frequent (enthusiastic?) fisherwoman. An avid reader, she has accumulated a sizable book collection, including many first editions. 400 hours – personal cheering squad of six children and 16 grandchildren.

Houston 99s claim this team.
DONNA MOORE  
Massillon, OH

BETTY HUCK  
Villa Hills, KY

PATTY MITCHELL  
Roberts, ID

GENE NORA JESSEN  
Boise, MT

CLASSIC 43
Cessna 210D  285 hp

Sponsored by:
Baker Photography  
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Spunky Threads  
Karen Hogan  
Hamilton, OH  
(Sewing)
Kustom Industrial Fabricators, Inc.
Andy Zarodney  
Akron, OH
Seaway Bolt & Specials Corp.
Raymond Gurnick  
Columbus Station, OH
Gerry I. Lowe, DDS  
Cincinnati, OH
PRO AERO
Professional Aviation Services  
Hamilton, OH
The Flight Depot  
Cincinnati, OH

Second Classic for Donna who has logged 600 hours and obtained Commercial and Instrument. She is a 3rd degree black belt in Taekwondo and an instructor, a certified scuba diver, hiker and member of Women With Wings 99s. Recently completed training for Traiblazer which is a volunteer for the park systems and currently employed as a quality specialist at Parma Community General Hospital. Husband Allan, avid baseball fan, is controller at Akron General Medical Center.

We welcome Betty to her first Classic! With Commercial, single/multi land, Instrument, Glider, Instrument Ground Instructor has acquired 550 hours. Member of the Greater Cincinnati 99s, she works as Accounting to Finance Manager at Procter & Gamble Company.

Passenger: Chris Gurnick

CLASSIC 44
Beechcraft V35B  285 hp

Sponsored by:
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(Avgas)
Boise Air Service  
Boise, ID  
(FBO)


Third try is the charm for first-timer Patty, finally flying the Classic. A big big welcome. Airline Transport, Flight Instructor Airplane/Instruments/Multiengine, Jet type-rated B747, CE500, Advanced/Instrument Ground Instructor – 16,000 hours. She has been flying as First Officer in the B747 to Asia and Australia for United Airlines and recently went domestic on the B737. The Mitchells are Montana ranchers who like to pack into the mountains to hunt and fish – three children and six grandsons.

Both are Idaho 99s.

“I didn't do it, I didn't do it! What is it I didn't do?”
Jo-Elle with Instrument has acquired 243 hours. A student at Western Michigan University's College of Aviation, she was enlisted in the Navy for three years and plans a career in the commercial airline industry and looks forward to the challenge of racing. Member of Lake Michigan 99s.

Jennifer with 1040 hours, Commercial, single/multi land, Flight Instructor Airplane/Instruments, is currently a Flight Instructor at WMU. Having flown with WMU Precision Flight Team, she knows the fun and challenge of competition.

Louise with 345 hours. A retired accountant, she is co-owner of Desert Car Rental. Husband Jim, retired construction administrator, and Louise have five children and ten grandchildren. Borrego Springs 99s member, she started flying career late and received her private in '96 at age 64 — and now off to the races! Go girl!

Marian with Airline Transport, Flight Instructor Instruments and flying her seventh Classic. One of the owners of two roller skating rinks, she has two children, four grandchildren and is a Mission Bay 99s member.
Seventh Classic for Jean with 1433 hours and Instrument. A homemaker, she and Paul, a retired real estate developer, have five children and six grandchildren. Enjoys tennis, golf, and is a flying volunteer at Drug/Rehab Center/Therapy Groups - and an enthusiastic Georgia Tech fan she shares with husband.

Nancy - Airline Transport, Flight Instructor Airplane/Instruments/Multiengine, Advanced/Instrument Ground Instructor - 3900+ hours - 14th Classic. A homemaker most of her life, she and Ralph, retired contractor and land developer, have three children and four grandchildren. At the present she is enjoying several musical instruments - guitar, mandolin, and now learning to play a dobro (resonic guitar) - and loves antiquing.

North Georgia 99s claim this team.

Soph retired from an active life in aviation and has always loved the competition of racing – sports cars, sailing – most of all air racing. Commercial, single sea, Instrument, Commercial Glider – 3300 hours – Ninth Classic – Suncoast 99s.

A warm welcome to Frances flying her first Classic. A self-employed artist she has designed American greeting cards, a muralist, stage design and illustrator. For ten years Frances flew Sundown Patrol for Costal Fort Myers Search and Rescue. Ft. Myers 99s – two children – 672 hours.

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CLASSIC 49
Cessna 182S  230 hp

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Linda – Commercial, Airline Transport, single/multi land, Flight Instructor Airplane/Instruments/Multiengine, 535 jumps, Advanced/Instrument Ground Instructor – 3300 hours – Seventh Classic. Cessna Pilot Center Regional Manager for Cessna Aircraft for three years, her job involves working with flight schools to help them attract new students, help create business and market plans and to encourage them to become a Cessna Pilot Center. Loves to travel and hobbies range from skydiving to knitting – and enjoys two pet cats, Orville and Wilbur.

A technical sales manager with IBM for 16 years, Rosemary’s territory runs from Pittsburgh to Hawaii giving her a lot of opportunity to travel. Sixth Classic – Commercial, single/multi land, Instrument, Flight Instructor Airplane – 760 hours. A dive master with over 350 dives, and as a happy owner, she finds making the landscaping look good and re-doing the interior a rewarding hobby.

Central Illinois 99s claim this team.

CLASSIC 50
Mooney M20J  200 hp

Warm greetings to Machteld and Elizabeth flying their first Classic.

Director of AOPA’s Airport Directory, Machteld held previous positions as a travel agent, Secretary to Press Counselor of the Royal Dutch Embassy in Washington, D.C., and flight attendant for Royal Dutch Airlines (KLM). Born in Wellington, New Zealand, she moved to the USA in 1975 and now an American citizen. Peter, surgical tech, and Machteld have two children. Hobbies include skiing and sailing – holds single/multi land, Instrument.

Elizabeth – Instrument, Hang Glider (2 hangs), one jump – 120 hours. She is Managing Editor of AOPA Flight Training magazine with previous positions as editor-in-chief for National Jurist Publishing and editor/writer for Associated Press. Husband Brad works for the government and a student pilot.

Both members of Washington DC 99s.
Flying their first Classic – a big welcome to Amy and Erin.

Amy – Commercial, single/multi land, Instrument, Flight Instructor Airplane, Commercial Glider – 430 hours. She is currently a Flight Instructor at Daniel Webster College where flight experience include glider training, aerobatic training, and simulated 135 operations and with the opportunity to participate in the American Airlines internship program. Hobbies and interests include skiing, hiking, aerobatic flying and volleyball.

Erin with Commercial, single/multi land, Instrument, Flight Instructor Airplane, Commercial Glider, Basic Ground Instructor has logged 550 hours. A Flight Instructor at Daniel Webster College, she has received training under a 141 curriculum including aerobatic, motor-glider, and simulated 135 operations and has also ferried Cessna 172R planes from Kansas to New Hampshire. She enjoys hiking, snow shoeing and practices yoga.

Both belong to the Northern New England 99s.

Special thanks to Redwood Empire Ice Operations, Inc.

Congratulations ARC Racers!

Welcome to New England!

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Fourth Classic for this team – both members Eastern New England 99s.
Barbara – Commercial, single/multi land, A&P license, Instrument – 200 jumps – 2103 hours. With seven years service in Marine Corps and retired from Army National Guard after 16 year service, Barbara now uses her A&P license and commutes to Nantucket to repair aircraft. President of Willie Air Tours, Inc. she finds racing the most exciting aviation activity thus far. Other interests include scuba diving, river rafting, softball and has worked several exciting endangered whale rescues.
Gwen, a retired attorney, stays active in home town serving as Vice Chairman on Airport Commission Board and representative to the Cape Code Commission. Co-owner of Willie Air Tours she has one daughter and two beautiful grandchildren. From cross country air racing to transcontinental – this team will be joining the London-Sydney Air Race in 2001 – and we do wish you luck!

“Just when I knew all the answers they changed all the questions.”
(Or is it the other way around?)
AWARDS

FIRST PLACE
Air Race Classic award for Pilot and Co-Pilot and $5,000.00 in cash.

SECOND PLACE
Air Race Classic award for Pilot and Co-Pilot and $3,000.00 in cash.

THIRD PLACE
Air Race Classic award for Pilot and Co-Pilot and $2,000.00 in cash.

FOURTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $1,500.00 in cash.

FIFTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $950.00 in cash.

SIXTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $700.00 in cash.

SEVENTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $600.00 in cash.

EIGHTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $500.00 in cash.

NINTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $400.00 in cash.

TENTH PLACE
Air Race Classic award for Pilot and Co-Pilot and $350.00 in cash.

MARY PEARSON AWARD: Highest Scoring Team Flying the Air Race Classic the First Time. Donated by: friends.

HIGHEST SCORE FOR FIRST TIME TEAM (not ever having used any weather service or consultant): WEATHER SERVICE FOR 2001 AIR RACE CLASSIC (non-transferable) by Richard Patton, 3159 Beech Drive, East Point, GA 30344.

________ SOS CLAUDE GLASSON AWARD: to the team that places last – $100.00 – Donated by Tip of Texas 99s.
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DONATED TO ALL CONTESTANTS:

Trip Kit for Race
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Book Bags
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ARC 2000 Plaque

Jeppesen
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Air Race Classic

Best Wishes to all participants in the 2000 Air Race Classic!

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<table>
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<th>Year</th>
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TWENTY FIRST AIR RACE CLASSIC WINNERS — 1997

SOPHIA PAYTON
Clearwater, FL

SHEILAGH WAGNER
Osprey, FL

GLORIA MAY
Kerman, CA

DENÉ CHABOT-FENCE
Carson City, NV

NANCY TOON
Atlanta, GA

SUSAN LARSON
El Paso, TX

SUZANNE AZAR
El Paso, TX

SUSAN COLLER
Bloomington, IN

MARGE THAYER
Mesa, AZ

RUTH MAESTRE
Brookville, OH

DENISE WATERS
Marble Hill, NY

SHELLAH WAGNER
Osprey, FL

RUBY SHELDON
Phoenix, AZ

MARGE THAYER
Mesa, AZ

RUTH MAESTRE
Brookville, OH

RUBY SHELDON
Phoenix, AZ

MARGE THAYER
Mesa, AZ

RUTH MAESTRE
Brookville, OH

RUBY SHELDON
Phoenix, AZ

MARGE THAYER
Mesa, AZ

RUTH MAESTRE
Brookville, OH

LYNN O’DONNELL
Denville, NJ

LAURA L. KNIPMEYER
Long Valley, NJ

GARY WHEELER
Greenville, SC

MICHELE MURPHY
Chesapeake, VA

RUTH MAESTRE
Brookville, OH

DENISE WATERS
Marble Hill, NY

JEAN SLOAN
Lima, OH

RUTH MAESTRE
Brookville, OH

DENISE WATERS
Marble Hill, NY

JEAN SLOAN
Lima, OH

RUTH MAESTRE
Brookville, OH

DENISE WATERS
Marble Hill, NY

JEAN SLOAN
Lima, OH
TWENTY SECOND AIR RACE CLASSIC WINNERS — 1998

SOPHIA PAYTON
Clearwater, Fl

ROYCE CLIFFORD
Leucadia, CA

PAULINE MALLARY
Fairburn, GA

GLORIA MAY
Kerman, CA

GARY WHEELER
Greenville, SC

NANCY TOON
Atlanta, GA

GRETCHEH JAHN
Eastlake, CO

JOYCE WELLS
Larkspur, CA

DOTTIE ANDERSON
Bluffton, OH

JEAN SLOAN
Lima, OH

DENE CHABOT-FENCE
Carson City, NV

KATHY WALTON
Clearlake, CA

PHYLLIS WELLS
Peyton, CO

DENISE COLLEER
Bloomington, IN

ERNESTEEN HUNT
Oak Ridge, TN

NANCY TOON
Atlanta, GA

MARGE THAYER
Mesa, AZ

MELISSA TUMMINIO
Kent, OH

ROYCE CLIFFORD
Leucadia, CA

SUSAN COLLER
Bloomington, IN

DENE CHABOT-FENCE
Carson City, NV

PAULINE MALLARY
Fairburn, GA

GLORIA MAY
Kerman, CA

NANCY TOON
Atlanta, GA

SUSAN COLLER
Bloomington, IN

GARY WHEELER
Greenville, SC

NANCY TOON
Atlanta, GA

GRETCHEH JAHN
Eastlake, CO

JOYCE WELLS
Larkspur, CA

DOTTIE ANDERSON
Bluffton, OH

JEAN SLOAN
Lima, OH

RUBY SHELDON
Phoenix, AZ

MARGE THAYER
Mesa, AZ
TWENTY THIRD AIR RACE CLASSIC WINNERS — 1999

DENISE WATERS
New York, NY

BONNIE PORTER
Brentwood, NH

LINDA SCHUMM
Mackinaw, IL

ROSEMARY EMHOFF
Peoria Height, IL

GLORIA MAY
Kerman, CA

DENÉ CABOT-FENCE
Carson City, NV

SOPHIA PEYTON
Clearwater, FL

MARGE GORMAN
Mansfield, OH

LOIS FEIGENBAUM
Berryman, MO

MARGARET RINGENBERG
Grabill, IN

JACKIE DONALDSON
Bayshore, NY

HELEN SWALLOW
Bimini, Bahamas

ERIN CONNER
West Lafayette, IN

RAEGAN FRAZIER
West Lafayette, IN

ERNESTEEEN HUNT
Oak Ridge, TN

GARY WHEELER
Greenville, SC

JUDY BOLKEMA-TOKAR
Daytona Beach, FL

ESTHER LOWRY
Dillard, GA

TERRI HULL
Fort Recovery, OH

ROXANNE CERONE
Milford Center, OH
### Twenty-Four Years of Flying!

**Where We Have Been...and When!**

<table>
<thead>
<tr>
<th>State</th>
<th>Years</th>
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<tbody>
<tr>
<td>Alabama</td>
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<td>Wyoming</td>
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*Note: Years indicate the years of operation within the respective states.*
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El Cajon, California

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