PENN REELS WELCOMES THE AIR RACE CLASSIC

THE GREAT AMERICAN TACKLE COMPANY
A Special Thank You To All
1989 Air Race Classic Contestants
and
Sacramento, California
Alturas, California
Jackpot, Nevada
Rawlins, Wyoming
Ainsworth, Nebraska
Marshalltown, Iowa
Lafayette, Indiana
Youngstown, Ohio
and to
Philadelphia, Pennsylvania
AIR RACE CLASSIC LTD.
318 International Drive
Corpus Christi, Texas 78410

EDITORS ............................................ PAULINE GLASSON AND BARBARA LEWIS
ASSISTANT EDITORS .. SUE GRAY, NORMA FUTTERMAN, AND BETTY GRAY
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INDEX

CONTESTANTS (ALPHABETICAL LISTING) ................................................... 3
AIR RACE CLASSIC DIRECTORS ............................................................ 5
RACE START .......................................................................................... 6-7
ENROUTE STOPS ...................................................................................... 8-14
RACE TERMINUS .................................................................................... 16-17
HANDICAPS ........................................................................................... 18-19
DESIGNATED AIRPORTS ON THE ROUTE ................................................. 19
EVENTS .................................................................................................... 19
CONTESTANTS ......................................................................................... 20-51
AWARDS ................................................................................................... 61
LEG PRIZES ............................................................................................. 62-63
1977 THRU 1985 AIR RACE CLASSIC WINNERS ....................................... 67
1986 AIR RACE CLASSIC WINNERS ........................................................ 68
1987 AIR RACE CLASSIC WINNERS ........................................................ 69
1988 AIR RACE CLASSIC WINNERS ........................................................ 70

Front Cover by Holly R. Larmon.
<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>34</td>
<td>Akers, Joyce</td>
<td>41</td>
<td>15</td>
<td>May, Gloria</td>
<td>26</td>
</tr>
<tr>
<td>24</td>
<td>Anderson, Dottie</td>
<td>34</td>
<td>18</td>
<td>McCombs, Joan</td>
<td>30</td>
</tr>
<tr>
<td>49</td>
<td>Axelrod, Bea</td>
<td>49</td>
<td>11</td>
<td>McConnell, Jean</td>
<td>26</td>
</tr>
<tr>
<td>53</td>
<td>Baer, Phyllis</td>
<td>51</td>
<td>42</td>
<td>McElhatton, Jeanne</td>
<td>45</td>
</tr>
<tr>
<td>46</td>
<td>Baroldi, Anita</td>
<td>47</td>
<td>5</td>
<td>McGlasson, R J</td>
<td>22</td>
</tr>
<tr>
<td>36</td>
<td>Bedrossian, Adelle</td>
<td>42</td>
<td>47</td>
<td>McKay, Sammy</td>
<td>48</td>
</tr>
<tr>
<td>38</td>
<td>Beers, June</td>
<td>43</td>
<td>38</td>
<td>Mitchell, Beverley</td>
<td>43</td>
</tr>
<tr>
<td>28</td>
<td>Blackwood, Jan</td>
<td>38</td>
<td>18</td>
<td>Morrison, Janet</td>
<td>30</td>
</tr>
<tr>
<td>6</td>
<td>Blech, Lorrie</td>
<td>22</td>
<td>10</td>
<td>Morse, Teresa E</td>
<td>25</td>
</tr>
<tr>
<td>35</td>
<td>Bowers, Dee</td>
<td>42</td>
<td>37</td>
<td>Murren, Barb</td>
<td>43</td>
</tr>
<tr>
<td>12</td>
<td>Brick, Kay A</td>
<td>26</td>
<td>44</td>
<td>Neel, Faye W</td>
<td>46</td>
</tr>
<tr>
<td>40</td>
<td>Brown, Janice L</td>
<td>44</td>
<td>32</td>
<td>Neely, Bonnie</td>
<td>40</td>
</tr>
<tr>
<td>1</td>
<td>Buhl, M.D., Eileen</td>
<td>20</td>
<td>13</td>
<td>O'Kelley, Genie Rae</td>
<td>27</td>
</tr>
<tr>
<td>1</td>
<td>Buhl, Rita</td>
<td>20</td>
<td>44</td>
<td>Osborne, Kathy A</td>
<td>46</td>
</tr>
<tr>
<td>8</td>
<td>Cain, Linda R</td>
<td>24</td>
<td>26</td>
<td>Pardi, Patti</td>
<td>35</td>
</tr>
<tr>
<td>3</td>
<td>Callaway, Margaret</td>
<td>21</td>
<td>48</td>
<td>Payton, Sophia</td>
<td>48</td>
</tr>
<tr>
<td>15</td>
<td>Chabot-Fence, Dehe</td>
<td>28</td>
<td>27</td>
<td>Pearce, Martie</td>
<td>38</td>
</tr>
<tr>
<td>7</td>
<td>Chapple, Susan</td>
<td>24</td>
<td>52</td>
<td>Peterson, Diana</td>
<td>50</td>
</tr>
<tr>
<td>27</td>
<td>Coleman, Barbara</td>
<td>38</td>
<td>23</td>
<td>Petty, Jackie</td>
<td>34</td>
</tr>
<tr>
<td>30</td>
<td>Coller, Susan</td>
<td>39</td>
<td>31</td>
<td>Pickering, Aileen</td>
<td>40</td>
</tr>
<tr>
<td>10</td>
<td>Cox, Cheryl A</td>
<td>25</td>
<td>51</td>
<td>Pilaar, Carolyn</td>
<td>50</td>
</tr>
<tr>
<td>45</td>
<td>Creason, Mary</td>
<td>47</td>
<td>37</td>
<td>Ramachandran, Dee</td>
<td>43</td>
</tr>
<tr>
<td>50</td>
<td>D'Angelo-Soble, Mary</td>
<td>49</td>
<td>16</td>
<td>Rawlings, Mary</td>
<td>28</td>
</tr>
<tr>
<td>48</td>
<td>Davison, Helen</td>
<td>48</td>
<td>3</td>
<td>Richardson, Gini S</td>
<td>21</td>
</tr>
<tr>
<td>11</td>
<td>De Angelo, Rosie</td>
<td>26</td>
<td>4</td>
<td>Ringenberg, Margaret</td>
<td>21</td>
</tr>
<tr>
<td>39</td>
<td>DeYoung, Esther M</td>
<td>44</td>
<td>39</td>
<td>Robertson, Lorene</td>
<td>44</td>
</tr>
<tr>
<td>8</td>
<td>Doyle, Peggy G</td>
<td>24</td>
<td>34</td>
<td>Robertson, Merry</td>
<td>41</td>
</tr>
<tr>
<td>7</td>
<td>Emmons, Peggy R</td>
<td>24</td>
<td>23</td>
<td>Rodgers, Nancy</td>
<td>34</td>
</tr>
<tr>
<td>25</td>
<td>Fowler, Jeanette</td>
<td>35</td>
<td>33</td>
<td>Salmans, Caroline</td>
<td>41</td>
</tr>
<tr>
<td>31</td>
<td>Futterman, Norma</td>
<td>40</td>
<td>9</td>
<td>Schiffmann, Jean</td>
<td>25</td>
</tr>
<tr>
<td>33</td>
<td>Gann, Bonnie</td>
<td>41</td>
<td>49</td>
<td>Sekerak, Jane</td>
<td>49</td>
</tr>
<tr>
<td>53</td>
<td>Gann, Dodie</td>
<td>51</td>
<td>20</td>
<td>Sheldon, Nancy</td>
<td>31</td>
</tr>
<tr>
<td>46</td>
<td>Giimore, Sam</td>
<td>47</td>
<td>17</td>
<td>Sheldon, Ruby M</td>
<td>30</td>
</tr>
<tr>
<td>41</td>
<td>Glasson, Pauline</td>
<td>45</td>
<td>47</td>
<td>Simler, Sue</td>
<td>48</td>
</tr>
<tr>
<td>41</td>
<td>Gray, Sue</td>
<td>45</td>
<td>24</td>
<td>Sloan, Jane</td>
<td>34</td>
</tr>
<tr>
<td>40</td>
<td>Haberfelde, Beverly</td>
<td>44</td>
<td>35</td>
<td>Sprague, Jacquie</td>
<td>42</td>
</tr>
<tr>
<td>29</td>
<td>Hamilton, Mary Ann</td>
<td>39</td>
<td>14</td>
<td>Steinberger, Joan</td>
<td>27</td>
</tr>
<tr>
<td>50</td>
<td>Haskins, Mardell</td>
<td>49</td>
<td>9</td>
<td>Tarabetz, Susan L</td>
<td>25</td>
</tr>
<tr>
<td>2</td>
<td>Hensley, Tookie</td>
<td>20</td>
<td>17</td>
<td>Thayer, Marjorie J</td>
<td>30</td>
</tr>
<tr>
<td>43</td>
<td>Hichie, Joyce</td>
<td>46</td>
<td>30</td>
<td>Toon, Nancy</td>
<td>39</td>
</tr>
<tr>
<td>16</td>
<td>Irwin, Elisabeth</td>
<td>28</td>
<td>26</td>
<td>Tucker, Karen</td>
<td>35</td>
</tr>
<tr>
<td>32</td>
<td>James, Kris</td>
<td>40</td>
<td>12</td>
<td>vander Linden, Pam</td>
<td>25</td>
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<tr>
<td>21</td>
<td>Jayne, Marion P</td>
<td>32</td>
<td>29</td>
<td>Vaneeck, BJ</td>
<td>39</td>
</tr>
<tr>
<td>21</td>
<td>Keefer, Patricia</td>
<td>32</td>
<td>22</td>
<td>Walton, Kathy</td>
<td>32</td>
</tr>
<tr>
<td>2</td>
<td>Keza, Corrine</td>
<td>20</td>
<td>22</td>
<td>Wells, Joyce</td>
<td>32</td>
</tr>
<tr>
<td>36</td>
<td>Kneepshield, Silver</td>
<td>42</td>
<td>51</td>
<td>Wheeler, Gary</td>
<td>50</td>
</tr>
<tr>
<td>6</td>
<td>Kurasch, D.D.S., Madeline</td>
<td>22</td>
<td>43</td>
<td>Whistle, Eddie E</td>
<td>46</td>
</tr>
<tr>
<td>5</td>
<td>Long, Maureen L</td>
<td>22</td>
<td>25</td>
<td>Winn, Shirley</td>
<td>35</td>
</tr>
<tr>
<td>13</td>
<td>Lowry, Esther</td>
<td>27</td>
<td>4</td>
<td>Witmer, Naomi Ruth</td>
<td>21</td>
</tr>
<tr>
<td>19</td>
<td>Mapelli, Stephanie D.</td>
<td>31</td>
<td>52</td>
<td>Woodard-Cihak, Liz</td>
<td>50</td>
</tr>
<tr>
<td>19</td>
<td>Mapelli, Velda King</td>
<td>31</td>
<td>14</td>
<td>Wright, Jenny</td>
<td>27</td>
</tr>
<tr>
<td>42</td>
<td>Martin, Gina</td>
<td>45</td>
<td>20</td>
<td>Yoder, Janet S</td>
<td>31</td>
</tr>
<tr>
<td>28</td>
<td>Maxson, Hass</td>
<td>38</td>
<td>45</td>
<td>Young, Betty</td>
<td>47</td>
</tr>
</tbody>
</table>
SNOOPY and the gang at the REDWOOD EMPIRE ICE ARENA
Wish you all smooth flights & success

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 Coddington 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
Sacramento, the capital city of California, is situated at the confluence of the American River and the Sacramento River in a broad agricultural valley. Because of an abundance of green parkways and tree lined streets, it is often been referred to as a city of trees. In fact, it is second only in the world to Paris, France in terms of trees per capita.

In January of this year, *Newsweek Magazine* published the results of a poll of its reporters, that placed Sacramento in the top hot cities in the U.S. — one of America’s ten best places to live and work. Local pilots would add — and fly! We are blessed with many perfect flying days each year, relatively uncrowded skies, and several general aviation airports throughout the area with reasonably priced hangars and tie-downs.

We welcome the Air Race Classic to our city with pride. Enjoy a tour of our splendid Capital Building, then walk the mall to visit Old Sacramento — shopping all the way. June will feature warm days tempered by cool breezes off the delta, resulting in very pleasant evenings.
Left to Right: Air Traffic Controllers, JOE BAKER and KEN SCHUETTE.

Left to Right: BOB ROSS, MIKE FRINT and JIM NUNNELEY, Fire Operations Workers.

BRAD PEARSON, Official Starter.

BARBARA SESTITO
Timer/Judge

COL. CLARENCE E. "BUD" ANDERSON
Banquet Speaker

THELMA CULL
Timer/Judge

SUSAN ADLER
Timer/Judge

JACQUI KOUKOL
Rancho Murieta Official

SHIRLEY LEHR
Rancho Murieta Official

Sacramento Valley Chapter 99s
ALTURAS

Welcome to Alturas, county seat of Modoc County “Where the West Still Lives”. Modoc, located in the northeastern corner of California boasts of abundant natural recreational resources. Outdoorsmen enjoy abundant fishing, hunting, camping, hiking and sightseeing amongst the acres of forest land, lakes, reservoirs and trout streams. Pronghorn Antelope, Mule Deer and Waterfowl are prime attractions.

Home of the last Indian war fought in the United States, Modoc now has a thriving ranching, lumber, and tourist economy.

Alturas, with a population of approximately 3,300, has numerous dining and lodging facilities to serve the needs of the many hunters and visitors who travel through Modoc annually. We are honored to offer the Air Race Classic participants our facilities and services, and hope your visit with us will be enjoyable.

Timers, Front Row, Left to Right: DONNA TAYLOR, LOIS VAN ZELF, and BEVERLY TICKNER. Back Row, Left to Right: JAN COWAN, BEVERLY ROMERO, and ALMA HINDS.

KENNETH MAHORNEY
Red Bluff
FSS Manager

Thanks to:
Siskiyou
and
Mt. Shasta

RICHARD and JAN CLOUGH, Owners, Pronghorn Aviation.

KAREN MOORE
Stop Chairman
How'd Jackpot come by it's name? By chance. It could have been Horseshu, after the first casino established beside U.S. Highway 93 at the Idaho border in 1954.

But the U.S. Postal Department said it would rather not have a name already in commercial use. You can see why. The town would be advertising the business. Another name was suggested by a committee of three residents. Nawk, said the Department. In too common use. Would further confuse mail deliveries. A third name got the same reversal. So the selectors subscribed Jackpot after the cascade of coins when given sets of symbols are achieved on the reels of slot machines.

"We'll go with it!", replied the Department. Wasn't a big thing at the time — the lone tavern of restricted dimensions housed only slot machines and had been set up because such pastime had been outlawed in Idaho — since Jackpot was on a rural mail delivery route from Contact, Nevada, 15 miles south.

But Jackpot grew; Contact shrank. And the reverse became true. A clothes closet size building immediately off the south door of Cactus Pete's Casino was vacated; the post office moved inside. Thus Jackpot has since had the only full-fledged post office in the world housed in a casino. It has been moved once to improved quarters within the expanded gaming emporium.

So, get your souvenir postmarks in Jackpot simply by mailing something to yourself.
In the summer of 1867, General Grenville M. Dodge and a party of civil engineers were surveying a route westward from Omaha into Wyoming. As they neared Cow Creek, which now is the site of Cheyenne, they were joined by General John A. Rawlins, the Chief of Staff of the United States Army.

As they rode west and approached the hills that stand guard over the present city, General Rawlins expressed the wish for a drink of good, cold water. A detachment of scouts set out to explore the country and discovered a spring near the base of the hills. It was good water, free of alkali, and General Rawlins declared it was the most refreshing drink he had ever tasted. "If anything is ever named after me," he exclaimed, "I hope it will be a spring of water." Immediately, General Dodge named the spring "Rawlins Spring", and marked it so on his map. This incident was related by General Dodge in his report of the building of the Union Pacific Railroad and is the authentic account of the origin of our city's name. The community, which grew up by the side of that spring and is also a division point of the railroad, at first bore the name of "Rawlins Springs". This was later shortened to "Rawlins".

General Rawlins later became Secretary of War in the cabinet of President Grant. In this position, he unfortunately served a little less than six months. He died in the City of Washington on Sept. 6, 1869. His body lies in Arlington National Cemetery within the bounds of Virginia.

As Secretary of War, General Rawlins had the final decision and approval of the plans for the first Brooklyn Bridge. This is of special interest to the people of Rawlins because for many years that bridge was painted with "Rawlins Red", an iron-oxide from the paint mine just north of our city.

The City of Rawlins can hold justifiable pride in the name it bears, for John A. Rawlins was a great soldier and a great strategist, "was always the complement and counterpart of Grant", and gave Grant's actions "that prompt, aggressive and unrelenting character of great simplicity, force and singleness of purpose, which was passed into history under the name of Grant".

Left to Right: TERRY STILLWAUGH, Pilot; MIKE O'CONNELL, Lineboy; SHIRLEY O'CONNELL, Bookkeeper, Secretary; DWIGHT FRANCE, Owner/ Pilot; and REAGAN COOPER, Mechanic.
Ainsworth, Nebraska

The residents of the Sandhills are proud to welcome you to Ainsworth, Nebraska in the "Middle of Nowhere"! As you approach the Ainsworth Airport you will begin to see a change in the terrain from the ranching Sandhills of the West to the farm lands of the East. Especially visible in June are the green circles of corn under center pivot irrigation, as well as the patchwork fields of corn and other row crops under irrigation from Merritt Dam southwest of Valentine. To your north will be the beautiful Niobrara River.

The Ainsworth Airport was constructed as the Ainsworth Army Airfield in the fall of 1942 on 2,496 acres of land seven miles west of Ainsworth and was a base for B-17, P-39 and P-47's. New improvements include an administration building with a weather service, pilot's lounge, office and restrooms, rotating beacon, hangar storage for approx. 20 planes, tie downs and CHEAP fuel.

Our area was established in 1883 as a farming and ranching community and continues to find agriculture our main economic foundation. We are sorry you will miss our Middle of Nowhere celebration held June 23-25 but hope you will take time to stay in one of our motels and enjoy a meal in one of our seven restaurants that feature superb Nebraska beef served with our traditional Sandhills hospitality.

Thanks to:
ELAINE BECK
BILL REIK, Squadron Commander and his Civil Air Patrol Cadets
and THEDA TURNER, Weather Observer.

LANCE SCHIPPEREIT
Airport Manager

CAROLE SUTTON
Stop Chairman

Left to Right: Ainsworth Airport Authority - JOYCE BAUER, JERRY BECK, Chairman; ROGER LECHTENBURG, WILLIAM CASSEL, Secretary; and MELANIE PALMER.

Left to Right: BETTY EDSON and SALLY Van ZANDT, Timers.

CURTIS A. ALMS, Manager
Columbus AFSS

MILDRED BARRET
Timer

RUTH SMITH
Weather Observer

DOROTHY GROSS
Weather Observer

BERYL KUHRE
Weather Observer

MAXINE McNALLY
Weather Observer
MARSHALLTOWN

Marshalltown, a community of 27,000, is located in the central part of Iowa. Henry Anson was Marshalltown’s first settler. The first house, a log cabin, was built in 1851. Marshalltown is the county seat of Marshall County and is located four miles south of the airport.

Annual events in Marshalltown during the summer are: June 4th — Central Iowa Art Association Art Fair — original art work, paintings, sculpture, ceramics and wood designs displayed outdoors; August 4-6th — Mid-Iowa Antique Power Show at Marshalltown Community College — Antique tractors, machinery displays and demonstrations; and September 30th through October 1st — Oktemberfest — go-kart street racing uptown Marshalltown.

There are fifty-one industrial plants which manufacture heating and air-conditioning units, pressure regulators, gaskets, gauges, thermometers, corrugated cartons, building specialties, farm equipment and process food. Marshalltown Community College (MCC), a fully accredited community college, is located on the campus south of the city.

The Marshalltown Municipal Airport is located on a 270 acre site. It is an all weather airport with two paved runways, 12/30-5,000’ and 18/36-2,800’. The field has VOR (111.0) and NDB (239) approaches, rotating beacon, unicom (122.8), ALO remote outlet (120.9) and terminal building.

The City of Marshalltown would like to offer a warm welcome to the Air Race Classic participants.
WELCOME TO GREATER LAFAYETTE

A community dedicated to cultural excellence in theaters, libraries, museums and art galleries.
Twenty-five percent of the Lafayette Metropolitan Statistical Area population have four or more years of college education, compared to 10 percent overall for the U.S.
An industrial/retail/medical center with a strong economy, evidenced by a 3.8% unemployment rate which is the lowest in the State and below the national average.
Eighty of the top 100 U.S. markets are located within 24 hour truck or rail delivery of Greater Lafayette.

AND PURDUE UNIVERSITY

The “Mother of Astronauts”. Sixteen of the University’s graduates have been selected for space flight, including Neil Armstrong and Eugene Cernan, respectively the first and last man on the moon.
The Department of Aviation Technology conducts degree programs in Aviation Administration, Aviation Maintenance, Aviation Electronics and Flight Training directed towards careers in either corporate or airline operations.
One out of every 17 engineers in the nation is a Purdue graduate.
Eighteen million dollars worth of research is conducted by Purdue each year.
From the beginning of the twentieth century, Youngstown was the hub of the nation's second largest steel-producing region. The city's economy was married to the thirty huge blast furnaces lining the Mahoning River. The simultaneous demolition of four of the furnaces at the U.S. Steel Corporation's Ohio Works starkly symbolized the end of an era . . . and the beginning of a new one in the Mahoning Valley. With the help of business and civic leaders, former steel workers and their sons and daughters have begun to focus on the challenges of rebuilding their economy.

Today, the process continues. We have not yet overcome many of our obstacles, but we are well on the way. With changing perspectives and renewed energy, Youngstown is gradually reclaiming the vigor that was hers before the collapse of the steel industry.

Located halfway between New York and Chicago, Youngstown has direct access to the interstate highway system, its own modern airport, and is within an hour and half of two international airports. National and international markets are virtually at our door. An individual can arrive in New York in about the same time it takes to commute from that city's outlying suburbs. The region is an enticing mixture of natural beauty, residential charm, and cosmopolitan opportunities — all within minutes of one another.

One of the country's leading municipal parks is located in Youngstown. Mill Creek Park contains over 2,400 acres of woods, streams, playing fields, and picnic grounds. It is only one of the many parks and playgrounds in the city. The area is dotted with state forests, parks, reservoirs, golf courses, sports complexes and entertainment centers designed to satisfy every yearning.

Endowed with superb geographic and climatic characteristics, the gently rolling terrain of the Mahoning Valley supports and thriving agricultural community. A temperate, four-season year is invigorating without the numbing extremes of heat and cold.
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Welcome to Northeast Philadelphia Airport, one of the finest reliever airports in the nation. Owned by the City of Philadelphia and operated through its Commerce Department, Division of Aviation, the Airport’s two runways, 7,000 and 5,000 feet respectively, accommodated 195,081 plane movements in 1988. Northeast Philadelphia Airport officially opened at a cost of $3.5 million on June 25, 1945. At that time, the area was sparsely populated and comprised mainly of farmland. In the ensuing years, the farmland gave way to tremendous real estate development and became densely populated. To ease the environmental concerns of the community, the city enacted an ordinance in 1971 which banned commercial air carriers weighing more than 75,000 pounds from landing or taking off at the Airport. As a result, the Airport now operates exclusively as a general aviation airport. As a key component of the City of Philadelphia’s transportation infrastructure, Northeast Philadelphia Airport plays an extremely important role in the region’s economic development. With 21 tenants and some 400 employees, the Airport generated over $1 million in revenue in 1988.
JAMES C. DeLONG
Director of Aviation

HARVEY STURGIS
Acting Chief of FSS

JAMES STEWART
Flight Service Manager

GAYL HENZE
Judge and Treasurer ARC Terminus

JACK BRYANT
Judge

MARGE BRYANT
Chief Judge

ANNA DALY
Chief Timer

NANCY HALL
Timer

LOLA TOMLINSON
Timer

Front row, left to right: MARGE BRYANT, Inspection; SHELLY KATZ, Operations; KATE MACARIO, Impound; JUDY DeMARCO, Banquet. Back row, left to right: EILEEN HANCOX, Social Activities; E. B. WEISS, Program Ads; JACK BRYANT, Inspection; GAIL LINGO, Hotel Registration; and ANNE SHIELDS, Chairman.
## AIR RACE CLASSIC
### 1989 Handicaps

<table>
<thead>
<tr>
<th>MAKE/MODEL</th>
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<tr>
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<td>Baron C55-E55, 58</td>
<td>570</td>
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<td>Bonanza 36 &amp; A36</td>
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<tr>
<td>Bonanza V35A, V35B</td>
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<td>Bonanza S35</td>
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<tr>
<td>Bonanza E33C/F33C</td>
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<tr>
<td>Bonanza (Debonair) C33A-F33A</td>
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<td>Bonanza P35</td>
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<td>Bonanza G33</td>
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<td>Bonanza (Debonair) B33-F33</td>
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<td>Sierra C24R ('82-')</td>
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<td>Sierra B24R C24R ('77-'81)</td>
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<td>Musketeer A23/24</td>
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<td>Musketeer C23 Sundowner</td>
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<td>Musketeer 23</td>
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<td>Musketeer Sport A23-19, B19</td>
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<td>Musketeer B23 &amp; C23 Custom</td>
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| **BELLANCA** |     |     |
| Super Viking 17-31A (1978) | 300 | 171 |
| Super Viking 17-31 & 17-31A ('77-78) | 300 | 169 |
| Super Viking 17-31 ('78) | 290 | 168 |
| (Vikings - Lycoming only) |     |     |
| Bellanca 14-19-3 A-C | 260 | 167 |
| Decathlon 8KCB | 180 | 120 |
| Citabria 8GCBC | 180 | 120 |
| Citabria 7KCAB & 8KCAB | 150 | 119 |
| Citabria 7GCBC & 7GCAA | 150 | 118 |

| **CESSNA** |     |     |
| Cessna 310 R | 570 | 216 |
| Cessna 310 G-O | 520 | 209 |
| Cessna 337G | 420 | 180 |
| Cessna 337 A-F | 420 | 175 |
| Centurion 210 J | 285 | 182 |
| Centurion 210 G & H | 285 | 181 |
| Centurion 210 F | 285 | 176 |
| Centurion 210 D & E | 285 | 177 |
| Cessna 210 B & C | 260 | 172 |
| Cessna 205 A & B | 260 | 143 |
| Skywagon 185 A-E | 260 | 149 |
| Skyline R182 RG | 235 | 160 |
| Skyline 182Q | 230 | 148 |
| Skyline 182P (75-'76) | 230 | 146 |
| Skyline 182P ('74) | 230 | 144 |
| Skyline 182E N | 230 | 144 |
| Cessna 180 E-K | 230 | 146 |
| Cardinal RG 177 ('77-) | 200 | 154 |
| Cardinal RG 177 (74-'76) | 200 | 153 |
| Cardinal RG 177 (71-'73) | 200 | 150 |
| Cardinal 177B II ('77-) | 180 | 136 |
| Cardinal 177B II (75-'76) | 180 | 134 |
| Cardinal 177B (70-'74) | 180 | 130 |

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<td>Cardinal 177</td>
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<tr>
<td>Cutlass 172 RG</td>
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<tr>
<td>Skyhawk R 172K XP</td>
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<td>Skyhawk P &amp; Q</td>
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<tr>
<td>Skyhawk 172 N</td>
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<td>120</td>
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<td>Skyhawk 172 M</td>
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<tr>
<td>Skyhawk 172 I-L</td>
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<tr>
<td>(172 I-L — NOT eligible with Prop #1C172/MTM 7553)</td>
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<tr>
<td>Skyhawk 172 ('62-'67)</td>
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<td>112</td>
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<tr>
<td>Skylark 175C</td>
<td>175</td>
<td>122</td>
</tr>
</tbody>
</table>

| GULFSTREAM COMMANDER (GRUMMAN AMERICAN & ROCKWELL COMMANDER) |     |     |
| Cougar GA-7 | 320 | 173 |
| Rockwell Commander 114 | 260 | 168 |
| Rockwell Commander 112B | 200 | 147 |
| Rockwell Commander 112A | 200 | 145 |
| Rockwell Commander 112 | 200 | 144 |
| Grumman Tiger AA5B | 180 | 142 |
| Grumman Cheetah AA5A | 150 | 134 |
| Grumman Traveler AA5A ('75) | 150 | 128 |
| Grumman Traveler | 150 | 119 |

| MAULE |     |     |
| M-5 235C | 235 | 140 |
| M-4 220C | 220 | 137 |
| M-4 210C | 210 | 135 |
| M-5 180C | 180 | 128 |

| MEYERS |     |     |
| 200D | 285 | 185 |
| 200 A-C | 260 | 182 |

| MOONEY |     |     |
| M 200J | 200 | 176 |
| Chaparral M20E | 200 | 161 |
| Executive M20E | 200 | 152 |
| Master M20D | 180 | 126 |
| Ranger M20C | 180 | 149 |
| Statesman M20G | 180 | 147 |

| PIPER |     |     |
| Aztec PA23-250 ('77-) | 500 | 196 |
| Aztec PA23-250 ('76) | 500 | 194 |
| Seneca PA-34 | 400 | 177 |
| Seminole PA-44-180 | 360 | 172 |
| Twin Comanche PA-39 | 320 | 187 |
| Twin Comanche PA-30 C | 320 | 184 |
| Twin Comanche PA-30 A, B & CR | 320 | 186 |
| Lance PA32-300R II | 300 | 173 |
| Lance PA32-300R | 300 | 172 |
| Cherokee 6 PA 32-300 ('78-) | 300 | 156 |
| Cherokee 6 PA 32-300 ('77) | 300 | 150 |
| Cherokee 6 PA 32-260 ('76) | 260 | 151 |
| Cherokee 6 PA 32-260 ('77) | 260 | 145 |
| Comanche PA 24-400 | 400 | 200 |
| Comanche PA 24-260 B-C | 260 | 174 |
| Comanche PA 24-250 | 250 | 171 |
### DESIGNATED AIRPORTS ON THE ROUTE

#### AIRPORTS

<table>
<thead>
<tr>
<th>AIRPORTS</th>
<th>STATUTE MILES</th>
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<tbody>
<tr>
<td>SAC</td>
<td>Sacramento Executive, Sacramento, California</td>
</tr>
<tr>
<td>RIU</td>
<td>Rancho Murieta, California (fly-by only)</td>
</tr>
<tr>
<td>000</td>
<td>Alturas Municipal, Alturas, California</td>
</tr>
<tr>
<td>06U</td>
<td>Jackpot, Nevada</td>
</tr>
<tr>
<td>RWL</td>
<td>Rawlins Municipal, Rawlins, Wyoming</td>
</tr>
<tr>
<td>ANW</td>
<td>Ainsworth Municipal, Ainsworth, Nebraska</td>
</tr>
<tr>
<td>MIW</td>
<td>Marshalltown Municipal, Marshalltown, Iowa</td>
</tr>
<tr>
<td>LAF</td>
<td>Purdue University, Lafayette, Indiana</td>
</tr>
<tr>
<td>YNG</td>
<td>Youngstown Municipal, Youngstown, Ohio</td>
</tr>
<tr>
<td>PNE</td>
<td>Northeast Philadelphia, Philadelphia, Pennsylvania</td>
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**Total Statute Miles**

2,626.57

### Events

<table>
<thead>
<tr>
<th>Event</th>
<th>Date</th>
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<tbody>
<tr>
<td>Inspection Opens</td>
<td>June 23 0800 PDT</td>
</tr>
<tr>
<td>Arrival Deadline</td>
<td>June 24 1200 PDT</td>
</tr>
<tr>
<td>Aircraft Inspection Closes</td>
<td>June 24 1600 PDT</td>
</tr>
<tr>
<td>Take-off Banquet</td>
<td>June 24 1830 PDT</td>
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<tr>
<td>Contestant Briefing - MANDATORY</td>
<td>June 25 0900 PDT</td>
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<tr>
<td>Safety Seminar - MANDATORY</td>
<td>June 25 1100 PDT</td>
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<tr>
<td>Take-Off Breakfast</td>
<td>June 26 0530 PDT</td>
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<tr>
<td>Contestant Briefing — MANDATORY</td>
<td>June 26 0630 PDT</td>
</tr>
<tr>
<td>Take-Off</td>
<td>June 26 0830 PDT</td>
</tr>
<tr>
<td>Finish Deadline</td>
<td>June 29 1700 EDT</td>
</tr>
<tr>
<td>Contestant Debriefing — MANDATORY</td>
<td>July 01 0800 EDT</td>
</tr>
<tr>
<td>Annual Air Race Classic Meeting</td>
<td>July 01 1000 EDT</td>
</tr>
<tr>
<td>Awards Banquet</td>
<td>July 01 1900 EDT</td>
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</table>
A mother-daughter team!

Rita has an Instrument rating and 1536 hours. She lists herself as a "homemaker" and it must be a full-time job with nine children (three are pilots) and six grandchildren. She has flown four Classics and finds racing a challenging, learning experience. Husband Thomas, a physician, is also a pilot. She's a member of the Long Beach Ninety Nines. Her humorous experience is being "First to take off at the start, last to arrive at the finish."

Eileen, with 95 hours, is following her father's footsteps as a physician. She is a first year resident (Internal Medicine) at Long Beach VA Medical Center, and will start her three-year residency in Anesthesia at UCLA Medical Center in July. A new racer, she states as her reason why: "Mom needed a co-pilot."

Tookie has 1900 hours Commercial, Instrument, Flight Instructor Airplane and Advanced Ground Instructor. She is self-employed as a flight instructor at Needles Airport and really loves it! She and her retired husband, Don (a pilot and avid Classic supporter), have two children and five grandchildren. She has flown eight Classics and uses it as an excuse to go places she otherwise would not have reason to go. The race also determines where their vacation will start!

Cori has 225 hours. Self-employed husband Wally is also a pilot. She is a Registered Nurse in the Intensive Care Unit at St. Bernardine's Hospital. This is her second Classic and she enjoys the people she meets and the opportunity to talk with people who enjoy flying. Both ladies are members of Inland 99s.

Special thanks to:
Holly R. Lanmon
(program cover)
Gini is a member of Intermountain 99s — with an overwhelming 30,000 hours — she is an FAA Examiner, with Airline Transport, single/multi land, single sea, Flight Instructor Airplane/Instrument, Ground Instructor Advanced/Instrument, Commercial Helicopter, and Commercial Glider Instructor. She is owner and manager of Richardson Aviation, Air Taxi Contract Operator, with main office in Yakima and operations base in Seattle at Boeing Field. Her pilot-husband, Ralph, owns Richardson's Airway, Inc., and aerial spraying business. Her only daughter is a Captain with Alaska Airlines. She has flown nine Classics because she loves to fly.

Margaret is another high-time pilot who has been a Flight Instructor for 43 years. She holds a Commercial with single/multi land, single sea, Commercial Glider and Flight Instructor Airplane/Instrument. Now she is free-lancing, mostly in aerobatics and Instrument instruction. She has two children (both pilots) and four grandchildren, of which one is a pilot. She is a member of Long Beach 99s. Having lived and studied in Mexico City, she speaks fluent Spanish and has organized and chaired air races from the US into Mexico. She has flown two Classics.

Margaret joins us for her 13th Classic ... with a staggering 35,000+ hours, she has Commercial with single/multi land and Flight Instructor Airplane/Instrument ... and is self-employed as a flight instructor. Husband Morris, is a banker. One of her two children is a pilot, five grandchildren are waiting to be. She’s a member of the Indiana Chapter of the 99s.

Naomi has 125 hours and is flying her first Classic because "Margaret asked me!" She shares banking with pilot-husband, Loren, at the Bank of America. They have four children and nine grandchildren, none of whom are yet pilots. She is a member of the Bakersfield Chapter of the 99s.

Good luck to these "double cousins plus".

In Appreciation
To the Personnel of:
Federal Aviation Administration
Federal Communication Commission

Fly Safely and Have a Wonderful Race!

Best Wishes from the Garden State Ninety-Nines
A big welcome to this new duo!

RJ has 310 hours, and by the time of the race will have received her Instrument rating. She is business/financial manager at Space and Naval Warfare Systems Command. Husband, Dan, retired from the US Navy and is now a Communications Engineer for Semcor, Inc. There are four children and five grandchildren. RJ is currently Chapter Chairman of the Washington, D.C. 99s. This is her first Classic and she hopes to meet people and gain added experience.

Maureen, with 1400 hours, Commercial, Instrument and Flight Instructor Airplane. She is currently employed at the Naval Research Laboratory as a Technical Publications Coordinator. Previously her work there was in physical oceanography, where she was occasionally involved in at-sea collection of data and aerial photography of experiments and sites. Husband Charles is a general contractor. They have five children and eight grandchildren. She’s a former Chapter Chairman of the Washington, D.C. 99s, and is flying her first Classic for the fun of it.

Madeline with 240 hours is on the faculty of dentistry at UCLA and is self-employed as a Prosthodontist. "Smile" for Madeline as she joins us for her first Classic. This team hails from San Fernando Valley 99s.

Lorrie, with 8300+ hours, Commercial, single/multi land, single/sea, Instrument and Flight Instructor Airplane and using these at Danforth Aviation in Santa Monica. An avid racer, she has flown eight Classics but possibly would like to forget the stop at Scottsbluff.

A Tribute to
Connie & Abby Wolf

Eastern Pennsylvania Chapter 99’s wishes to express our thanks and gratitude to Connie Wolf and to the memory of Alfred (Abby) Wolf, who have always been an inspiration to the progress of aviation, and avid supporters of women in aviation.
• ACURA OF POMPANO BEACH - Pompano Beach, FL
• AVALON HONDA - Swainton, NJ
• BURNS AUTO OUTLET - Hammonton, NJ
• BURNS HONDA - Marlton, NJ
• BURNS PONTIAC-GMC TRUCK - Marlton, NJ
• LEASE-RITE - Mt. Laurel, NJ
• OCEAN PONTIAC-CADILLAC - Ocean City, NJ
• RK CHEVROLET - Vineland, NJ

— Compliments of —

Dāna Kull

Member Garden State 99's
Vice President Burns-Kull Automotive Group
Great to have this team from Santa Barbara 99s in their first Classic . . .

Chris experienced as a stockbroker, investment executive, talk show host, television personality and serves on Board of Directors for Santa Barbara Chamber Orchestra. Husband, Dr. Robert Emmons, is Chairman and CEO of Smart and Final Stores. Chris has 430 hours — Instrument and Helicopter.

Susan with 610 hours, Commercial, multi land and Instrument. There are two girls (three and five years) demanding Susan’s full-time attention. Husband, John, is a medical doctor specializing in plastic surgery. Susan enjoys the excitement and knowledge that competition in racing provides.

A special welcome to this new team . . .

Peggy with Commercial, Instrument and 686 hours. Pilot/husband Warren is a self-employed consultant and they have four children and a new grandson. Psychiatric Nurse (certified specialist in adult mental health nursing) — Professor at George Mason University — director of community support program for chronically mentally ill — volunteer at mental health center — a Quality Assurance Manager for Champus. Peggy is flying her first Classic to build her skills and experience fellowship and the joy of flying.

Linda has 140 hours and is flying her first Classic for the fun, challenge and fellowship with other women pilots. She has been a Christian Science Practitioner for 15 years. Husband, William, is a Marketing Vice-President with DSC Corporation in Plano, Texas and they have one child. Linda enjoys tennis, skiing and is active with youth groups in her church.

Best Wishes from Ronnie and Gerry Schwam

California Wheelchair Aviators
Wishes Classic #11
Rosemary De Angelo & Jean McConnell
The Very Best of Luck!
Go For It Girls
****
Your Team Thanks All Of You
For Your Love & Support
**CLASSIC 9**

Cessna 182P  230 hp

Susan with 700+ hours and Instrument — a member of San Joaquin Valley 99s. She is a CPA, and currently Co-owner and Co-manager of Larson Wooden Pallet Manufacturing Company. She and husband, Raymond, have one child. She will be flying her third Classic for the sheer joy and unmatched opportunity to learn more about weather and this country. She says she has no good stories yet, because it is hard to call being "allowed" to turn to course at Boise through wake turbulence “humorous” ...

Sunny, with 7700 hours, is a full-time Flight Instructor at Southwest Skyways in Torrance. She has Commercial single land/sea, multi land, Flight Instructor Airplane/Instrument and Basic Ground Instructor. Husband, Pat, is a self-employed aviation consultant and Pilot Examiner. One of their four children is a pilot and they have three grandchildren. A member of the Long Beach 99s, Jean is flying her fourth Classic; her reasons: excitement; sheer beauty of our country; trying to win by the rules; and to get away from the Los Angeles basin with its TCAs and ARSAs.

**CLASSIC 10**

Cessna 172N  160 hp

Sponsored by:
Technical Services East
(mining equipment specialists)
Indiana, Pennsylvania
Aero Services, Inc.
(aircraft services)
Youngstown, Ohio
The Flight Bag
Exton, Pennsylvania

Another new team!
Cheryl, with 910 hours, has a Commercial, Instrument and Flight Instructor Airplane. With a BS degree in Psychology, she worked as a technical writer for Department of Energy contractors. However, she elected to give up her former career and pursue flight instruction on a full-time basis. She says she’s never been happier! Pilot husband, Thomas, is a Chemistry Consultant. They have one child. Cheryl belongs to the Greater Pittsburgh 99s . . . and looks for excitement and adventure and a special opportunity to meet and fly with great pilots.

Terri has Commercial, Instrument and 520 hours. She has worked as a Service Support Engineer for Exide Corporation for six years. She utilizes her Cherokee Archer for business purposes for her mother's sewing contracting company. Husband, Thomas, is a corporate pilot and computer engineer. An Eastern Pennsylvania 99 . . . she is racing for the thrill of flying and enjoys gourmet cooking and maintains professionals for personal catering and special dinners.

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Penriddle Pilots Association
Mount Airy Auto Parts, Inc.
CLASSIC 11
Varga Kachina 150 hp

Sponsored by:
California Wheelchair Aviators CWA
(promotes flying by physically handicapped)
Escondido, California
IL Morrow, Inc. (Apollo Lorans & Encoding Alt.)
Salern, Oregon
Pan Pacific Instruments (aviation instruments)
Torrance, California
Westox Company (aviation oxygen systems)
Torrance, California
The Lund Company (insurance)
Huntington Beach, California
Lorien Systems (computer software)
Long Beach, California
Charles and Mary De Angelo (great parents)
Sherman Oaks, California
Sherry McConnell (daughter)
Huntington Beach, California
John Martin (friend)
Costa Mesa, California

Welcome Rosie and Jean to your first Classic!

Rosie has Commercial, Instrument and 950 hours. For 28 years she has been with Trans World Airlines, Inc., previously as a sales representative and lately as a Fuel Distribution Specialist. She loves to compete and feels that flying and racing is a way in which she can compete on an equal basis . . . preparing properly for a race refines all her skills and makes her a better pilot. She loves air shows and displaying her unusual plane. She’s also with the CAP in Search and Rescue, and has made several ferry flights.

Jean, with 1574 hours with Commercial and Flight Instructor Airplane/Instrument. She has worked as a buyer in shipbuilding, aerospace and the petroleum industry for the past 30 years. One of her three children is a pilot; she has four grandchildren which are high on her list of things she enjoys most. A member of the Long Beach 99s, she feels racing is a way of testing herself, since it forces her to hone her flying skills and rewards her with challenging and exciting experiences.

CLASSIC 12
Bellanca Viking 300 hp

Sponsored by:
Pamela vander Linden
(real estate)
Fallbrook, California

Pam, with 3429 hours and Instrument, has been a staunch supporter of the Air Race Classic since its inception. She is self-employed and the Broker/Owner of Fallbrook Real Estate Company. Husband, Victor, is a rancher. All three of their children are pilots and three of her nine grandchildren fly. She has flown all twelve of the Classics and enjoys racing for the experience and companionship. And there have been many humorous experiences in past races. She is a ranked tennis player and a member of Palomar 99s, the Chamber of Commerce Aviation Comm., Board of Directors of Fallbrook Community Airpark, National Real Estate Fliers and Baja Bush Pilots.

Kay, with 6000 hours, was a WASP for two years during World War II flying radio control through fighter and bomber aircraft types. Since then she has been involved in aviation sales, writing and ferrying aircraft to Australia and all of the states, including Alaska and Hawaii. She is a past 99 International President. She has served many years as Chairman and Executive Director of AWTAR (Powder Puff Derby). Kay’s daughter is a pilot. She has one granddaughter. This will be her fifth Classic. She races “to hone my skills; to see faraway friends; to view this fabulous country; and as ‘AE’ put it, ‘FOR THE FUN OF IT.’ ”

Grateful:
Butter Valley Golf Port
Aviation Insurance Unlimited
Fenstemacher’s Flying Service
Aero Club of Penna.
The Ninety Nines Inc.
Lane’s Valley Forge Aviation, Inc.
Genie Rae, with Commercial, single/multi land, Flight Instructor Airplane/Instrument and Advanced Instrument Ground Instructor, and 8500 hours, is a member of Tennessee 99s. She is employed by Volunteer Aviation of Knoxville. Pilot husband, G. Davis, is a research chemist. They have two children and three grandchildren. She has flown ten Classics. She says she races because it's great to see old friends again, to make new ones and see the beautiful countryside.

Esther — with 5,600 hours and her twelfth Classic — Commercial, Instrument and Flight Instructor Airplane. Deep South 99s claims Esther. A consultant in the hotel restaurant industry, she and retired husband, Carl, do volunteer work in a third World Country with the International Executive Service Corps — a total of five children.

Jenny has 1127 hours with Instrument. Formerly a physical therapist, she and pilot husband, Bill, are now involved in a family Real Estate Development company. There are four children and five grandchildren. Jenny belongs to the Santa Barbara 99s. She is flying her fourth Classic, races for thrills, challenges and the hope to WIN ONE!

Joanie has Commercial, Instrument and Private Glider. She has amassed 3050 hours. She is still "doing parts" for Stratman Aero and has moved up to mechanic (full-time). Husband, Norm, is an engineer. One of their two children is a pilot; they have one grandchild . . . a Santa Barbara 99 with three Classics. She's flying this one to WIN and says, "Maybe this time will be it!"

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GOOD LUCK
GOOD FLYING & GOD SPEED

TO ROSEMARY & JEAN
DAD & MOM
A warm welcome to Deñe who is flying her first Classic and has acquired 1100 hours — a member of the Nevada High Sierra 99s, she is an engineer, currently employed as management, technical publications for Bruce Industries. Flying the race for competition and comradery.

Gloria and husband, Vernon, are self-employed ranchers and they have one child. Flying her second Classic with Instrument, she has acquired 1000 hours. Fresno 99s claim Gloria.

Mary has an Instrument rating and 1600 hours. She has been an escrow agent for thirty-four years. For many of those years she has been an Instructor/Teacher in Escrow. She is the owner and president of the Escrow Office, Inc. She has three children and two grandchildren... flying her fourth Classic for the experience and competition and to be with friends and see the country. A member of San Fernando Valley 99.

Betty has 350 hours and is a San Fernando Valley 99. For five years she has been in Computer Supplies Sales for Data-Byte. Husband John, a pilot, is an executive and they have two grandchildren. This is her first Classic and she’s flying it for the enjoyment and to sharpen her skills.

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Marge, with 2060 hours, Commercial, single/multi land, single sea and instrument. She has flown for Ronald W. Thayer Farms, filled in for charter operations, been part owner of a Stearman and Banner Towing company, and at present is corporate pilot for Val Vista Management Corporation. Husband, Ronald, is also a pilot; they have one child. She belongs to the Arizona Sundance 99s ... an active member in the Desert Sportsman Pilots Association ... has flown three Classics because, “I just plane got hooked on it,” and says she’s had many humorous experiences.

Ruby, with 12,000+ hours, Commercial, single/ multi land, Flight Instructor Airplane/Instrument and Helicopter Instructor Instrument. (Whew!) Since she started flying in early 1960’s, she has been Chief Pilot and Charter Pilot for a local FBO, Remote Sensing Pilot and Technician for U.S. Geological Survey, and Corporate Pilot. She has flown extensively through North America from the far Arctic to the Canal Zone in a wide variety of sophisticated military and civilian aircraft. A member of the Phoenix 99s ... and this makes her fifth Classic.

CLASSIC 18
Cessna 172M  150 hp

Flying her fifth Classic, Joan with Commercial, single/ multi land, single sea, Flight Instructor Airplane/Instrument has acquired 4500 hours and works as a Flight Instructor. Husband, Clair, is a designated FAA Flight Examiner. Four of their six children are pilots and along with 13 grandchildren creates a large fan club.

The fan club mushrooms when you add Janet’s five children (four pilots) and ten grandchildren. Janet travels every chance she gets and adding up to 370 hours with two trips to Florida and spends time with Bible studies and as a member of the Zontas. Meanwhile, down on the farm, pilot husband Peter, lord and master of 2000 acres of apple and cherry trees, serves as President of Morrison Orchard and Storage.

Joan and Janet are members of the Lake Michigan Chapter 99s.

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Another mother-daughter team!

With over 5000+ hours, Velda holds Commercial single/multi land and Instrument. With pilot-husband, Gene, she is co-owner of Mapelli Meat Company of Las Vegas and Mapelli Meat Company of Palm Springs. Both of their children are pilots; they have one granddaughter. A past President of Air Race Classic and has flown all of them. She enjoys sharing the racing experience with others who have the same interest and feels she is always learning about weather, aeronautics, etc.

Stephanie, with Instrument, has 1000+ hours. She is self-employed and co-owner of the Mapelli Meat Company of Palm Springs — long hours but gratifying. She has one daughter. She has flown four Classics, as co-pilot for her mother. Both Velda and Stephanie say they love sharing the racing experience with each other.

Janet, with 1175 hours, Commercial single/multi land, and Instrument. She is a CRNA-anesthetist employed by Pain Anesthesia and Critical Care Services. Podiatrist-husband Donald is also a pilot. They own a 1941 Stearman and a 1943 J-3 Cub; Janet says, “We farm and fly and have lots of fun with both.” A member of the Kansas 99s, she has flown seven Classics. Besides seeing all the racers, she races for the challenge of competition and the joy of flying.

Nancy is a registered nurse employed by Dr. Lawrence Lay, who is also a Flight Instructor and taught her to fly. She now has 170 hours. Her one child is a student pilot. A Kansas 99, she is flying her second Classic. She says, “Janet made me do it the first time, and now I’m hooked!!”

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Joining us again are mother-daughter team — Marion and Pat . . .

Marion, with an Airline Transport, single/multi land, Flight Instructor Airplane/Instrument and 5000 hours. She is an entrepreneur and the President of Etc. Enterprises, Inc. Two of her four children are pilots; she has four grandchildren. A member of the Chicago Area 99s, she has flown all the Classics. A real competitor in air races — also on the golf course.

Marion’s daughter, Pat, with 325 hours and single/multi land is a Marketing Representative in Computer sales for IBM. Husband, Kenneth, is also a pilot. Pat has flown two Classics and enjoys the challenge of flying the perfect cross-country flight . . . other hobbies are snow skiing and back packing.

A school nurse in Reed Union’s School District, Joyce is responsible in three schools for vision, hearing and scoliosis testing as well as teaching classes in dental health, substance abuse, family life and first aid. With Commercial, Instrument and 2240 hours, Joyce has flown all Classics and serves on the International Board of Directors Ninety Nines with Bay Cities as her chapter. Husband Hal, pilot and self-employed manufacturer representative, four children and eight grandchildren are rooting for this team to win. A new trick? Feigning mechanical problems — wave to those who passed by — then jumping up into 50kts headwind!!

Kathy, co-owner of Fabric ‘n Things, full-time teacher of Home Economics — part-time store clerk — sometime repairer of sewing machines is married to Rich, also a pilot. 340 hours . . . Governor of Southwest Section Ninety Nines . . . member of Clearlake Chapter . . . flying fourth race. Flies to improve skills — remember it is 22 when activating!

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CLASSIC 23
Piper PA 28-181  180 hp

A first Classic!
Jackie, a veteran racer, is flying her first Classic — 7228 hours — single/multi land — member of Santa Clara Valley 99s. Jackie, when you finish building your 1929 Mercedes Roadster replica, will you bring it to the race start?

Also flying her first Classic, Nancy loves racing — 900 hours — five children (one a student pilot) four grandchildren — Santa Clara Valley 99s. There's tennis, bridge hiking — and are you helping Jackie with the '29 Mercedes Roadster or will there be two at the race start?

A hearty welcome to the Air Race Classic for this team!

CLASSIC 24
Piper PA 28-181  180 hp

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Dottie, count again — on those Classics . . . thanks to Bluffton Flying Service for allowing you to make this your eleventh Classic and not the ninth as you say! Dottie, with 36,000 hours — Commercial, FAA Examiner, single/multi land, Flight Instructor Airplane/Instrument and all-Ohio 99s — perhaps Dottis is still hamming on amateur radio.

Jean, quit comparing speed of your airplane to those racing cars! Husband Virgil, pilot, supervisor at Ford Motor, and Jean are parents of four (one a pilot) and two grandchildren. Jean, also a member of all-Ohio 99s, has 350 hours. She is manager of Sloan Trucking (family business) and is making this her seventh Classic.

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Jeanette with Commercial, single/multi land, Instrument has acquired 1780 hours and flying her second Classic. She owns a Produce Export and Import business (Sunburst Ltd.)... married to Tom, production foreman, they have three children (one a pilot) and three grandchildren. A member of Sacramento Valley 99s, Jeanette says, "Flying with Shirley Winn is sheer terror and excitement!"

Why not? Shirley says she races for sheer terror and excitement. She holds Commercial, single land/sea, Instrument and Basic Ground Instructor — 3500 hours — member of Sacramento Valley 99s and flying fifth Classic. Husband Dean, surgeon, and Shirley have seven children and nine grandchildren... add these to the group above and this team may fly in sheer terror but they have a mega cheering squad at home.

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MAYOR

A MESSAGE FROM MAYOR W. WILSON GOODE

On behalf of all the citizens of Philadelphia, it is my pleasure to extend a warm welcome to the participants in the 1989 Air Race Classic. We trust you will enjoy the treasure chest of historical and cultural attractions which this great city proudly offers for your entertainment.

Philadelphia is a vibrant city, undergoing massive growth and revitalization. Eagerly awaiting your visit is a city not only proud of its renowned historical heritage, but committed to creating a bright future for generations to come.

Sincerely,

W. WILSON GOODE
Philadelphia's City Hall - one of the city's most noted landmarks - is crowned by the world-famed statue of William Penn.

Philadelphia skyline, featuring its newest addition, One Liberty Place, currently the tallest building in the city.

Philadelphia Museum of Art, renowned throughout the world, overlooks the historic Fairmount Waterworks and the Schuylkill River.

Independence Hall—Philadelphia
Having fun and improving proficiency is what the Classic is all about, Martie. Hope this year surpasses the eight you have flown. Teaching at Arizona State University leaves time for soaring-instructing in the Glider, teaching Advanced and Instrument ground school. The 4600 hours has been built with Commercial, single/multi land, single/multi-sea, Flight Instructor Airplane/Instrument. Phoenix 99s claim Martie.

Coming up are three Classics for Barb — logbook shows 600 hours. She is owner and president of Executive Portfolio Management, Inc. (a financial consulting firm). There is one child and one grandchild. Barb enjoys racing to improve flying skills, have fun, and meet other women pilots.

Classic No. 1 for this team!
Welcome, Hass and Jan to your first Classic! No problems with numbers, accounting is her life so checking her time is no strife — Haas is employed by Cosse’ and Wallace CPAs and has 156 hours with Instrument ... member of Sedona Red Rockettes 99s. Husband Edwin, pilot, and Haas have two children and two grandchildren. Ah, just to be based at beautiful Sedona!

The two girls make Jan a full-time mother, yet she is self-employed as a bank operations officer, involved in investments and studying airplane mechanics. There are 120 logged hours and membership in Sedona Red Rockettes.

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Mary Ann, we missed comments on the two Classics you didn't fly. "Ah, the vastness and beauty of our country!" With Commercial, single/multi land, Instrument, Private Helicopter, Mary Ann has logged 6200 hours. Kansas City is her 99 Chapter. There are three children (one a pilot) and six grandchildren. Two incidents to remember, Mary Ann, red flannels in Walla Walla and your Comanche's tail could be tied down.

BJ welcome to your first Classic. A registered nurse, specializing in critical care at the North Kansas City Hospital, she has 400 hours with Instrument. BJ and husband Fred (pilot with Eastern) are proud parents of Matthew (1 year old). She enjoys sewing and needlework and is a member of Greater Kansas City 99s.

The second Classic for Susan with single/land sea, Instrument and 500 hours. Husband Donald, in real estate management, and Susan have two children. Racing affords her the opportunity to meet new people and see more of the USA. A full-time housewife, she spends much of her time planning trips for business, pleasure and races.

Nancy — don't forget this year you are on the right side! Third Classic — 2000 hours, Commercial, single/multi land, Flight Instructor Airplane/Instrument, Advanced and Instrument Ground. Races sailboats, loves old houses . . . plays guitar and piano . . . member of North Georgia 99s. Building, construction and development is Ralph's occupation which gives Nancy the opportunity to do a little corporate flying for company business . . . and they have three children.
Good Luck
Bonnie and Kris
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Nothing could be fine-nah than to have Cay-ro-lina back in Air Race Classic!

Flying her sixth Classic — 3800 hours — Commercial, single/multi land, Flight Instructor Airplane/Instrument and Ground Instructor Advanced/Instrument. A member of Connecticut 99s, she is President of Cal's Aviation, Board member of New England Air Museum, ABS Formation Flying Team and American Bonanza Society Instructor. Jerry, pilot husband, works for IBM and together they have four children.


... hope after ending of race Joyce still thinks we are “sharp pilots”! Flying her first Classic — 1100 hours, Commercial, Instrument, Flight Instructor Airplane and member of North Georgia 99s. There are two stepsons. She formerly was a medical technologist and research technician with the NCDC in Atlanta. Now semi-retired and doing portrait photography has time to work on her MBA at Jacksonville State University, is a member of local Hospital Board and executive of Chamber of Commerce.

Merry, this is number seven for you! ... Legal secretary, office manager, go-fer, paralegal factotum for pilot husband, Bill’s law office ... there are four children. Foothills 99s claim Merry who counts so accurately with 955.4 hours and Instrument ... travel, friendship fun prompts Merry to race ... after the race, Merry, may your “smile muscles” ache for two weeks.

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Welcome Jacqui and Dee to your first Classic!

Jacquie, member of Long Beach 99s, with 1850 hours works for Remedy-Temp and is employed by Citizen America as receptionist (computer company). Her love for flying and the challenge of a race makes the cheering section of her three children and five grandchildren an easy task. Jacquie says, "I don't have a Loran — so racing is really fun — no dots on a box!"

Thirteen years of driving a school bus for the Long Beach Unified School District, Dee feels flying the race will bring new adventure and fun. A member of the Long Beach 99s, she has acquired 215 hours. Looking from up there, that "yella" bus will take a new dimension and lots to tell your "bus buddies" when you return.

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To all my ARC friends I wish a safe and fun 1989 race!

"OWT"
Dee, a 750 hour pilot with Commercial and Instrument, is not only a photographic artist, but teaches art for professional photographers of California, Europe, and at conventions. Dee is SCV’s recording/secretary and was honored at the chapter’s WPOY in 1988 being the first time the same person has won both honors in the same year. She and husband, Gopal, pilot and Engineer, have two children.

John, developer/husband/boss has helped Barb to build the 1036 hours by her flying clients to out of area construction sites. There are three children. Hobbies and honors: One skydiving jump, flying, snow skiing, reading, 99s, SW Section WPOY 1985, chapter WPOY 1985, 99s chapter service award 1986. Barb is vice-chairman of Santa Clara Valley 99s, where Dee is a member.

This makes the second Classic for this team.
Esther, with 778 hours, Instrument, is flying her first Classic. Until she learned to fly, music took most of her time. A mezzo-soprano, she teaches voice, piano, organ, sings in and conducts opera, serves as organist and choir director for churches and choral society. She races to increase pilot skills and meet other women pilots. Husband Theodore, an Engineer with Aerojet Tech Systems, is a student pilot.

Wray, a part-time Flight Instructor, has 1685 hours and Instrument — she’s flying her second Classic. Formerly a Quality Control Specialist for the US Navy, she has owned and operated an FBO, and worked in real estate sales. She has many hobbies (dancing, swimming, motorcycling, bowling, sewing, crafts) but fishing seems to be very rewarding — she caught a 200-lb. Halibut while boating off Alaska. Husband Gerald, a pilot, is an aviation mechanic.

Janice, with 3520 hours holds Airline Transport with single/multi land, Flight Instructor Airplane and Private Glider. She is an elementary school teacher, who races for the challenge and to increase her flying skills. This is her third Classic, and in addition to flying, flying and flying, her hobbies include biking, running, skiing, and sailing. She says she and her "wonderful co-pilot" laugh and giggle all across the USA, but she can’t remember why! Husband, Nash, is a pilot.

Bunny, a real estate salesperson, has 285 hours. She loves the discipline, the competition and the expansion of flying skills provided by air racing, having flown two Classics. She’s had so many humorous experiences while racing, but realizes those would have to be classified "top secret" because she promised never to tell! Husband, Steve, is a rancher, and they have three children.

Personally, the editor thinks this cockpit should be bugged!

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“Never a dull moment” is Pauline’s life motto — what with her flying. Commercial, single/multi land, single sea. Flight Instructor Airplane/Instrument, Private Glider, Ground Instructor Advanced/Instrument, 39,600 hours, she still has time to “mother” her students as well as any orphan animals that need a home. The Tip of Texas 99s, husband, Claude, retired pilot and her students (glad to be rid of her) gather to celebrate her 13th Classic.

The Tip of Texas 99s is represented by saucy Sue Gray who is flying her 6th Classic. Sue owns and operates two of the oldest and most successful saloons in Corpus Christi and has had time to log 210 hours . . . seems that Sue’s chances at winning this year’s Classic is enhanced by the fact that she has managed to equal her air speed and ground speed on the highways and biways and thus far eluded a multitude of speeding tickets — may your luck continue, Sue!

Another first!

This is the first Classic for Gina, who has 385 hours and Instrument. Having a degree in Elementary Education, she has taught in Lansing, Michigan. Husband, Fred, corporate executive, Gina and two children are moving to the Philadelphia area in June . . . thought this race was a great opportunity to get her airplane across the country. Jeanne, with 6200 hours, Commercial, single/multi land, Instrument and Flight Instructor Airplane. She is a college instructor and Aviation Safety Analyst, is employed by San Carlos Flight Center, Foothill College and NASA-ACRS. Two of her three children are pilots. There are three grandchildren. She is interested in aviation video work, private pilot ground school and Instrument cross country videos, and is co-developer of Fear of Flying Clinic. According to Gina, Jeanne has greatly influenced her, and we bet Jeanne can show Gina a few racing tricks.

We are grateful to:
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NAPS

I didn’t do it! I didn’t do it! What is it I didn’t do?
Eddie, with 900 hours and Instrument, is self-employed in the travel business, she is now in sales with American International Travel. She has been an airlines reservation agent in Miami, and pioneered Burger King Restaurants in Denver. With husband, Paul, she has made two around the world record attempts in their Beech Bonanza. They have established six world records, six national records, and have qualified for the Smithsonian Explorers Club. She has four children and one grandchild. This is her second Classic, "This time it's to win!"

Joyce's log shows 615 hours with Instrument . . . she is aerospace chairman of Colorado 99s. Husband, Douglas, an engineer, and Joyce are parents of two children with two grandchildren. Hopefully, by the end of the 1989 Classic, when asked why she races, she will have an answer other than "Who knows!"

We welcome this new team!

With 240 hours, Faye says she is racing for fun, interest, experience and enthusiasm for flying. Husband, Donald, a physician and pilot, and Faye have two children and two grandchildren. She is a member of the Junior League of Owensboro, the Daviess County Medical Auxiliary, the Kentucky Blue Grass Chapter 99s and the Salvation Army Board, all of which have been her "career without pay" during the 35 years she has been married.

Kathy, with 1480 hours, Commercial, single/multi land, Flight Instructor Airplane/Instrument and has flown charter for Million-Air. She is flying for Northwest Airlink and will be based in Minneapolis. She has a law degree and was admitted to the Bar last year. She has made three jumps as a skydiver.

We wish to thank the following for their sponsorship of the contestants at the get acquainted buffet

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Arthur Allen Wolk
The Law Firm - Wolk & Genter
Mary was recently appointed to Michigan Aeronautics Commission by Governor Blanchord after having retired as assistant director of the Commission. With a plus to 9500 hours, Airline Transport, single/multi land, single sea, Flight Instructor Airplane/Instrument. Ground Instructor Advance/Instrument. A flying family — dentist husband, William, is a pilot. Mary has taught three of four children to fly — there are three grandchildren. Member of Lake Michigan 99s ... Mary has viewed many states in her prior five Classics.

Betty is making this her first Classic — hope the “bug” bites you, Betty — A member of Lake Michigan 99s ... 500 hours with Instrument. A Medical Technologist and total of eight children and twelve grandchildren — this team doesn’t need an added cheering section.

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Sammy with Commercial and 4600 hours has not let a Classic take-off without her... and listens intently to all the “winners” and “losers”. She is a life member of Michigan 99s. Sammy, not to worry — those animals will be well tended... enjoy the beautiful country as you pass over.

Sue is self-employed as Flight and Ground Instructor in Hiatus, Texas and working as a “temp” for various companies... 2300 hours with Commercial, single/multi land, Flight Instructor Airplane/Instrument, Advanced/Instrument Ground Instructor and a member of South Central Section 99s. Husband, Jim Woodford, is a pilot and logistician at the Rockwell Shuttle Operations. Seven Classics coming up for Sue.

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Welcome to your first Air Race Classic, Bea and Jane!  
Bea, with 5000 hours, Airline Transport, single/multi land, Flight Instructor Airplane/Instrument has been teaching flying for ten years and is employed by DeMille Aviation. Husband Larry, automobile dealer, and Bea have four children and three grandchildren. A member of the Lake Erie 99s, she enjoys tennis, hiking, and skiing in spare time.

A First Officer on a DC9 for US Air, Jane has logged 4000 hours with Airline Transport, single/multi land, Flight Instructor Airplane/Instruments. Don't you wish you could piggy-back that Mooney on the DC9?

This team is another first Classic — Great to have you!
Mardell retired after twenty-one years with Caltran (California Highway Department-Maintenance Lead Work). She's currently working as a heavy equipment operator with Kennedy Pipeline. A mother of eight and grandmother of eighteen, Mardell has always dreamed (since she was 15 years old) of flying in the PPD/Air Race Classic. We're glad the Classic is here for you. Hours, 850 with Instrument, a member of the Inland California 99s. Pilot husband, Fred, is retired superintendent of Sand & Gravel Pit & Quarry.

Getting into the 1989 Classic is the "icing on the cake" for this "late bloomer". After several years of being away from the active flying scene to run jointly-owned marketing businesses with United Airline pilot husband, Irv, what better way for Mary to start back than by getting her Instrument with 400+ hours and entering a race that terminates at the airport where she had her very first flight lesson. Mary, Co-Founder of Freedom's Wings is a member of Eastern PA 99s.

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CLASSIC 51
Piper PA28-181 180 hp

A Flight Engineer for Pan American, Carolyn is flying her twelfth Classic. With Airline Transport, single/multi land, single sea, Flight Instructor Airplane/Instrument, Private Helicopter and Glider, Ground Instructor Advanced/Instrument, she has acquired 20,000+ hours — a member of the Foothills 99s, Carolyn continues flight instruction in Greenville.

A night charge nurse in the recovery room of Greenville Memorial Medical Center, Gary says they allow her to come out in daylight hours only to work in the Post-coronary Care Unit. Chairman of the Foothills 99s — 1200 hours — single land/sea and Instrument — flying 10th Classic. Both girls enjoyed an African Safari and are willing to tell about it to those who will listen!

CLASSIC 52
Beech F33 A 285 hp

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Diana, accountant for Hutchinson & Bloodgood CPA's, joins us for her fourth Classic. A member of the Monterey Bay 99s ... 1015 hours ... Commercial and Instrument, Diana enjoys the challenge as well as the people involved in the Classic. She and husband pilot, Richard, are proud parents of three and grandparents of two.

With the ink barely dry on her brand new license, Liz is flying her first Classic. Husband Wayne, also pilot, is a plant engineer and they have one child and one grandchild. Homemaker is Liz's occupation and she looks forward to the experience of air racing.

We are grateful to
Hope and Gordon Stott
Elaine and Jim Bardsley
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Phyllis Baer
Mercer Island, WA

CLASSIC 53
Wing Derringer D-1 320 hp

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Flying her eighth Classic, Dodie with Commercial, single/multi land, single sea and Instrument has logged 1700 hours. A farmer/wrangler on Red Mill Farm, she is married to Ernest, pilot/author. She enjoys tennis, horses, boating . . . . racing for the experience and seeing friends . . . member of Greater Seattle 99s.

Phyllis, starving flight instructor for nine years, is married to retired Pan American Captain, Charles, and they have four children (two pilots) and two grandchildren. With 4000+ hours . . . . Commercial, single/multi land, Flight Instructor Airplane/Instrument, Advanced/Instrument Ground Instructor . . . member of Greater Seattle 99s.

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Terri and Cheryl

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<tr>
<th>Company</th>
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<tr>
<td>Good Luck, Racers!</td>
<td>5428 Watt Avenue, North Highlands, CA 95660</td>
<td>916-348-1191</td>
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<td>Dennis A. Larson</td>
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<td>MADISON SHELL SERVICE</td>
<td>5045 Madison Ave. at Auburn Blvd., Sacramento, California 95841</td>
<td>Mastercard &amp; Visa, 24 Hr. Towing Service, 332-3501, Sonny, Owner, AAA Approved</td>
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<td>GO GALS!</td>
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<td>BLUE SKIES &amp; TAIL WINDS</td>
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<td>AVIATION PRODUCTS at discount prices</td>
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<td>Mansion Printers</td>
<td>2933 Fulton Avenue, Sacramento, CA 95821</td>
<td>Ralph Howard, 916-483-8901</td>
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<td>Sacramento Executive Airport, 6151 Freeport Boulevard, Sacramento, CA 95822</td>
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<td>YOLO COUNTY</td>
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<td>Sheriff's Aero Squadron</td>
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Air Race Classic award for Pilot and Co-Pilot and $3,000.00 cash.

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

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<td>6 to 8</td>
<td>Marshalltown</td>
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<td>Youngstown</td>
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**1978**


**1979**


**1980**


**1981**


**1982**


**1983**


**1984**


**1985**

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Kitty Havens

Ruby Sheldon

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Esther Lowry

Gary Wheeler

Margaret Callaway

Rita Buhl

Shirley Winn

Carolyn Pilaar

Susan Kennedy

Carole Rose

Lorrie Blech

Rita Buhl

Mary Jo Volk
ELEVENTH AIR RACE CLASSIC WINNERS — 1987

Left to Right: MARION JAYNE — MARGARET RINGENBERG, JANET YODER — CAROLINE SALMANS, BONNIE GANN — JUNE MCCORMICK — JANICE BROWN, BUNNY HABERFELDE — SHARON CRAWFORD, MARIE HOEFER — ESTHER LOWRY, SUE GRAY — LOIS VAN ZELF, PAM vanderLINDEN — JOY LA CAILLE, NANCY TOON — ELAINE ROEHRIG and MAROLYN WILSON.
TWELFTH AIR RACE CLASSIC WINNERS, 1988

Left to Right, Front Row: 9th Place - DANA WOOTEN, GENIE RAE O'KELLEY — 8th Place - GARY Wheeler, CAROLYN PILAAR — 1st Place - MARGARET RINGENBERG — 2nd Place - BONNIE GANN, SHIRLEY ZILLIG — 3rd Place - "BUNNY" HABERFELDE, JANICE BROWN. Left to Right, Back Row: 10th Place - MARY CREASON, BARBARA GOODWIN — 4th Place - SUSAN COLLER, NANCY TOON — 5th Place - PAULINE MALLERY — 6th Place - SUSAN TARABETZ, JEAN SCHIFFMANN — and 7th Place - GINI RICHARDSON.
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