



AIR RACE CLASSIC

LAS VEGAS, NV

TO

DESTIN-FORT WALTON BEACH, FL

JUNE 24 — JUNE 27, 1978

OFFICIAL PROGRAM — \$3.50





SUMMA CORPORATION

The Howard Hughes Company
salutes

**THE HUGHES AIRWEST
AIR RACE CLASSIC**



"The heights by all great reached and kept
Were not attained by sudden flight
But they, while their companions slept
Were toiling upward in the night."

— THE LADDER OF ST. AGUSTINE



RUSSELL V. STEPHENSON

Welcome to the Hughes Airwest Air Race Classic.

We are proud to be associated with this most prestigious aviation event for women -- one that is rich in courage, professionalism and tradition.

We have been told that it is a rare occurrence when a commercial airline becomes associated with a general aviation event. Actually, the relationship between the two should be strong because our common ground is aviation.

I am sure that many of the 4.8 million men and women who flew as passengers on Hughes Airwest last year will become interested in becoming pilots themselves. On the other hand, I am equally certain that those who are in general aviation eventually will take a journey on our airline.

Together, we can make the Hughes Airwest Air Race Classic serve as an inspiration throughout the nation for the betterment of aviation. . .its development, safety and future.

Russell V. Stephenson
President and Chief Executive Officer
HUGHES AIRWEST

HUGHES AIRWEST AIR RACE CLASSIC

2386 PALOMAR AIRPORT ROAD
CARLSBAD, CALIFORNIA 92008

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-
- ★ Flew last year.
 - Flew in chase plane last year.



Air Race Classic Ltd.

To the Contestants:

It is with a feeling of accomplishment that I announce the 1978 Hughes Airwest - Air Race Classic. The realization that an airline company is actively participating in an event involving general aviation, is most rewarding. This is a prestigious link in combining the interests of general aviation and the commercial carrier.

The excitement of the 1978 race will begin in the entertainment capitol of the world, Las Vegas, and terminate in the relaxed atmosphere of beach and sun, Destin-Ft. Walton Beach, Florida.

Please, leave a feeling of appreciation as you fly across the country; whether there are ten entries or one hundred entries, the same amount of effort has been contributed by each individual involved with the many facets of planning the Classic.

Thank you for your participation and support of the 1978 Hughes Airwest - Air Race Classic.



Fly well and God bless,

Velda King Mapelli

VELDA MAPELLI
President
1978 Hughes Airwest
Air Race Classic

**D
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MARY PEARSON
Vice-President



HELEN MCGEE
Treasurer



HARRIETT BOOTH
Secretary



MARION JAYNE
Director



ESTHER (WRIGHT) LOWRY
Director



PAULINE GLASSON
Director



LAS VEGAS

Most visitors see Las Vegas as the "Entertainment Capital of the World," with all of the big-name stars you can name and four of the most lavish production shows in the world. Whether a visitor wants to see an aerial trapeze act, a line of voluptuous chorus girls, or a stage play, ballet or concert, Las Vegas has anything and everything to suit anybody's taste.

The Strip hotels have become recreation "cities" which offer swimming, golf, tennis, health clubs and nightly wall-to-wall entertainment; downtown "Casino Center" has a more budget-minded version of the same Las Vegas luxury. Any way you go with accommodations and dining — from world-famous gourmet rooms to bargain breakfasts — you can't beat Las Vegas for the price.

Several national sports events are also a lure for visitors, from off road auto racing to bowling tournaments and now air racing.

It is in the middle of a spectacular geographical area which includes the Grand Canyon, Death Valley, Hoover Dam and Lake Mead, Zion and Bryce Canyon National Parks, Cedar Breaks National Monument, Disneyland and Yosemite National Park.

To go along with the desert beauty is a mild climate with summer highs over 100 degrees but winter days are usually in the 50 to 60 degree range. Combine this with low humidity and sunny days 80 percent of the year, and Las Vegas has an ideal climate for viewing nature's wonders.

And then there is Las Vegas the boom town: The steady increase in convention business has resulted in the nation's largest convention center on one level. Recent expansion has seen the Las Vegas Convention Center increase its meeting and exhibit space to over 850,000 square feet.

And the city is still growing. During the 70's Las Vegas saw seven new hotels open their doors, while virtually every major resort/casino property was involved in some type of expansion, which included increases in rooms and convention space.

Whether visitors just want to come and look at the scenery, see lavish stage productions, taste fine food, try their luck at the tables or just plain relax, Las Vegas seems to have it all. And most visitors try to do it all.



Roy Clark draws Barbara MacDonald's entry for No. 1 position in the race.

EVENTS:

- Impound opens — June 19, 1978 0900 PDT
- Impound closes — June 21, 1978 1600 PDT
- Briefing — June 23, 1978 0900 PDT
- Take-Off Banquet (mandatory for racers)
- Take-Off Breakfast (mandatory for racers)
- Take-Off — June 24, 1978 0900 PDT
- Finish — June 27, 1978 1700 EDT
- Awards Banquet — June 29, 1978

LAS VEGAS

AIRPORT OFFICIALS:

Airport Director: John Solomon
 Tower Chief: Bill Pollard
 Weather: Frank Taylor
 FSS: Hugh Southerland
 GADO: Homer Wormdahl

CHIEF JUDGE:
 Bob Thorne

START JUDGES:
 Joan Paynter
 Jim Jones

START COMMITTEE:
 Ruth Dorsey
 Rene Crow (Chairman)
 Nancy Schirmer
 Carole DePue
 Sylvia Hill
 Barbara MacDonald
 Bonnie James
 Mary Ann Langlois
 Liz Heller
 Kathleen Snaper
 Nancy Craddock

TIMERS:
 Lynn Lewis
 Don Nisley



BOB THORNE
 Chief Judge



JOAN PAYNTER
 Start Judge



JIM JONES
 Start Judge



"And there were these sea gulls flying upside down . . ."



LYNN LEWIS (L) AND DON NISLEY
 Timers



Start Committee — Bonnie James, Mary Ann Langlois, Liz Heller, Kathleen Snaper and Nancy Craddock.



Start Committee — (Top): Ruth Dorsey, Rene Crow and Nancy Schirmer. (Bottom): Carole DePue, Sylvia Hill and Barbara MacDonald.

GRAND JUNCTION



Inspiring Independence monolith of the Colorado National Monument, overlooking the Grand Valley and Grand Junction, Colorado.

GRAND JUNCTION, COLORADO

Grand Junction was founded in 1882 along the banks of the Grand River — renamed Colorado River in 1921. The community grew as irrigation waters brought rich harvests from the fertile Grand Valley. When the railroads from Denver and Salt Lake City met at Grand Junction, the town became a distribution and trade center for western Colorado and eastern Utah.

The city planning in Grand Junction has been innovative. The town's esthetically pleasing mall-type downtown business district has received national recognition, and has been used as a model for downtown redevelopment in many cities.

THE COLORADO NATIONAL MONUMENT is a unique sort of attraction. You can see fantastically eroded red sandstone monoliths and sheer canyon walls dropping down 1,000 feet to the floor of the Grand Valley — without ever leaving your car. A 22-mile paved road along the canyon rims connects the two entrances to the park and ties into short, paved approach roads from Grand Junction and Fruita.

Across the Grand Valley, you see the BOOKCLIFFS, a group of small mountains so named because they tier northward from the Valley like books on a shelf.

GRAND MESA is a fascinating scenic and recreational wonderland, with an altitude of nearly two miles. Imposing as the world's largest flat-top mountain, its 34,000 acres are matted with tall timber, over 300 bodies of water, and acres of wild flowers.

GRAND JUNCTION

AIRPORT OFFICIALS:

Airport Manager: Jim Spelman

Tower Chief: Virgil Berrige

Weather: Tom McKenzie

FSS: Ed Marvin

GADO: Russ Graves and Bud Hardesty



Grand Junction Timers (l to r) Mary Adams, Linda Schreffler and Anita Hessin.

STOP COORDINATOR:

Mary Ann Harms

ASSISTANT CHAIRMAN:

Jean Thomas

TIMERS:

Mary Adams
Linda Schreffler
Anita Hessin

STOP CHAIRMAN:

Betty Clark



Betty Clark (L) Stop Chairman and Pat Sullivan.

CASPER



CASPER, WYOMING

Casper is noted as a friendly host and there are approximately 60,000 people living in and near this Central Wyoming City. The elevation of the City is 5,123 feet and five miles south of the City is Casper Mountain which reaches an elevation of just over 8,000 feet. The North Platte River forms the northern boundary of the City.

Casper is the energy and business capital of Wyoming. It is the home for offices of companies that are exploring, mining, drilling, producing and marketing the mineral wealth of this state.

The area is rich in history of the early pioneers as Casper is located at the crossroads of the Oregon, California and Mormon Trails. The City was named for Lt. Caspar Collins, a young soldier stationed at the North Platte Bridge Station. Lt. Collins died while leading a force of cavalry men to protect a wagon train threatened by 3,000 Sioux and Cheyenne Indians. The Casper Troopers Drum and Bugle Corps tour the United States each summer attired in uniforms that are replicas of the 11th Ohio Cavalry Unit stationed at this Post.

CASPER

AIRPORT OFFICIALS:

Airport Manager: John W. Martin
Tower Chief: John J. Alex
Weather: Neil Coulter
FSS: Mike Perrotti
GADO: Norm Henry

STOP CHAIRMAN:

Judy Logue

ASSISTANTS:

Crystal Aherns
Mabel Blakley
Shirley Everett

TIMERS:

Linda Wackwitz
Elizabeth Grieve



LINDA WACKWITZ
Timer



JUDY LOGUE
Chairman

NORTH PLATTE



Born in 1866, as the Union Pacific thrust its iron rails across the prairies, North Platte in its entire history has been closely associated with railroading and the ranch country. Located at the southeastern corner of the Nebraska Sandhills, North Platte is truly the "Gateway to the Cattle Country."

North Platte's 50th anniversary in commercial aviation was commemorated last September when United Airlines presented a plaque to the airport reading "Americans were drawn closer together September 1, 1927 when National Air Transport and Boeing Air Transport, predecessors of United Airlines, began the nation's first Transcontinental Air Service. This city was a stop on the original coast-to-coast route and contributed to our great aviation heritage."

Every city has its "Native Sons" and one of North Platte's most famous is Wm. F. "Buffalo Bill" Cody. His original "Scouts Rest Ranch" is located at the northwest corner of the city. North Platte's "Buffalo Bill Rodeo" is held during Nebraskaland Days the third week in June. The world's original Rodeo was held at North Platte in 1882.

Parts of 17 counties are embraced in North Platte's trade area. Agriculture holds the spotlight in North Platte's business picture. Vast cattle ranches stretch in every direction and field crops are produced in large quantities.



JOAN COOK
Airport Manager



KEETA THOMPSON
Timer



PAULIE PERRY
Timer



The Skymates — the group who will take care of you at North Platte.

NORTH PLATTE AIRPORT OFFICIALS

Airport Manager: Joan Cook
FSS: Steve Fleck

STOP CHAIRMAN:

Mr. and Mrs. Dale Gleason
(Skymate Flying Club)

TIMERS:

Paula Perry
Keeta Thompson

OLATHE



The Executive Airport — Johnson County (OJC), Kansas is looking forward to being included as part of your air race. We are proud of our airport's services and are sure that your every need will be completely satisfied. There are two fixed base operators on the field. Both K.C.H. and K.C. Piper offer complete sales and services.

Executive Airport is located approximately 17 miles southwest of downtown Kansas City, Missouri, which is the central point between the Pacific and the Atlantic Oceans, and about 5 miles southeast of Olathe, Kansas. The Johnson County Industrial Airport is located about 9 miles west of Executive. Both airports are operated by the Johnson County Airport Commissions.

Johnson County is blessed with having good highways into Kansas city, along with surrounding residential areas. Welcome Hughes Airwest Air Race Classic!



MURL JOHNSTON
Airport Manager



LYLE SHEPARD
Tower Chief



CHARLES DeWINT
Assistant Tower Chief



MARILYN DICKSON
Stop Chairman

OLATHE AIRPORT OFFICIALS:

Director of Aviation: Murl L. Johnston
 Airport Manager: Brad Plumb
 Tower Chief: Lyle Shepard
 FSS: Roy Soutee
 FSS Assistant: Marty Landers

STOP CHAIRMAN:

Marilyn Dickson

TIMERS:

Bobbie Huke
 Henri Sokolove
 Jayne Blust

ASSISTANTS:

Greater Kansas City 99s



HENRI SOKOLOVE
Chief Timer



Part of Ground Crew (L-R): Ginny Hansford, Kathy Zimmerman, Ginny Pacey, Marge Englemann, Vee St. John and Velma Mynster.

BURNS FLAT



CLINTON—SHERMAN INDUSTRIAL AIRPARK Burns Flat, Oklahoma

Professionally-trained aviation personnel manage the extensive airport installation. The certificated airport has an FAA control tower with 13,502 feet of concrete runway, and more than 350,000 square feet of parking apron, an airways traffic control area, and full instrument landing capabilities. Ground services include fueling, overnight parking, hangar rental and courtesy car transportation.

Community services provided residents of the Airpark include "Round-the-Clock" Fire and Security Protection. The fully-trained and well-equipped Fire Department is prepared for all emergency situations.

Many enjoy unhurried country living in the Airpark residential housing area. Separated from the industrial area by landscaped green belts, the attractive wood and brick dwellings are fully landscaped and most feature central cooling and heating, garbage disposals, a master television antenna system, large patios and many other suburban conveniences.

Home life of residents is enhanced by the many Airpark recreational facilities. A beautiful 9-hole public golf course with club house and pro shop is a popular gathering place. Other recreation features include an olympic-sized swimming pool, tennis courts, community lake and park, picnic grounds and trap range.

BURNS FLAT

AIRPORT OFFICIALS:

Airport Director: L. M. Choice

Assistant: Kay Wells

Tower Chief: Herbert White

STOP CHAIRMAN:

Broneta Evans

ASSISTANT:

Gwen Crawford

TIMERS:

Sharon Jackson

Nawasa Staton

Jan Million



Broneta Evans, L. M. Choice, Sharon Jackson and Nawasa Staton.

HOT SPRINGS



HOT SPRINGS NATIONAL PARK, ARKANSAS

Travel to a place where just a few short steps separate the beauty of nature and a modern, yet charming southern town. Discover and enjoy the fantastic scenery, hours of water sports, visits to fun and unique attractions, fine restaurants and a series of those world famous thermal baths.

The picturesque city of Hot Springs (37,000 resident population) is bordered by the zigzag section of the Quachita mountains. "Quachita" is the French spelling of the Indian word "Washita," meaning good hunting grounds.

If there's one thing this National Park has plenty of, it's water. Three man-made lakes with more than 1,000 miles of scenic shoreline, and more than a million gallons of hot water a day gush from 47 thermal springs for which the park is named.

Hernando Desoto discovered the magical quality of thermal bathing in 1541 and told fellow Europeans of the relaxing and healing aspects of the springs. Today nearly a quarter of a million thermal baths are given annually in the federally-regulated facilities which differentiate Hot Springs from other domestic resorts.

The Park and city are separate entities on paper but in reality they blend into a jigsaw puzzle of interlocking urban bustle and sylvan calm.



Lake Hamilton south of downtown Hot Springs.



These men will serve you at Hot Springs.

HOT SPRINGS AIRPORT OFFICIALS:

Airport Manager: Ralph C. Disheroon
Tower Chief: Robert J. Gobel
FSS: William W. Miller LIT

COORDINATOR:

Nita Farrell

ASSISTANTS:

Civil Air Patrol

TIMERS:

Barbara Lewis
Loanna Hayley

STOP CHAIRMAN:

W. P. Aikens, Jr.



Timers: Barbara Lewis (left) and Loanna Hayley.

GULFPORT – BILOXI

MISSISSIPPI GULF COAST

"America's Riviera," the Mississippi Gulf Coast, is a semi-tropical resort. Twenty-six miles of white sand beaches connect the modern seaport of Gulfport with historic Biloxi, quiet and quaint Ocean Springs and industrial Pascagoula.

History of the area goes back to the native Indians and is filled with influences of colonial Spanish, French and English cultures which held dominion over the area before it became a part of the United States. The French-Canadian Lemoine brothers d'Iberville and Bienville explored the area in 1699. Bienville established the first permanent settlement in the lower Mississippi Valley at Biloxi before either Mobile or New Orleans were founded. Today Gulfport is America's number one banana port and the visitor will also see ocean-going freighters on and off loading various types of cargo.

Mississippi's second city, Biloxi, is a leading seafood processor and home of Keesler AFB. A most photographed landmark is the Biloxi Lighthouse built in 1847.

This area was devastated in August 1969 by Hurricane Camille, the worst storm ever recorded in this hemisphere with winds up to 200 mph and tidal waves of about 24 feet.

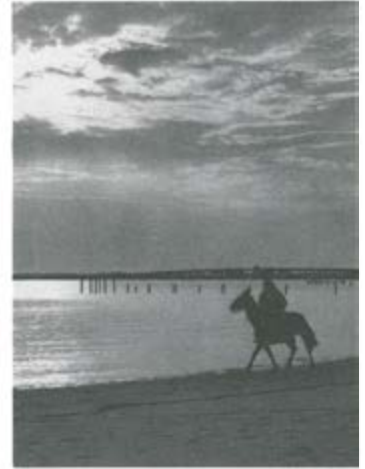
Ocean Springs is a picturesque residential town of large live oaks and bayous.

Pascagoula to the east is highly industrialized with Ingalls Division of Litton Industries constructing surface vessels and submarines for the Navy, Corning Glass, and the Standard Oil refinery to name a few of the larger industries.

The mean annual temperature is 68 degrees F with annual rainfall of 62 inches. The area offers a wide range of outdoor activities available year round such as golf, tennis, swimming, boating, fresh and salt water fishing. Also, there are many historic spots, interesting and varied local arts, a wide choice of "after dark" entertainment, scenic drives, good shopping and the friendliest people you will ever meet.



Janet Green, Coordinator (left) and Adele Grieves, Chairman (right).



GULFPORT—BILOXI AIRPORT OFFICIALS:

Airport Manager: Wayne Linquist
Commander Air National Guard
Training Site: Lt. Col. K. V. Combs
Tower Chief: Lloyd K. Alley

COORDINATOR:

Janet Green

TIMERS:

Gloria Wills, Chief
Ede Brandon
Peggy McCormick
Inis Castanedo

STOP CHAIRMAN:

Adele Grieves

ASSISTANTS:

Jerry Sumrall	Jessie Miller
Mary Lynn Lindquist	Kitty Bishop
Judy Maggiore	Bernice Kelly
Pat Brightwell	Mississippi Chapter 99s
Ernestine Mahan	New Orleans Chapter 99s
Cindy Bass	Harley Grieves
Anita Clarkson	Tom Simmons
Charlotte Rhett	Shirley Sweeney
Linda Kennedy	Anna Johnson
Cindy Kennedy	



DESTIN



DESTIN, FLORIDA

DESTIN, a village of approximately 5,500 people, is located on the Gulf of Mexico, in Northwest Florida, six miles east of Ft. Walton Beach, Florida, a Metropolitan area of 55,000 citizens. Located as it is, halfway between Pensacola and Panama City, in the "heart" of Northwest Florida's Miracle Strip, and situated on a peninsula separating the Gulf of Mexico and Choctawhatchee Bay, it is thought by many to be the most beautiful body of water in America. Destin is one of the major salt water fishing and recreation resorts in the nation with the most fishable waters in Florida. Destin is the sport fishing capital of the Gulf; more billfish are brought into Destin each year than all other Gulf fishing ports combined. The average air temperature year-round is 72 degrees; average water temperature of the Gulf at Destin is 75 degrees.

Destin was an isolated fishing community for years, with the ancestors of present day Destinities rowing or sailing their catches to Pensacola. With the opening of Highway 98 and East Pass Bridge, Destin was discovered by the recreational fishermen. Commercial fishing gave way to sport fishing and we now have one of the finest fishing fleets in America. Although Destin is now a modern village, it retains the New England atmosphere of the birth place of its founder, Captain Leonard Destin, who pioneered the Snapper fishing industry over 100 years ago.



FORT WALTON BEACH, FLORIDA

FORT WALTON BEACH

The Greater Fort Walton Beach Area Chamber of Commerce is pleased to welcome contestants in the Hughes Airwest Air Race Classic to "the heart of Florida's Miracle Strip." You will enjoy our friendly people, the world's whitest beaches, finest fishing . . . and a wide variety of things to see and do.

You may want to stay forever when you discover Fort Walton Beach — The FUNspot of Florida's Miracle Strip, where miles of sugar-white beaches are embellished with sand dunes and washed by the clear, green waters of the Gulf of Mexico. Swim, surf, snorkel, fish and water ski; then for a change of pace try one of many tennis courts or championship golf courses . . . visit a museum or the Gulfarium . . . enjoy great shopping, dining at excellent restaurants, dancing and good entertainment in popular lounges. People from the world over have found it impossible to leave. You will find them here — warm, relaxed people who traditionally define a stranger as "a friend we haven't met yet," proud to share the beauties of this unique area with you.



BETTY W. McNABB
Chief Judge



DICK PETERMANN
Master of Ceremonies for Awards Banquet
Destin-Fort Walton Beach



JUDY HALL
Scorer

Dick formed the advertising/public relations firm Dick Petermann Associates in 1972. He serves as director for Inspired Communications, Inc., Audio/Visual Technologies, Inc. and WIF. He is the owner of Amer-Mex Hunting & Fishing, conducting expeditions to Central and South America and Cuba. His ratings include commercial, multi-engine, seaplane and instrument.



JEAN PATE
Scorer

DESTIN-FORT WALTON BEACH

AIRPORT OFFICIALS:

Airport Director: Russel D. Best
Tower Chief: Ed Gillet
Military Coordinator: Captain Grant Hagge
FSS: Dewey Allen

CHIEF JUDGE:
Betty McNabb

SCORERS:
Judy Hall
Jean Pate

TERMINUS COMMITTEE:
June Wiggins
Sarah Cockrill
Becky Rose

TIMERS:
Ann Jernigan
Harriett Hall
Claudia Conn



Terminus Committee — Florida Panhandle Chapter 99s. Standing: Billie Hilton (Chairman), Evelyn Lowe, Joyce Fester, Fran Biele (Co-Chairman) and Carolyn Fisher. Bottom Row: Ann Wright, Betty McNabb, Carol Roby and Miriam Fisher.



BRAD PEARSON — OFFICIAL STARTER

**HUGHES AIRWEST
AIR RACE CLASSIC
WISHES OUR HONORARY STARTER,
WAYNE NEWTON,
THE BEST OF LUCK
WITH THE WAYNE NEWTON
ARABIAN CLASSIC AND RODEO.**

1978 Hughes Airwest Air Race Classic Handicaps

MAKE/MODEL	HP	MPH	MAKE/MODEL	HP	MPH
AERO COMMANDER					
200 D	285	187	Skyhawk 172 N (77-)	160	124
BEECHCRAFT			Skyhawk II 172 (74-76)	150	119
Baron	520	211	*Skyhawk 172 (68-72)	150	116
Travel Air	360	185	Skyhawk 172	145	114
Bonanza P-35	260	181	(*Eligible only with: Propeller Model No. 1C 160/CTM 7553 Part No. C 161001-0305)		
Bonanza S	285	186	GRUMMAN AMERICAN		
Bonanza V-35 A & B	285	185	Tiger AA5B	180	144
Bonanza C-33A, E & F	285	183	Cheetah AA5A (76)	150	135
Bonanza E-33C	285	187	Traveler AA5A (75)	150	129
Bonanza G-33	225	179	Traveler AA5 (72-74)	150	121
Bonanza 36, A-36	285	183	MAULE		
Bonanza B-C 33	225	169	M-4 210C	210	137
Bonanza F-E 33	225	169	M-4 220C	220	139
Sierra A, B-24-R	200	143	M-5 235C	235	145
Super III Musketeer A-23-24	200	132	MOONEY (Also Aerostar)		
Sundowner C-23	180	125	M 201J (77-)	200	179
Musketeer A-23	165	122	Ranger M20C	180	152
Musketeer 23	160	118	Statesman M20G	180	150
Musketeer Sport A-23-19, B-19	150	115	Chapparral M20E	200	164
BELLANCA			Executive M20F	200	160
Bellanca 14-19 A-C	260	169	Master M20D	180	126
(without nosewheel doors)			NAVION		
Super-Viking 17-31 (Lycoming Only)	290	172	Navion G	260	163
Super-Viking 17-31 (Lycoming Only)	300	173	Navion H	285	177
Decathlon 8 KCAB	150	122	Navion H (75-76)	285	183
Citabria 7 KCAB	150	122	PIPER		
Citabria 7 GCBC	150	121	*Super Cub PA-18	150	109
Citabria 7 GCAA	150	121	Cherokee PA-28-140	150	121
(Citabria's must be 40 gal. Cap.)			Cherokee PA-28-150	150	121
(Bellanca Air Corp. only)			Cherokee PA-28-160	160	123
CESSNA			Cherokee PA-28-180	180	131
Cessna 310 F-L	520	210	Cherokee PA-28-235 (Fixed)	235	145
Skymaster 336	420	157	Cherokee PA-28-235	235	146
Skymaster 337 A-F	420	176	(Constant Speed)		
Skymaster 337 G	420	183	Warrior PA-28-151	150	120
Centurion 210 (69-70)	285	182	Warrior II PA-28-161	160	128
Centurion 210 (67-68)	285	181	Archer PA-28-181 (thru. 76)	180	131
Centurion 210 (66)	285	176	Arrow PA-28-180R	180	149
Centurion 210 (64-65)	285	177	Arrow PA-28-200R	200	152
Cessna 210	260	174	Arrow II PA-28-200R	200	153
Super Skylane P-206	285	153	Comanche PA-24-180	180	147
Super Skywagon U-206	285	153	Comanche PA-24-250	250	172
Cessna 205	260	147	Comanche PA-24-260 & B	260	177
Skywagon 185, A-E	260	150	Comanche PA-24-260C	260	178
Skylane R-182 (78)	235	162	Comanche PA-24-400	400	199
Skylane II 182Q (77-)	230	148	Cherokee '6' PA-32-260	260	146
Skylane II 182-P (75-76)	230	147	Cherokee '6' PA-32-300	300	153
Skylane 182-P (72-74)	230	145	Lance PA-32-300R	300	174
Skylane 182 F-N	230	145	Aztec PA-23-250	500	195
Cessna 180K (77-)	230	149	Twin Comanche PA-30, B & CR	320	187
Cessna 180 (75-76)	230	147	Twin Comanche PA-30C	320	184
Cessna 180 (63-74)	230	146	Twin Comanche PA-39	320	186
Cardinal RG 177 (77-)	200	158	Seneca PA-34	400	178
Cardinal RG 177 (74-76)	200	156	PA-28 181 (77-)	180	137
Cardinal RG 177 (72-73)	200	153	(*Fuel quantity may be doubtful for this model.)		
Cardinal RG 177 (71-)	200	152	ROCKWELL COMMANDER		
Cardinal 177B (77-)	180	138	Commander 114	260	171
(Constant Speed Propeller)			Commander 112 (72-73)	200	146
Cardinal II 177B (75-76)	180	135	Commander 112A	200	148
(Constant Speed Propeller)			WENDECKER		
Cardinal 177B (70-74)	180	131	Eagle	285	190
(Constant Speed Propeller)					
Cardinal 177A (Fixed Pitch)	180	130			
Cardinal 177	150	121			
Skylark 175	175	126			
Skyhawk R 172 XP (77-)	195	133			

FOOTNOTE: Wheel fairings and long range tanks **do not** affect handicaps.



ALMA HINDS — Co-pilot
Redding, CA

★JOYCE WELLS — Pilot
Larkspur, CA

CLASSIC 3
Cessna R182 235 hp

Since Joyce's flying career began in 1968, she has logged 1,250 hours, tacked an instrument rating on to her commercial, single/land, and is one of the Bay Cities 99s. She and husband, Hal, use their Cessna 210 for mercy flights. They have four children and Joyce is a registered nurse in the Reed Union School District, member of California Nurses Association, symphony association, joins in two square dance clubs and also has time to sing in the church choir.

Though retired now, Alma led a most interesting aviation career as a member of the WASP, and former FBO at Benton Field, Redding, CA. Alma has acquired 15,600 hours, commercial, single/multi land and instrument. Her three children and seven grandchildren make up her personal cheering squad.



TOOKIE HENSLEY — Pilot
Riverside, CA



JANICE HOFFMAN — Co-pilot
Blue Jay, CA

CLASSIC 4
Cessna 172M 150 hp

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To see and meet all the wonderful people and the challenge is the reason Tookie races. While assistant office manager at Parflite, Tookie has obtained commercial, single/land and instrument rating to a total of 600 hours. Her pilot husband, Don, the owner of Fiesta Kampers & Trailers, and two daughters anxiously await June 27th.

Janice is Vice Chairman Inland, California Chapter 99s with private single/land and 100 hours.

Ronald, an optometrist, and their two children have helped bring Janice's dreams and plans to reality.

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Contributions to General Fund:

CHICAGO AREA CHAPTER NINETY NINES
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SANTA ROSA CHAPTER NINETY NINES
ALL-OHIO CHAPTER NINETY NINES



MILLIE LANGWELL — Pilot
Riverside, CA



NOLA L. RHODES — Co-pilot
Riverside, CA



PAT KEEFER — Co-pilot
Palatine, IL

★**MARION JAYNE** — Pilot
Palatine, IL

CLASSIC 5
Piper PA28R 180 hp

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Millie is not only a commercial, single/land, instrument rated pilot, she also sells Cessnas for Parlite, Inc., Riverside Airport, CA. In her 903 hours, Millie has flown several races, is a 99 and has three children and one grandchild.

Nola and husband Don learned to fly together — attaining their private, single/multi land and instrument, then up to Lear Jet time. Nola is a housewife and has logged 630 hours. Three children and five grandchildren didn't prevent Nola from flying several races.



Gee — at last!

CLASSIC 6
Piper PA 39 320 hp
Mother/Daughter Team

One could say Marion is not only a self-employed recreational business executive, but also a successful career racing pilot for the past twelve years. Her airline transport, single/multi land and instrument came during the 2,850 logged hours. Marion has taught two of her four children to fly and is a member of the Chicago Area Chapter 99s.

Pat has acquired 180 hours with private single/multi land, being taught by mother, Marion. She is employed at IBM and Holding, O'Connor & Blaser as a computer sales and real estate associate. Pat's husband, Kenneth, is also a pilot.

We Are Sincerely Grateful . . .

Contributions to General Fund:

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CHAPTER NINETY NINES



MARIE McMILLAN — Pilot
Las Vegas, NV

CAROLE DePUE — Co-pilot
Henderson, NV

CLASSIC 7

Beechcraft Bonanza F33A 285 hp

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Vice President of McMillan Ranches, Marie holds commercial, instrument, flight instructor: airplane and private glider with 1,540 hours. She has been the recipient of Amelia Earhart Medals twice, a member of National Aeronautic Association, AWTAR, Nevada Safety Council Aviation Committee, Soaring Society of America, Civil Air Patrol, Women's Air and Space Museum, Las Vegas Valley 99s and Woman Pilot of the Year, 1976-77 in SW Section 99s.

Marie and husband, James, a dentist and pilot, have two children and one grandchild.

With a total of 2,700 hours Carole holds a commercial, instrument, flight instructor, glider/instructor and advanced ground instructor.

She is Vice President of the Tel-Life of Clark County of which husband, Ben, is president . . . they have two children. Participating in many races Carole is a member of the Las Vegas Valley 99s, SW Section 99s treasurer, Experimental Aircraft Association, Flying Farmers Association — and, if that's not enough — she is an aerobatic pilot.

**A Special Thank You To
Betty Wharton**



★HELEN M. McGEE — Pilot
Sonora, CA

NORMA DRAPER — Co-pilot
San Rafael, CA

CLASSIC 8

Piper PA-24-260B 260 hp
Sister Team

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Helen is a member of the San Joaquin Valley 99s as well as the Tuolumne County Aeronautical Association. She is quick on score figuring — being an accountant at the Union Democrat Corp. where her pilot husband, Harvey, is editor and publisher. With private and instrument Helen has built those hours to 1,870 — including many, many exceptionally well flown races.

Norma is an interior designer with DFC International, San Francisco. She has 344 hours logged as private and members like her make up the great San Joaquin Valley Chapter 99s. With a cheering section of eight children and eight grandchildren, who can beat this team!



I just can't remember.



★BUNNY WHITE — Co-pilot
Saluda, SC

★CAROLYN M. PILAAR — Pilot
Greenville, SC

**CLASSIC 9
BELLANCA DECATHLON 150 hp**

Carolyn races for experience, challenge and fun. She is a flight instructor for her own Carolyn's Flight Academy. She has 6,700 hours with commercial single/multi land, single sea, flight instructor: airplane/instruments, commercial helicopter and glider and advanced/instrument ground instructor. Girls! With all these ratings, why not retrieve your luggage in Evansville.

With mother and dad both pilots, how dare Bunny do other than become a flight instructor for S. C. Helicopters Company. She has 1,270 hours with commercial, single/multi land, instrument, flight instructor: airplane, advanced and instrument ground instructor and that A&P license is well worth having when in need of a mechanic.



What's this — Beech insists on helping Cessna win!



★KAY BLEVINS — Pilot
Mt. Arlington, NJ



LAURA L. BLEVINS — Co-pilot
Kalamazoo, MI

**CLASSIC 10
Cessna 172M 150 hp
Mother/Daughter Team**

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Kay has earned in 560 hours a commercial single/ land and instrument. She is East Coast Zone Administrator for Cessna Aircraft, single engine and holds a membership in Palisades Chapter 99s, Civil Air Patrol, AOPA, National Pilot Association, Flanders Valley Aviation. A family of pilots, she and husband, Paul, have two children.

After December, Laura can run the Annual on her Mom's plane. That month she attains her A&P license at Western Michigan University where she has competed on the NIFA Competition Team two years. She is a member of Lake Michigan 99s, five years as a Cadet Officer, Civil Air Patrol. With spare time job at Kal-Aero Laura managed to acquire a commercial, single/multi engine land and instrument in 350 hours.

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KATHLEEN SNAPER — Pilot
Las Vegas, NV



IDA "DONI" DODDS — Co-pilot
Las Vegas, NV

CLASSIC 11
Beechcraft Sierra A24R 200 hp

Having been around aviation all her life (father in maintenance) Kathleen learned to fly only after husband, Cal, presented flying lessons as a wedding anniversary gift. A non-pilot husband, rearing two boys, instructing flying, bowling, gardening, homemaking and painting completely fill her days. With her commercial/instrument and flight instructor she has a total of 765 hours.

Doni selected fabulous Las Vegas to build her time to 700 hours and commercial. She is employed by Western Airlines as a customer service representative. Welcome, Doni!



CEC SCHULMAN — Co-pilot
Los Angeles, CA

MARJORY S. ROBBINS — Pilot
Los Angeles, CA

CLASSIC 12
Piper PA-28-161 160 hp

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National TV Show

Margie is a sales representative for Gallagher Aviation, Burbank. She is a member of the San Fernando Valley 99s, the 1973 recipient of the Trixie Ann Schubert Award, and twice honored as Pilot of the Year by the 99s. Her love for flying led her to racing because of the competition and the great training that automatically accompanies a race. Commercial, single/multi land, single sea, instrument, flight instructor ratings certainly qualify Margie. And children, Nikki and Pete, attorney/pilot husband, Richard, are the inspiration behind Margie.

Cec, a private pilot with 200 hours, is a travel agent for the Tri-Travel Co. Her pilot/attorney husband, Barry, their two children, Julie and David, are her biggest supporters. Cec likes racing because it is a wonderful way to meet new people and make long lasting friends. Cec was the proud winner of the Trixie Ann Schubert Service Award in 1976.



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ANN M. TUNNEY
Glen Ellen, CA

CLASSIC 13
Beechcraft Bonanza 36 **285 hp**

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With 903 hours pleasure flying Ann carries a commercial, single/land and instrument rating and has flown several races. She is a member of the Santa Rosa 99 Chapter and domestic engineer for a household of four children and pilot husband, Gene, District Attorney for Sonoma County. Want to hear Ann's sure way of receiving attention from ground control — Heavy with the Biggies.



★**RUTH DILG** — Co-pilot
Fallbrook, CA

★**PAM VANDER LINDEN** — Pilot
Fallbrook, CA

CLASSIC 14
Bellanca Viking 17-31A **300 hp**

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Pam is broker-owner of the Fallbrook Real Estate Co. She holds commercial, single/land, instrument and is a member of Palomar 99s, National Real Estate Fliers, Baja Bush Pilots, Aviation Committee of Chamber of Commerce and Board of Directors Fallbrook Community Air Park . . . not to mention the many, many races flown in the 2,053 logged hours.

A secretary to the Fallbrook Real Estate Co., Ruth carries a private-instrument with 445 hours — which consist of many races. Her husband, who is a pilot, is Senior Buyer of U.S.M.C. Exchange, Camp Pendleton.

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CAROLYN J. WESTERMAN — Co-pilot
Wichita, KS

PAT MLADY — Pilot
Wichita, KS

CLASSIC 15
Cessna R182 235 hp

Pat, Executive Secretary to the President of Cessna Aircraft Company is a member of the Cessna Employees Flying Club, the Kansas 99s and is presently International Activities Chairman. With 582 flying hours, Pat has achieved her commercial, single engine/land. Pat loves to race for the plain fun of it. Also she feels it's a true test of ability and judgment. Husband, Frank, is a pilot and industrial engineer.

Co-pilot, Carolyn, with 427 hours, is Supervisor-Tour Guides for Beech Aircraft Corporation. Currently, she is Secretary of the Beechcraft Employees Flying Club, and a member of the Beech Employees Staggerwing Restoration Society. She holds commercial, single/land, instrument and is Vice Chairman of her Kansas 99s group. Is this a merger of Beechcraft and Cessna?



ROZ KINLEN — Co-pilot
Albuquerque, NM

CLAUDIA BECKNER — Pilot
Albuquerque, NM

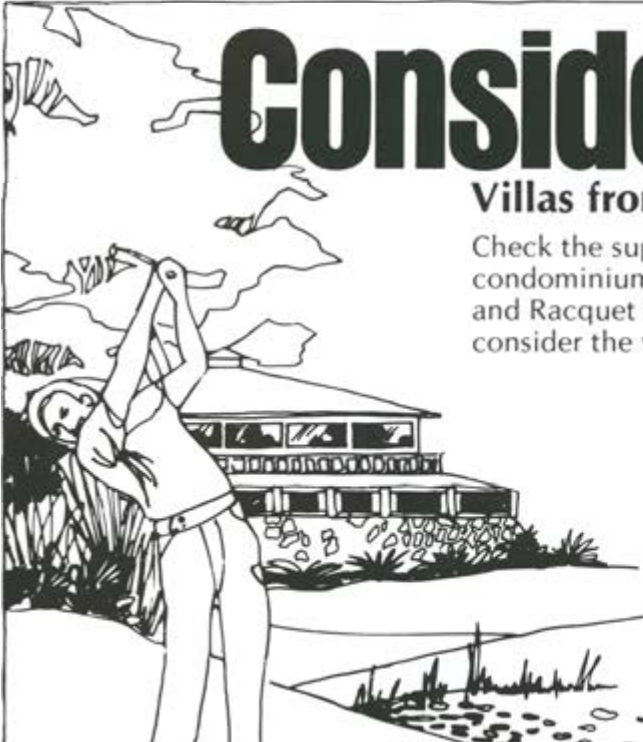
CLASSIC 16
Beechcraft Bonanza 35 285 hp

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Husband, Everet, physicist and pilot, and Claudia are parents of three . . . one son is fortunate to have Mom as instructor. Claudia is employed at Avcor Enterprises, Albuquerque. 2,300 hours says commercial, single/multi, instrument, flight instructor: airplane/instrument. Claudia is a member of N.M. Aviation Association, C of C Aviation Committee and Albuquerque 99s.

Roz with pilot husband, Jim, were named Aviation Journalists of the Year in 1976 for their editing and publishing of the Magazine, New Mexico Flying Review. Roz is a member of the Albuquerque C of C Aviation Committee, Antique Aircraft Association, 99s, N.M. Aviation Association and has reached 175 hours, private, single/land. This is a family of four.




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★PAULINE GLASSON — Pilot
Corpus Christi, TX



LESLIE COLEMAN — Co-pilot
Corpus Christi, TX



★CAROL CLARKE — Pilot
Salt Lake City, UT



SIDNEY SANDAU — Co-pilot
Ogden, UT

CLASSIC 17
Cessna 172M 150 hp

Pauline is a member of Tip of Texas 99s and the Airport Advisory and Planning Board. She and husband, Claude, are aerial photographers. She has a private glider, ground instructor: advanced and instrument, commercial single/multi land, single sea, instrument, flight instructor: airplane/instrument and has logged 26,500 hours.

Leslie is a first year student at the University of Texas. "Really, did I make it?" — She holds a private with 50 hours, just in time for the race. There are many wonderful years of flying ahead for Leslie!

CLASSIC 18
Beechcraft V35B 285 hp

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With 865 hours — commercial, single/land, instrument, flight instructor, advanced and instrument ground instructor, chairman Utah 99s ('76 to '78), FAA Accident Prevention Counselor, involved in elementary school aviation classes — Carol still finds time between her three daughters and doctor husband to do free lance flight instructing. She feels that racing offers the opportunity to improve pilot skills and to share experiences with the many friends one meets — only for a race would I set my alarm for 4 a.m.

Ugh — An Internal Revenue tax examiner — Sidney shouldn't have problems with their score! She holds a private with 175 hours and a love for flying. Her husband, T. G., is a pilot as well as an A&P mechanic, and they have one daughter. Utah 99s include Sidney in their chapter.

MANY THANKS —

- ELAINE NEEDHAM
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★PAT JETTON — Pilot
Carrollton, TX

★ELINOR JOHNSON — Co-pilot
Dallas, TX

CLASSIC 19
Beechcraft C33A 285 hp

Pat owns the very busy Airport Flying School, Addison Field, Dallas, where she keeps the commercial, single/multi land and instrument active adding to the 3,500 hours she has already logged. Pat's two children have heard all the stories of Mom's many racing experiences.

Elinor's log book says 1,500 hours — commercial, single/multi land instrument, flight instructor: airplane/instrument. Occupation: student — isn't the above enough, Elinor? Chemist, pilot husband, Rowland, and Elinor are parents of four children and have three grandchildren.



DIANE SHAW — Pilot
Wildwood, NJ



GENIE RAE O'KELLEY — Co-pilot
Knoxville, TN

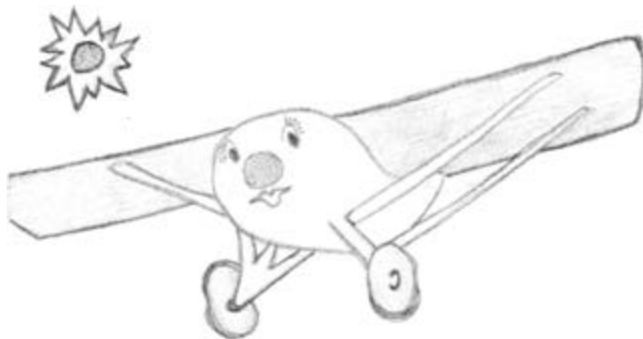
CLASSIC 20
Piper PA32 300 hp

Sponsored by:
SHAWCREST MOBILE HOME PARK
Wildwood, NJ
GENIE RAE O'KELLEY
Knoxville, TN

Diane, Chairman for 1978 Garden State 300 Proficiency Contest and a member of the Garden State Chapter 99s, has logged 700 hours with her commercial, single/land. She is president of the Shawcrest Mobile Home Park and her non-pilot husband, Dick, and their two children want this team in first place.

By gosh — with the luck of the Irish, and a co-pilot like Genie, with 3,800 hours, commercial, single/multi land, instrument flight instructor: airplane/instrument, ground instructor: advanced/instrument and a few races behind her — no wonder pilot/husband Dave, a research chemist and professor at the University of Tennessee, two children, and one grandson think this is a possible winning team. Genie is a member of the Tennessee Chapter 99s, the chief flight instructor for Nelson Aviation, McGhee Tyson Airport, Alcoa, TN, and an aviation ground instructor at the University of Tennessee.

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ETHEL GIBSON — Co-pilot
St. Petersburg, FL

DOTTY BIRDSONG — Pilot
Temple Terrace, FL

CLASSIC 21

Beechcraft Bonanza A36 285 hp

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Dotty, a member of the Florida Suncoast 99s, Grasshoppers, Flying Farmers and past Florida Queens Bonanza Society, has flown many races — and enjoys the fellowship with 99s all over the world. In 2,533 hours she has acquired her commercial, single/multi land, instrument and single/sea. Don't let her young looks fool you . . . Dotty has seven grandchildren. Pilot husband, Charles, three children and the grandchildren all wish her the best.

Ethel is a registered nurse and belongs to the International Flying Nurses Association, Cessna Skylane Association and is a volunteer Red Cross worker. She has participated in many races for the fun and fellowship racing affords. With 874 hours Ethel has a private single/land and instrument. Her husband, Walker, who is a retired carpenter, is also a pilot. They have one child and two grandchildren.



★**NORMA FUTTERMAN** — Pilot ★**VIRGINIA SHOWERS** — Co-pilot
Beverly Hills, CA Los Angeles, CA

CLASSIC 22

Beechcraft A36 285 hp

With 2,070 hours, commercial, single/multi land, instrument, single/sea, commercial glider — then add on basic ground instructor and presently the boss of the large Los Angeles Chapter 99s — Norma is a busy lady! Her husband, Charles, retired supermarket operator, and two children have anxiously awaited news of many races flown. This year, Norma, all motel air conditioning systems are included in our pre-flight check!

Nineteen years as a member of the Los Angeles 99s, being self-employed in Property Management, Secretary-Treasurer of Stained Glass Spectrum and two children keep Virginia on her toes. Commercial, single/multi land, single sea, instrument and basic ground instructor, and a huge bunch of races make up her 1,540 hours.



Calm before the storm.

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1LT. NANCY HAGANS — Pilot 1LT. DONNA HRUSKA — Co-pilot
 Richton Park, IL Flossmoor, IL



ANNA KATE HIPPI — Pilot MERRY G. ROBERTSON — Co-pilot
 Greenville, SC Greenville, SC

CLASSIC 23

Piper Arrow 28R-180 180 hp

Sponsored by:
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Nancy and Donna, we are grateful for your work in the Civil Air Patrol.

In her 700 hours Nancy has helped to build the Indiana Dunes Chapter 99s, acquired a commercial, single/land, instrument and glider ratings; served on FAA TERPS Advisory Committee. Nancy is an insurance broker, the mother of one, and has flown in many races, as well as towing gliders with an L-19.

Donna is a member of the Indiana Dunes 99s, Squadron Administrative Officer and Mission Pilot. Charles, also a pilot and insurance broker, and Donna have two sons, who are power student pilots and two daughters who are glider students, plus two other children. Wow — what a personal cheering section! A commercial, single/land, instrument has logged Donna 350 hours.

CLASSIC 24

Cessna 182P 230 hp

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With 930 hours, private and instrument, racing affords Anna Kate an entirely different life from the housewife's daily dozen. Pilot, husband, Hayne, will be baby sitting and awaiting a daily accounting.

Merry acquired the basic ground instructor, private and instrument, in her 320 hours. Husband, Bill, a lawyer and pilot, and Merry have four children. "Racing is the most extraordinary thing ever to happen to an ordinary person" — but Merry, is a housewife an ordinary person?

To the Air Race Classic Board:

It is with sincere gratitude that I review our second year. The timeless effort of each to co-ordinate this years event makes me feel very privileged to be a member of this organization.

Thank you,

Felda





●MARY PEARSON — Pilot
Carlsbad, CA



●HARRIETT BOOTH — Co-pilot
Rancho Santa Fe, CA



SHIRLEY BERSON — Pilot
Beverly Hills, CA

LORRIE BLECH — Co-pilot
Los Angeles, CA

CLASSIC 25
Piper PA 28 180 hp

Flying all started for Mary at University of Arizona . . . a Charter Member of Tucson 99s, she helped to organize the now Palomar chapter. An FAA Examiner, commercial, single/multi land, single sea, flight instructor: airplane/instrument and basic ground instructor, and has done well in several races. She is the instructor, operator/owner with instructor husband, Brad, of Flight Trails, Palomar Airport, Carlsbad and the huge stack of log books add up to 12,000 exciting hours for Mary. There are four children and four grandchildren to cheer her on.

Harriett was taught to fly by Mary and they have made a great racing team. With 206 hours under her belt, Harriett has her private and single/land. She is a member of the Palomar 99s and with pilot husband, Harry, three children and seven grandchildren leads a busy life.

CLASSIC 26
Beechcraft C23 180 hp

Shirley and pilot husband, Marvin, have two children. In 1977 with 270 hours, private single/land, Shirley flew three air races. Both these gals are members of San Fernando Valley 99s.

Lorrie uses that commercial, single/multi land, single/sea, instrument and flight instructor in her position at Duke Aviation, Santa Monica, CA. In her 2,650 hours Lorrie has happy memories of several air races.

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MARY SANTOSUOSSO — Co-pilot
Vista, CA

SUSAN ADLER — Pilot
Suisun, CA

CLASSIC 27
SCRATCHED

CLASSIC 28
Piper PA24-400 400 hp

Sponsored by:
HUSBANDS:
Neil Adler, long suffering
Ronald Santosuosso, loud suffering

Susan — "I race to win" — is a physical therapist and has her commercial, single/land, instrument, logging 1,002 hours. Husband, Neil, retired, is also a pilot. Susan is a member of the Palomar 99s and has flown several races.

Mary — "I race to help my pilot win" — is a Palomar 99 with a commercial, single/land and 925 hours. Mary is reservations manager for La Costa Resort Hotel & Spa. Ronald, husband, is an instrument engineer and pilot.

SOUTHLAND
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★MARGARET RINGENBERG
Grabill, IN

CLASSIC 29
Mooney M20C 180 hp

A member of the Indiana 99s and former WASP, Margaret is a familiar figure in the racing world with 21,000 hours . . . commercial, single/multi land, instrument and flight instructor: airplane/instrument . . . and now retired to being a full-time housewife and flying for fun.

While Morris, her husband, puts his efforts into real estate and being a loan officer, their two sons are following in Mom's footsteps as both are pilots.



ELIZABETH McCRARY—Co-pilot
Los Angeles, CA

EMMA McGUIRE—Pilot
Santa Monica, CA

CLASSIC 30
Cessna 182P 230 hp

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Emma and husband, Ralph, own Fireside Markets, but Emma finds time with her commercial single/multi land, single sea, glider and instrument and flight instructor: airplane and 6,900 hours to teach for sponsor, West, Inc. Emma has taught several of their three children and thirteen grandchildren to fly — as well as flown many races . . . not forgetting Santa Monica Bay 99s.

Racing is new to Elizabeth. But with that private single/land, half the time needed to instrument rating, ability as a college instructor at L.A. Southwest College — co-pilot to pilot next year, Elizabeth?

SINCERE THANKS —

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MARY ANN HAMILTON — Pilot
Shawnee Mission, KS

JEAN WILSON — Co-pilot
Shawnee Mission, KS

CLASSIC 31
Piper PA24 260 hp

The mother of five and two grandchildren — and with almost 5,000 hours to her credit — Mary Ann has hit that coveted top position in several races. She is a member of the Greater Kansas City 99s. Husband, Gordon, is a stock broker and student pilot — hoping to duplicate Mary Ann's commercial, single/multi land, instrument and private helicopter.

Jean's occupation is hobbies and among those hobbies is flying just for fun. A mother of two, Jean has acquired 1,300 hours . . . private single/multi land, and is a member of the greater Kansas City Chapter 99s. Jean says that Mary Ann keeps mumbling something about the co-pilot's duty is to see that the tail is untied, preferably prior to taxi.



JUDY GRAHAM — Pilot
Auburn, IN

RUTH RUGGLES — Co-pilot
Fort Wayne, IN

CLASSIC 32
Piper PA28 180 hp

Sponsored by:
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Auburn, IN
SOLARCRETE CORP.
Solar Construction
Auburn, IN

Judy is a partner in the family business Graham Enterprises, along with husband-pilot Douglas, a professional consulting engineer. Judy's three children understand when Mom goes racing! She has a combined total of 800 hours, private with single/land and instrument. Let's see you listed in the top ten!

Ruth and Judy have teamed in several previous races, as well as holding offices in the Indiana Chapter 99s. Ruth is a fifth grade teacher in Meadow Brook School — all the better to figure that score. Husband, Wallace, is a pilot and teenage son, Eric will soon be following. Ruth has 460 hours, private with instrument.

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★BARBARA GOETZ
Fair Oaks, CA



MELINDA M. LYON — Co-pilot ELIZABETH C. DINAN — Pilot
Bel Air, CA Bel Air, CA

CLASSIC 33
Cessna R182 235 hp

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Barbara's 1,100 hours is made up of races and executive flying. She is the Corporate Pilot and Secretary/Treasurer for her sponsoring company . . . of which husband, Michael, is President and General Manager. As if a commercial, single engine land, instrument and flight instructor is not enough, Barbara holds an A&P mechanic license. WOW!

CLASSIC 34
Piper PA 28-140 150 hp

A member of the San Fernando Valley 99s, Elizabeth earned her private at age 17 . . . and all the way to flight instructor: airplane/instruments at A.T.E. of California, Santa Monica, with commercial, single/multi land and 2,100 hours. Her husband, Don, leaves the flying to Elizabeth.

Melinda married into a family of pilots and joined them. With 95 hours this is her first race. She is a counselor with Southern California Counseling Center in Los Angeles. She is looking forward to this beauty of the countryside, having heard much from pilot and executive husband, John.



PAM VANDER LINDEN WAYS AND MEANS

Pam was born in England but her life changed to flying, racing and real estate since moving to Fallbrook, CA, Avocado Capitol of the World.

We thank you, Pam!



DOT ETHERIDGE — Pilot
Greenville, MS



DOT WILSON — Co-pilot
Memphis, TN



SUE SIMLER — Pilot
Trafford, PA



LYNDA A. HORNICK — Co-pilot
Johnstown, PA

CLASSIC 35
Beechcraft Bonanza V-35 285 hp

No, No, Dot, you cannot fly your Pitts Special in the race! Her 5,800 hours have been acquired by flying national air races, cross-country pylon races and aerobatics. Dot is now a pilot for Fairfield Flying Service, Greenville, using her commercial, single/multi land, flight instructor: airplane/instrument and basic ground instructor. Husband, Bob is a pilot and they have one child.

If you don't do well in the race, Dot will buy your plane from you through her business in Memphis — then sell you a new and faster one. She has certificates reading commercial, single/multi land, flight instructor: airplane/instrument and basic ground instructor and has logged 3,500 hours.

CLASSIC 36
Piper PA 28-181 180 hp

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DR. JAMES R. MOORE
Johnstown, PA

Greater Pittsburgh 99s are blessed with this team as members of their chapter. Sue is a manufacturers representative of D. M. Harris, Inc., Pittsburg. This is the first cross-country race for Sue as pilot. She has a private with instrument, 300 hours and lots of enthusiasm.

Lynda acquired her private at age 17 and has built her hours to 550 including an instrument rating. She is a secretary with Hornick Auto Sales. Welcome aboard Sue and Lynda.



SINCERE THANKS —
Awards:

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SACRAMENTO CHAPTER NINETY NINES



ANNE MOLINA — Co-pilot
Sacramento, CA

★SHIRLEY WINN — Pilot
Woodland, CA

CLASSIC 37
Cessna 206 285 hp

Sponsored by:
B & A AERIAL PHOTOGRAPHY
Sacramento, CA

Sacramento Valley Chapter 99s is allowing their Chairman and Vice Chairman to make this race together. And Shirley, a "has been" psychologist, let me know why you don't win! Shirley's log book says commercial single land/sea, instrument, ground instructor: advanced/instrument and 2,250 hours. Her husband, Dean, who is a cardiovascular surgeon, and their seven children are waiting, Shirley!

After 28 years of back seat flying for husband, William, Ann acquired her commercial single land/sea and instrument in 725 hours. She was named Woman Pilot of the Year by her chapter in '77. This family consists of two children and two grandchildren.



KATHY LONG — Co-pilot
Irving, TX

HELEN WILKE — Pilot
Dallas, TX

CLASSIC 38
Beechcraft Bonanza V-35 285 hp

Sponsored by:
HUSBANDS

Racing is a part of this team's life so how can they be listed as housewives! Helen is a free balloon pilot, along with a commercial and instrument, and has logged 2,000 hours. Dr. Wilke, a pilot, and Helen have two children and she is a member of Dallas Redbird 99s.

Kathy belongs to the Dallas Redbird 99s. With 2,100 hours she holds a commercial, instrument, and instrument ground instructor — here we go again — also a free balloon pilot. Kathy and pilot/husband, L. K., have three children and three grandchildren.

A SPECIAL THANKS TO:

**All who helped in Las Vegas,
our start, enroute stops and
Destin-Fort Walton Beach, our
terminus, and you, our
contestants . . .**



Did she make it?



ALICE E. HARPER — Pilot
Monroeville, AL

JUANITA HALSTEAD — Co-pilot
Montgomery, AL

CLASSIC 39
Piper PA 32R 300 hp

Sponsored by:
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Montgomery, AL

Alice Earle and Juanita have teamed in several races and are members of Alabama Chapter 99s. She holds a commercial with instrument and 850 hours. Alice Earle is the only pilot in the family which consists of banker/husband, Robison, and three children. "Miz" Halstead do you hear Alice Earle!

Juanita carries a private, single/multi land and instrument with 2,300 hours. Sometimes Juanita has to ride right seat as husband, Foy, is a pilot and there are five children — sorta fun being a housewife if you can fly!



***WINNIE DuPEROW** — Co-pilot
Holt, MI

***SAMMY McKAY** — Pilot
Grand Blanc, MI

CLASSIC 40
Cessna 210J 285 hp

Sister Team

Sponsored by:
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Flint, MI

Housewife and grandmother says Sammy and time enough for many races with commercial and 2,250 hours. Husband, George, is an ardent race enthusiast, but Sammy takes care of all the flying. She is a member of Michigan 99s.

Winnie, is office manager/secretary for Associated Petroleum in Lansing. With commercial, instrument and 1,570 hours, she is a very active member of Michigan 99s. An ardent worker in the Small Race, held annually, she still has time to enjoy her two college sons.



Velda Mapelli (left), Rene Crow (right) and Roy Clark. Don't keep us "suspended" — who is No. 1!



SOPHIA M. PAYTON — Pilot
Clearwater, FL



HELEN DAVISON — Co-pilot
Gibsonia, PA



★MARJORIE M. FREEMAN
Chappaqua, NY

CLASSIC 41
Cessna 182Q 230 hp

2,500 hours in Sophia's log says commercial, single/land. Today she is a housewife with memories of doing well in many races. Sophia has worked in airshow aerobatics in glider, aircraft sales, and as a simulator operator for ATC in the FAA. Husband, Neal, is an airline captain for Alleghany. Sophia is a member of Suncoast Chapter 99s.

Helen, a school teacher, is well qualified for keeping score for this team. Her 700 hours was acquired with commercial, single/land and instrument. She and pilot/husband, Ellison, have two children.

CLASSIC 42
Cessna 182P 230 hp

Marjorie is a Communications Consultant with Teletek. Her 730 hours include aerobatics, private, single/land and instrument. Husband, Charles, is with IBM and leaves the flying to Marjorie. Welcome aboard Marjorie!

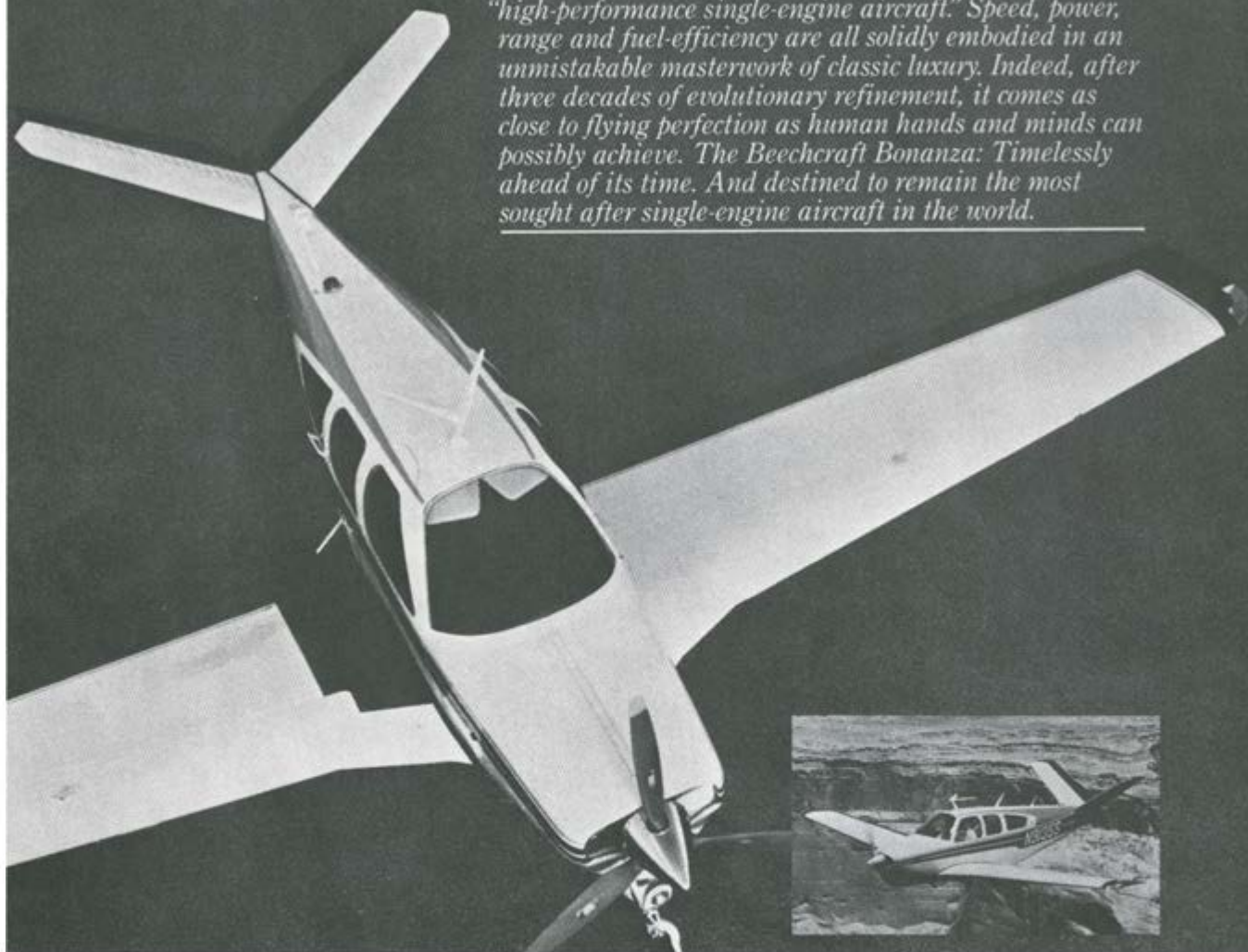
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Awards

FIRST PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$5,000.00 Cash. Perpetual Trophy donated by Toledo Area Chamber of Commerce. FLIGHT CASE donated by Jeppesen-Sanderson.

SECOND PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$3,000.00 Cash. Leather Binder donated by Jeppesen-Sanderson.

THIRD PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$2,000.00 Cash. CR-5 Computer donated by Jeppesen-Sanderson.

FOURTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$1,500.00 Cash. CR-5 Computer donated by Jeppesen-Sanderson.

BEECH AIRCRAFT AWARDS

\$1,500.00 if Contestant wins first place in a Beechcraft.

\$ 500.00 to Contestant placing second highest in the race in a Beechcraft.

\$1,000.00 to Contestant in a Beechcraft placing highest in the race if a competitive airplane wins the race.

\$ 500.00 to Contestant in a Beechcraft placing second highest in the race if a competitive airplane wins the race.

CESSNA AIRCRAFT AWARDS

\$500.00 if Contestant wins first place in a Cessna.

\$350.00 if Contestant wins second place in a Cessna.

\$250.00 if Contestant wins third place in a Cessna.

Contestants flying Cessnas not placing in the top three positions:

\$100.00 to Contestant placing highest in the race.

\$ 50.00 to next four Contestants placing next four highest.

HIGHEST SCORE BY A CREW WHOSE COMBINED TIME IS 1,000 HOURS OR LESS:

\$100.00 donated by Hughes Airwest Air Race Classic.

"THE HALF-WAY PRIZE:"

\$150.00 donated by Jeannie and Charles Schulz.

HIGHEST SCORE BY FIRST TIME RACERS:

\$100.00 donated by Hughes Airwest Air Race Classic.

TO THE TEAM SCORING HIGHEST, NOT IN THE TOP TEN, AT LEAST ONE MEMBER OF WHICH IS A 99:

\$99.00 courtesy Santa Rosa Chapter 99s.

HIGHEST SCORE IN EACH CLASS OF AIRCRAFT OF WHICH THERE ARE AT LEAST THREE IN COMPETITION:

145 — 199 hp

200 — 239 hp

240 — 284 hp

285 — 520 hp

Silver bowl donated by Hughes Airwest Air Race Classic.

TO THE TEAM SCORING HIGHEST, NEITHER MEMBER OF WHICH HAS PLACED IN THE TOP FIVE OF A MAJOR AIR RACE (CLASSIC, ANGEL DERBY OR POWDER PUFF):

A week's lodging at the Hawaiiana Hotel, Waikiki Beach, rental car and airline tickets for two, courtesy Aircraft Technical Publishers.

*Leg Prizes

Leg No.	From	To	Place	Award	Thanks to:
1.	Las Vegas	Grand Junction	1	\$200.00	Sacramento Chapter 99s
2.	Grand Junction	Casper	1	100.00	Hughes Aviation
3.	Casper	North Platte	1	100.00	Hughes Airwest Air Race Classic
4.	North Platte	Olathe	1	100.00	Hughes Aviation
5.	Olathe	Burns Flat	1	100.00	Hughes Aviation
6.	Burns Flat	Hot Springs	1	100.00	Hughes Airwest Air Race Classic
7.	Hot Springs	Gulfport-Biloxi	1	100.00	Hughes Aviation
8.	Gulfport-Biloxi	Destin-Fort Walton Beach	1	100.00	Hughes Aviation

*Crews placing in top ten not eligible for leg prizes.

FIFTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$950.00 Cash. CR-5 Computer donated by Jeppesen-Sanderson.

SIXTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$700.00 Cash.

SEVENTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$600.00 Cash.

EIGHTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$500.00 Cash.

NINTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$400.00 Cash.

TENTH PLACE

Hughes Airwest Air Race Classic Award for Pilot and Co-Pilot and \$350.00 Cash.



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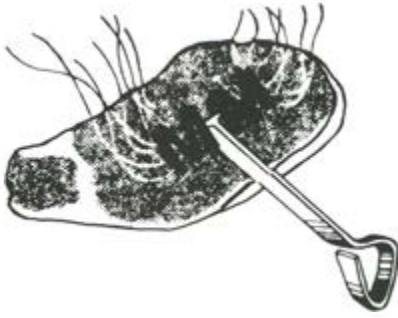
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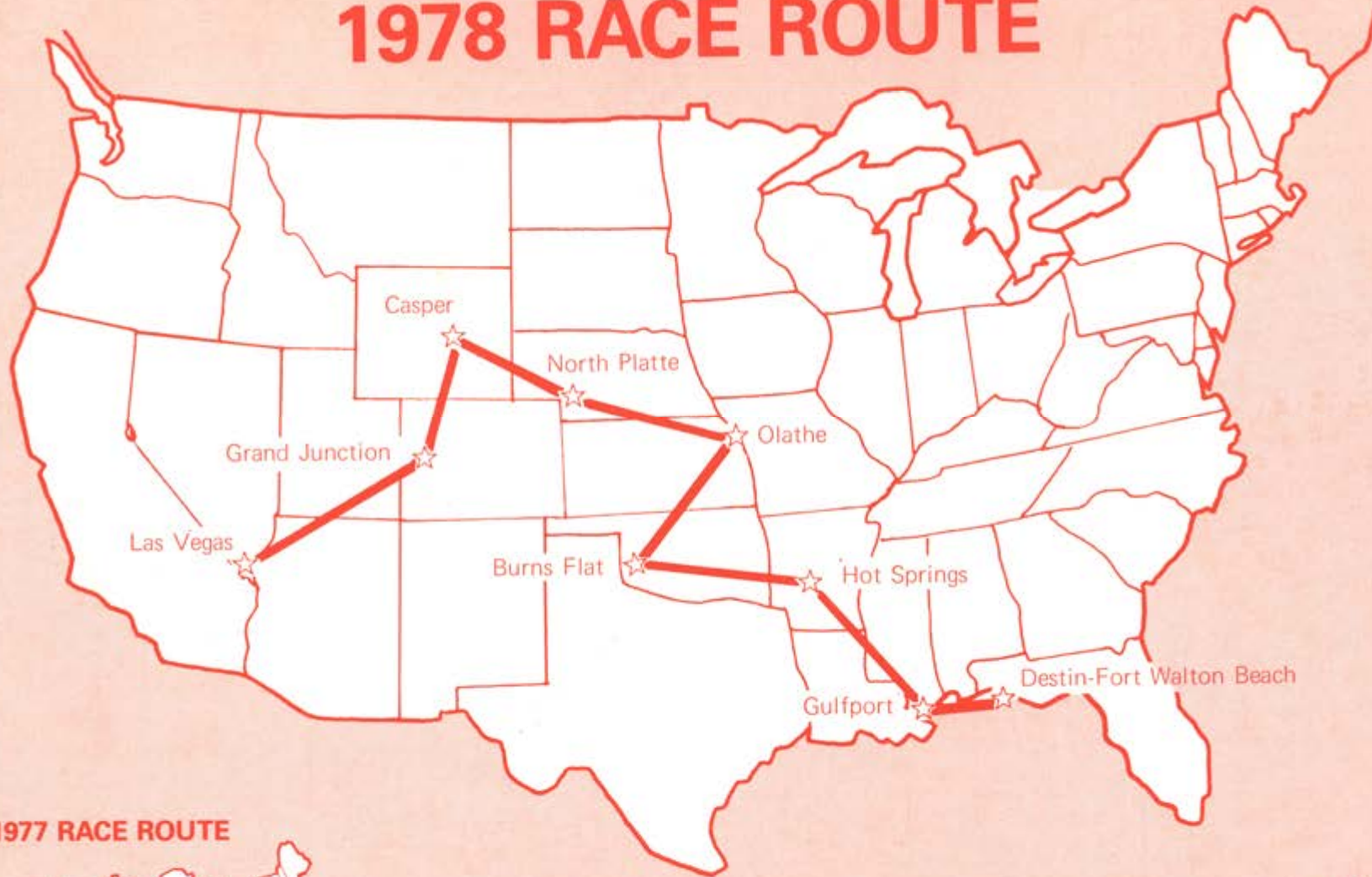
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1977 RACE ROUTE



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