



SANTA ROSA, CALIFORNIA
TO
TOLEDO, OHIO

OFFICIAL PROGRAM — \$3.50

JULY 16 — 19, 1977



Air Race Classic Ltd.

To the 1977 ARC contestants:

1976 was an auspicious year for women who enjoy the challenge of cross-country air racing. Seven aviation oriented women dedicated their efforts toward the possibility of offering a race similar to the Powder Puff Derby; a monumental task!

By October 1976, the Air Race Classic was incorporated in Colorado, the route selected and confirmed, hundreds of enthusiastic supporters offering assistance, the numerous amenities that we as racers took for granted, all co-ordinated. October membership 222; to date escalated to 312.

It is with great pleasure that I welcome you, as participants, to the first annual Air Race Classic. It is you who will make the race a success.

God speed,

Gilda King Mapelli



Air Race Classic Ltd.

2386 Palomar Airport Road
Carlsbad, California 92008

Editor Pauline Glasson
Assistant Editor Barbara Lewis
Publisher Golden Banner Press

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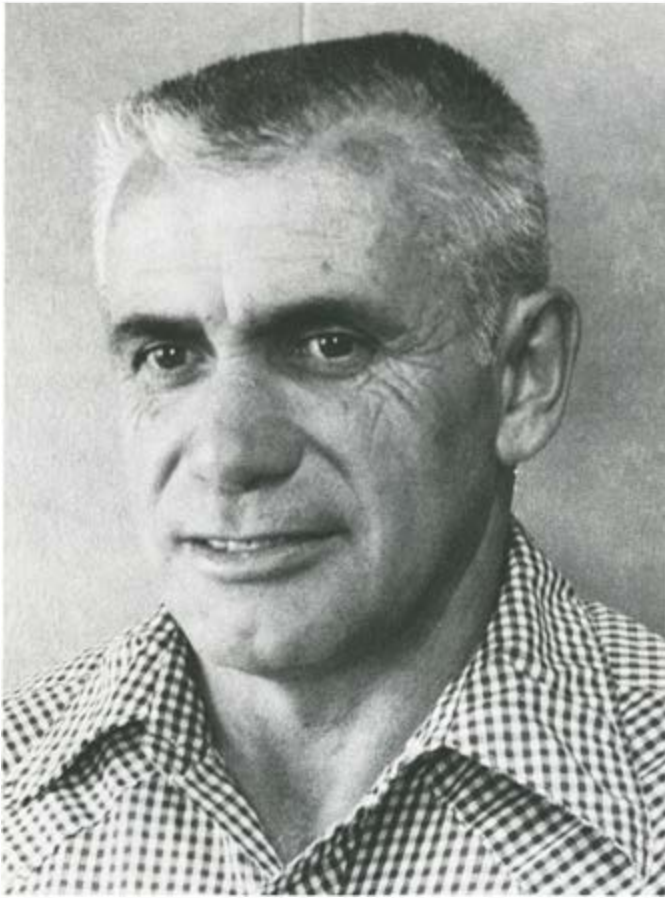
Stops

DESIGNATED AIRPORTS ON THE ROUTE

	Statute Miles
Sonoma County Airport, Santa Rosa, CA	
Jackson County Airport, Medford, OR	267.40
Boise Air Terminal, Boise, ID	346.35
Ogden Municipal Airport, Ogden, UT	271.20
Cheyenne Municipal Airport, Cheyenne, WY	373.85
Hall County Regional Airport, Grand Island, NE	338.90
Cedar Rapids Municipal Airport, Cedar Rapids, IA	349.05
Evansville Dress Regional Airport, Evansville, IN	345.80
Toledo Express Airport, Toledo, OH	313.45

TOTAL MILEAGE

2606.00



BRAD PEARSON

Official starter for the ARC, Brad has plenty of experience dropping the green flag. He's been back-up man for George Griffith (Powder Puff starter) for several years, as well as starting the Palomar Men's Race. The other half of Flight Trails, Mary's avid booster when she races, he understands the excitement of waiting for the green flag!



Pam Vander Linden

AIR RACE CLASSIC WAYS & MEANS COMMITTEE

Pam is a charter member of the Palomar Chapter. She learned to fly in 1964 and has approximately 2,000 hours in the air.

Born in England, she's been a resident of Fallbrook, CA, Avocado Capital of the World, for 30 years. She flies a Bellanca Viking 300.

Her two sons, Ian and Allan, and daughter, Jeannie, all fly. She's flown in eight Powder Puff Derbys — twice with her daughter Jeannie, and three times with this year's co-pilot, Ruth Dilg.

Her son-in-law, Charles Schulz, drew number one for Pam and Ruth in this year's Air Race Classic and they will take off with Snoopy in the back seat.

Air Race Classic Directors



VELDA MAPELLI
President



MARY PEARSON
Vice-President



HELEN MCGEE
Treasurer



HARRIETT BOOTH
Secretary



MARION JAYNE
Director



ESTHER WRIGHT
Director



PAULINE GLASSON
Director

SANTA ROSA

The Santa Rosa Ninety-Nines welcome you to Santa Rosa, Calif., the start of the first annual Air Race Classic. Headquarters for takeoff events will be the Sheraton Tropicana.



As so many visitors have said . . . and you will probably agree . . . "It must be a wonderful community in which to live!" Located in the heart of the Redwood Empire, Santa Rosa is one of the most beautiful cities north of San Francisco.

As county seat and the largest city in Sonoma County, Santa Rosa is called "The City Designed for Living." Golf courses, numerous swimming facilities, tennis, theatres, public parks, one of the West's largest shopping centers, and nearby recreational facilities serve residents and tourists alike.



Santa Rosa Ninety-Nines include, from top row, left to right, Marguerite Nelson, Judy Simmons, Lynn Cary, Gail Lee Bartlett, Sheri Knight, Jan Kennedy, Maggie Bock, Lillyann Leland, Bea Ramu, Cledith Bruner, Claudia Ansaldo, Melva Dunn, Barbara Johnson, Barbara Benson, Cheryl Miller, Dana May Neuman, Holly Broaddus, Diane Cory, Jan Baggett, C-Chairman Marilyn Jack, Joan Robbins, Chairman, Joy Reinemer, Helen Bamber, Ann Tunney, Karla Jensen, Carol Valette, Jean Schulz, Healeah Reilich, Mary Bayley, Sandy Petersen.

Sonoma County Airport officials:

Airport Director: Bob Dunn

Assistant Airport Director: Bob Becker

Tower Chief: Sam Fabella

WX and Flight Planning: Harry Jenkins and Keith Shippey

Safety Briefing: Oscar Feaster, Oakland GADO Office, and Don Fagan, Western Skyways, Inc., Portland, Troutdale Airport, Troutdale, Oregon

Timers



Dorothy McAllister, Chief Judge/Timer at the start, holds a Private license with Instrument. With over 900 hours, she has flown four Powder Puff Derbies, many small races, and has been a Timer for the Palms to Pines race.



Shirley Dare, Judge/Timer at the start, is a Commercial pilot with instrument rating with 550 hours. Shirley has been Chief Timer at the Merced stop of the Palms to Pines race for many years.



Jean Murray, Judge/Timer at the start, holds a Private license with 300 hours. Jean has served as timer for the Palms to Pines race since its inception.

Events

Impound opens —	July 12, 1977 0900 PDT
Impound closes —	July 13, 1977 1600 PDT
Takeoff banquet — (mandatory for racers)	July 14, 1977 1900 PDT
Sheraton Tropicana Briefing (mandatory) —	July 14, 1977 0900 PDT
Takeoff breakfast (mandatory) —	July 16, 1977 0600 PDT
Takeoff —	July 16, 1977 0900 PDT
Finish —	July 19, 1977 1700 EDT
Awards banquet —	July 21, 1977 evening

MEDFORD

"Medford still loves aviators. We're looking forward to your stop."

(First stop)



IN SEPTEMBER, 1926, MEDFORD CELEBRATED THE 50TH ANNIVERSARY OF THE FIRST AIRMAIL FLIGHT.

In many ways, Oregon's sixth largest city resembles metropolitan areas of much larger size. The Greater Medford Area, in the heart of Rogue River Valley, is the retail and professional service center of eight counties in southern Oregon and northern California. The orchard and wood products industries employ about half of the area's workers. The population of Medford is just under 35,100 . . . large enough to make your visit easy and enjoyable, and just small enough to make you feel right at home.

The climate is mild with the average temperature of 52 degrees, just under four inches of snow, and less than twenty one inches of rain. Warm in the summer, cold for Christmas, the changing colors in the forest land all around the valley prevents the question of what season it is in Medford.

Annually, the Oregon Shakespeare Festival and Stage II present fine dramatic productions in the valley. Each summer, the area is alive with the sounds of the Peter Britt Music and Arts Festival and the concerts under the stars in beautiful Bear Creek Park.

The term "outdoor playground" may be a bit overused by now, but what else can you call an area that boasts two major rivers, more than thirty natural and man-made lakes, the rugged Cascade Mountains, and literally dozens of rivers and streams.

Jackson County Airport officials:

Airport Director: Ron E. Fields
Tower Chief: Lee Flink
WX: Joe Lawrence



MARIAN CARTER
Stop Chairman
Willamette Valley Chapter 99s



LOUISE WICKS
Timer
Willamette Valley Chapter 99s



BONNIE BRADFORD
Timer
Willamette Valley Chapter 99s

BOISE

Second stop on the flight is Boise, Idaho.



Boise, gateway to Idaho, is the largest metropolitan community in the state and is also the capital city of Idaho. The discovery of gold magically brought the Boise area to life in 1862. Gold is still mined in the rugged mountains around Boise, where more of the rich metal was taken than in all of Alaska.

More than 100,000 people call Boise home. The quality of life is enriched by 1500 acres of public parks. Julia Davis park presents the opportunity for boating, tennis, Idaho historical Museum, zoo, or the Boise Gallery of Art.

In addition to golf, boating, fishing, back packing, prospecting, and fishing, Boise is famous for its fine skiing. At the top of a gleaming white mountain, just minutes from down town Boise, lies Bogus Basin.

Few sights compare to the splendor of Boise's Union Pacific Depot. Enriched by gardens of rare beauty, this monument to railroading offers a fantastic, panoramic view of the Boise Valley. Facing the depot from the north end of Capitol Boulevard is the Idaho Capitol Building. Built of sandstone quarried in the foothills, the Statehouse matches Idaho's majestic mountains in pure magnificence.

Boise Air Terminal officials:

Airport Director: Don A. Duvall

Tower Chief: C. R. Hall

FSS: Dale Realph

GADO: Jim Prendergast

BETH COOK
Timer
(Not Pictured)



KARLA ROBERTS
Stop Chairman



GENE NORA JESSEN
Coordinator



DELPHINE ALDECOA
Timer



ESTHER DUVALL
Timer

OGDEN

Ogden Municipal Airport in Utah will be the third stop of the Air Race Classic.

Ogden, like many communities in the West, owes its origin to the fur trapper. The lucrative trade in beaver pelts attracted fur companies into the area, beginning with such well known men as Etienne Provost and Jim Bridger in the early 1800s. As a legacy to the period, the area was named after Peter Skene Ogden, who first visited the valley in 1826 as a brigade leader for the Hudson Bay Company. He explored all over the Pacific Northwest and is given credit for the discovery of much of the territory.

With the decline of the trapping industry and departure of the trappers, a new era of exploration and settlement parties began led by the "Great Pathfinder", John C. Fremont in 1843. Publication of his scientific examinations and maps encouraged men all along the frontier and the Mormons, who had suffered extreme hardships in the Midwest, to settle in the West. Growth has continued since Brigham Young brought the first party into the valley in 1847.

Ogden became a center for aviation and defense during World War II with the construction of Hill Air Force Base, Defense Depot Ogden, the Ogden Arsenal and the Naval Supply Depot. Today such aircraft, missile, and space oriented industries as Boeing, Thiokol, Hercules, Williams Research and TRW operate facilities in the area. General aviation has enjoyed a similar growth with the expansion of business and industry — that growth resulting in such excellent facilities as the Ogden Municipal Airport.



Ogden Municipal Airport officials:
 Airport Director: William J. Gibson
 Tower Chief: William J. Crunk
 FSS: Don Woodward, Chief
 David Kohn
 GADO: George Batchelder

Ninety Nines



DONNA PENNINGER



JULIE PFILES



ALBERTA NICHOLSON



Utah Ninety-Nines include, front row, Vivian Yardley, Timer, Julie Jacobson, Sidney Sandau, Carol Clarke, Sheryl Stocking. Back row, Carol Rayburn, Janet Knowles, Ruth Kendrick, Stop Chairman, Mary Lou Klein, Lila Fielden, Barbara Whitaker, Maureen Simpson. Not pictured is Barbara Hepner, Timer.

CHEYENNE

The fourth stop on the flight is historical Cheyenne, Wyoming.



Cheyenne, elevation of one nautical mile, is the capitol of Big Wyoming. Legendary in novel and song, the city is the stage where the history of the west was enacted.

Cheyenne, with a population estimated at 58,000 offers you the nation's purest air and sunshine 320 days a year. Ideally located as a hub for Rocky Mountain area transportation, the city has developed as an important center of the West's vast empire of cattle and sheep ranches.

Cheyenne prides itself with its many parks covering over 1,400 acres and 18 per cent of the total city area. Recreational activities and facilities include baseball and softball diamonds, water sport facilities, golf, fishing, swimming, tennis, square dancing, and stock car racing. Antelope, deer and elk provide sport for the big game hunter, while pheasants and cottontails attract the upland game bird and small game hunters.

Cheyenne is the home of Cheyenne Frontier Days, "The Daddy of 'em All", held every year since 1896 during the last full week of July. Known as the world's Number One Rodeo, the event features rodeo competition, parades, Indian dancing, chuck wagon racing, top name entertainment, and free pancake breakfasts. In August, Cheyenne hosts the Western Plains Fair.

TIMERS

Cheyenne Municipal Airport officials:

Airport Director: V. M. Nelson

Tower Chief: Don Rizer

WX: Robert Beebe



RAY CRAFT

BOB WALLACE

BOB HAHN



Cheyenne women pilots helping with the race will be Jan Thomas, Helen Williams, Barbara Davis, Coordinator, Nina Hahn, Stop Chairman, Darlene Wallace, Shirley Everett, and Linda Snyder.

GRAND ISLAND

The fifth stop for Air Race Classic contestants will be Grand Island in central Nebraska.



Grand Island, Neb., is a community of nearly 37,000. Located in central Nebraska, it serves a primary trade area with a population of over 125,500 and covers 10 counties.

The Grand Island Airpark, more recently named the Hall County Regional Airport, is located about two miles northeast of the city. There are three fixed base operations—American Aero, Inc. (the Grumman American dealer), Aviation Center, Inc. (the Piper dealer) and Schuppan Aviation, (the Cessna dealer.)

The community itself attracts thousands each spring to join in the fun of one of the finest horse racing facilities in the state, Fonner Park. We also have the largest shopping center between Lincoln, Nebraska and Denver, Colo., a distance of nearly 500 miles.

Being located in the central plains we also have a lot of hunting and fishing areas. An abundance of lakes and rivers offer fishing and excellent duck and goose hunting. Pheasant is the chief game bird in the cornland area.

Cultural arts in this plains community are not ignored. Edgar Durrell-Stone, designer of the Kennedy Center, also designed a beautiful museum, Stuhr Museum of the Prairie Pioneer. This museum displays pieces relevant to the early settlement of this area. Among these is the home of Henry Fonda, who was born in the community.

Hall County Regional Airport officials:

Airport Director: Roger N. Burdick
Tower Chief: Larry A. Hill
FSS: Miles Homelvig
WX: Don Davis



**JACQUE BREEDEN
STOP CHAIRMAN**



**POD BOSSELMAN
TIMER**



**LYNN CHURCH
TIMER**

CEDAR RAPIDS

Women pilots of Iowa welcome Air Race Classic contestants to Cedar Rapids, Iowa, the sixth stop enroute to the race finish.



Rooted in the fertile land and nestled in the rolling hills of eastern Iowa, Cedar Rapids covers fifty one square miles with a population of 109,700. Clean and new, this metro area is relatively free of dirt, noise, and crime.

This city offers a variety of styles and settings for worship as all faiths are welcomed. It is the home of the oldest symphony orchestra west of the Mississippi, has two modern and efficient hospitals to provide medical care, many elementary, junior and senior high schools and boasting three excellent colleges.

Each year more than \$227 million worth of primary manufactured goods, livestock, or processed agricultural products are exported from the Cedar Rapids area — giving the city the largest export per capita of any inland city in the United States.

There are places for public swimming, golfing, tennis, boating, scenic drives, ice rinks, playgrounds and a new Senior Citizens Center. Plenty of shopping centers where quality, variety, service, and accessibility are the key words.

An easy place to live . . . an easy place to work. A place where there's time to enjoy all four seasons of the year. So much time it is like having a fifth season . . . time to enjoy the other four.



Cedar Rapids Municipal Airport officials:

Airport Director: Roy W. Jamesen
Tower Chief: Dale E. Lehmann
FSS: Don Gabel

STOP CHAIRMAN:
Pam Reynolds

COORDINATOR:
Phyllis Barber

TIMERS:
Mary Lou Wright
and Sonja Miller

Iowa women pilots who will be helping when the Air Race Classic stops in Cedar Rapids will be Mary Lou Wright, Webster; Ann Clay, Newton; Gerri Walker, Cedar Falls; Emma Praskunas, Cedar Rapids; Pam Reynolds, Marion and Sue Kowalski, Cedar Rapids.

EVANSVILLE

The seventh and final stop enroute to the finish of the Air Race Classic is Evansville, Indiana, a city of less than 140,000.



Evansville, friendly atmosphere of a small city with metropolitan advantages of a large city, is located on a bend of the Ohio River. The people offer a blend of northern productivity and southern hospitality and the weather is mild with variations of four seasons.

Evansville's economy is basically industrial. The city is centered in rich coal and oil fields and is in the heart of the great Midwest agricultural area.

Conventions and tourism are important to the economy. As an attraction to visitors is the Museum of Arts and Sciences in beautiful Sunset Park. Also the Philharmonic Orchestra, the Broadway Theater League, and the Musicians Club sponsors hit plays and musicals and famous guest artists.

Parks are scattered throughout the city. There are excellent facilities for indoor, outdoor, and water sports. As an educational center, Evansville is the home of the University of Evansville, Indiana State University, Indiana Vocational Technical College, and other business colleges. As the medical center for a large tri-state area, there are three major general hospitals, state hospital, and broad range of health services and facilities.

Evansville Dress Regional Airport officials:

Airport Director: James B. Stapleton
Tower Chief: Burtis C. Endsley
WX: Roland Loffredo

Timers



CARLEVER LAWDER



MILLIE LIMBAUGH

EVELYN BRAESE (Not pictured)

STOP CHAIRMAN:
Elaine Morrison

STOP CO-CHAIRMAN:
Jane Weatherall

TOLEDO

The Toledo Area Chamber of Commerce considers it a pleasure to have the Air Race Classic terminate in Toledo. Your race contestants will find Toledo a friendly city with varied sights and services available to visitors.



Toledo borders on the western shore of Lake Erie with the Maumee River, the largest tributary feeding into the Great Lakes, flowing through the city's core. These excellent waterways give a scenic quality enjoyed by visitors and residents throughout the summer months.

Your contestants will terminate the race at Toledo Express Airport, a newly remodeled facility just minutes from our expressway system. Through use of the expressway system your group will rarely be more than 20 minutes away from any part of the city.

And . . . for your contestants' free time, the Toledo area offers a wide variety of entertainment. Whether it is a trip to one of our unique shopping malls, a night on the town at one of our fine quality restaurants or just an afternoon viewing the world-renowned collections of glass and paintings at the Toledo Museum of Art . . . every taste can be satisfied.

We feel the friendly attitude of Toledoans combined with the special features of our community will make your race finale an enjoyable experience for both contestants and guests.

Toledo Express Airport officials:

Airport Director: Don Fletcher
Tower Chief: Richard V. Ketterman
WX: Milton Schmitz

Judges



PAT COLLIER
Chief Judge

MARGE GORMAN
JEAN BONAR

Scorers



ELSIE WAHRER

GAIL LA POOK
MARY KRAUTKRAMER
GAIL WENK

Timers

EDYTHE MAXIM
Lake Erie Chapter 99s

LEAH HIGGINS
Michigan Chapter 99s

NANCY HECKSEL
Greater Detroit Area
Chapter 99s

Toledo Ninety-Nines: Bottom row from left — Fran Durbin, Youth Support, Dorothy Amon, Social Events/Banquet, Beverley Hirzel, Co-Chairman & Publicity. Top row from left — Elizabeth Sluhan, Honorary Chairman, Karen Richards, Registration & Accommodations, Jean Wolcott, Impound & Inspections, Marion Blossom, Chairman, lone Shelton, Operations. Not pictured are Rose Mary Mintz (Lake Erie Chapter 99s), Hospitality, Zonta Club, Hospitality, and Sandy Gardner, Transportation (thanks to Champion Spark Plugs).



MARY SAWYER
"Program Sales"

Events

Headquarters: Holiday Inn, Perrysburg, Ohio

Race finish (Toledo Express Airport) —	July 19, 1977 1900 EDT
Tour of Toledo Museum —	July 19, 1977 afternoon
Cocktail party —	July 19, 1977 1900 EDT
(Home of Dale Craig, Airport Travel Agency)	
Luncheon-Style Show (optional)	July 20, 1977
Boat trip up scenic Maumee River and dinner at Maumee River Yacht Club (optional)	July 20, 1977 evening
Cocktails/Awards banquet —	July 21, 1977 evening
(Holiday Inn)	
Takeoff breakfast —	July 22, 1977 0700 to 0900 EDT
(Holiday Inn)	



RUTH DILG — Co-pilot
Capistrano Beach, CA

PAM VANDER LINDEN — Pilot
Fallbrook, CA

CLASSIC 1

Bellanca Viking 17-31A 300 hp

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Fallbrook, CA*

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Pam is broker-owner of the sponsoring firm. She holds commercial-instrument with 1889 hrs. Has flown eight AWTARS and many smaller races and is a member of Palomar 99s (awarded Pilot of the Year 1970-71), National Real Estate Fliers, Baja Bush Pilots, Aviation Committee of C of C and Board of Directors of Fallbrook Airpark. Her husband, Victor, and three children are pilots; her family includes eight grandchildren and one great-grandchild. Pam is our committee of "one" Ways & Means for Air Race Classic.

Ruth carries private-instrument with 458 hours. She is a computer specialist with U.S. Marine Corps Air Station, El Toro, CA. Ruth has flown some small races as well as three AWTARS as co-pilot with Pam. Her husband, Marvin, is also a pilot.



JEAN ROSE — Pilot
Palos Verdes, CA



JANICE FREE — Co-pilot
Vista, CA

CLASSIC 2

Cherokee PA28 (180) 180 hp

Jean has flown the Powder Puff Derby nineteen times, taking first place in 1950. She has flown many small races and in 1975 took first place in the Palms to Pines race. Under the watchful eye of Los Angeles International, Jean has been chief pilot of Rose Aviation, Hawthorne, CA for years. A former WASP, Jean has acquired over 18,500 hours with airline transport, single/multi engine land, flight instructor, airplane/instrument . . . all that and the ground ratings, too.

Janice was co-pilot to Jean in 1975 to help win the Palms to Pines race, and has flown many small races and the AWTAR three times. The mother of two young boys, Janice enjoys slow-pitch baseball, hunting, water/snow skiing. Great competitors.

**Best Wishes
AIR RACE CLASSIC**

NEEL AIR CONDITIONING & HEATING COMPANY

521 Smith Avenue, Thomasville, Ga. 31792



PAT JETTON — Pilot
Carrollton, TX

ELINOR JOHNSON — Co-pilot
Dallas, TX

CLASSIC 3
Beechcraft 35-C33A 285 hp

Airport Flying School, Addison Airport, Addison, TX, is kept firmly under control by Pat, owner. She has logged 3200 hours with commercial, single/multi land and instrument. Pat's two children are her most ardent listeners to her tribulations of her races.

Elinor's family, husband Rowland (pilot and chemist), four children and four grandchildren, support Elinor all the way in her love for racing. With 1500 hours commercial and instrument, Elinor and Pat make a well-working team.



CHERYL SHAW — Co-pilot
Aledo, TX

SUSIE EVANS — Pilot
Slaton, TX

CLASSIC 4
Piper Comanche PA24 400 hp

*Sponsored by: H. Robert Hall
Manager, Slaton Flying Service, and
interested spectator.*

Slaton Flying Service, Slaton, TX, V.A. and FAA approved flight school. Pawnee fledgling and helicopter agriculture training. Beach, Piper and Hughes dealers.

Susie was instructed by husband, Robert Earl, after they were married in 1972 and since has acquired 1100 hours commercial instructor, aircraft and helicopter, instrument instructor aircraft, single/multi engine land and single engine sea. Wonder when Susie has time to be a bookkeeper.

All Lubbock area was proud last year when Cheryl and Susie flew the AWTAR. Cheryl is a flight instructor with Western Hills Aviation, Weatherford, TX, having acquired 500 hours with an instrument rating.



DANA CORPORATION

TOLEDO, OHIO 43697



SAMMY McKay — Pilot
Grand Blanc, MI

WINNIE DU PEROW — Co-pilot
Holt, MI

CLASSIC 5

Cessna 210J 285 hp
Sister Team

Sponsored by: "Dear Ole Dad"
Superior Pontiac-Cadillac
Flint, MI

Sammy with 2100 hours, commercial and an always shining blue Cessna 210 makes every race possible; in fact, 45 to date and has experienced the excitement of winning. Sammy and husband, George, (dear ole dad) have one son, but Mom is the only pilot in the family.

Winnie is an ardent member of Michigan 99s while building hours for her commercial and instrument Winnie has flown five TARS and many smaller races. She is employed with Associated Petroleum, Lansing, MI. She is justifiably proud of her two sons.

A combined total of 3600 hours makes this Sammy-Winnie sister team a great one.



ESTHER WRIGHT — Pilot
Thomasville, GA

JUDY HALL — Co-Pilot
Macon, GA

CLASSIC 6

Cessna 182 230 hp

A southern lady from a southern town, Esther is a mother of two, a grandmother of two and is co-owner and innkeeper for Holiday Inn in Thomasville, GA. She has logged over 3500 hours and acquired a commercial, single engine land, flight instructor, airplane/instrument. She has flown in nine AWTARS and was winner of the 1975 Angel Derby.

Judy hails from Macon, GA, where she is employed as a church secretary. She is the national chairman for air marking in the Ninety Nine Organization. Judy has 600 hours with commercial and instrument. Judy and Jerry, also a pilot, are the parents of one child.

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IS FOUND IN THE RECORD...

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MARION JAYNE — Pilot
Palatine, IL

NANCY JAYNE — Co-Pilot
Palatine, IL

CLASSIC 7

Piper PA 39 320 hp
Mother-Daughter Team

Marion has done well in her racing career, having won Angel Derby three times and placed high in most of eight TARS as well as many smaller races. In thirteen years of flying Marion has logged 2700 hours, acquired airline transport, single/multi engine land, instrument rating and flight instructor airplane. Of her four children Marion has taught Nancy and Patricia to fly and then trained them as co-pilots. Good idea!

Nancy is employed as sales representative with Wang Laboratories in Chicago. She has acquired 85 hours and co-piloted three TARS. She was co-pilot when the team won Angel Derby in 1973.



ALI SHARP
Grants Pass, OR

CLASSIC 8

Cardinal 177B 180 hp

*Sponsored by: W. A. Sharp Industrial Lanterns,
Grants Pass, OR*

In seven years Ali has flown two AWTARS, two Angel Derbys and six Palms to Pines, racking up 1100 hours with an instrument rating attached to her commercial — all with the blessing of her husband, Fritz, a pilot. Their manufacturing company, where Ali considers herself a flunky/boss helper, is sponsoring Ali. There are four children and four grandchildren. Ali says she loves the challenge of racing and fun of meeting new friends, renewing acquaintances. She constantly aims toward being a better pilot and racing is good training.

Wishing you CAVU weather and tail winds all the way. Best wishes for a most successful race.

BETTY H. GILLIES

Betty H. Gillies

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SUE HOUSTON, MANAGER



JOYCE WELLS
Larkspur, CA

CLASSIC 9
Cessna 182P 230 hp

Joyce has flown five AWTAR, five Palms to Pines and two PAR races. She began flying in 1968 and has now logged over 1100 hours with commercial and instrument. Joyce and her husband Hal, also a pilot, own a Cessna 210, which they use to fly medical supplies for mercy flights. Joyce is a school nurse, a member of Bay Cities 99s, and the California Nurses Association.



GINNY WEGENER — Pilot
Santa Rosa, CA

LYNN CARY — Co-Pilot
Santa Rosa, CA

CLASSIC 10
Cessna 180 230 hp

Ginny and her three children enjoy water skiing, music and of course flying. She is chief pilot and manager for Nation Air Service, Santa Rosa. In 9500 hours, Ginny has acquired an airline transport, single/multi land, flight instructor, airplane/instruments and of course all those ground ratings. Ginny has received many awards in flying and we know we have competition when Ginny is racing.

Lynn is a flight instructor at Nation Air Service and what a team she and Ginny make. Lynn holds a commercial rating with 650 hours and instrument rating, flight instructor airplane as well as the book learning of all ground instructor ratings. She has won the Amelia Earhart Scholarship. She and her four children enjoy skiing and swimming.

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GONE FLYING



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

CLASSIC 11

Beechcraft A36 285 hp

Norma has been flying ten years making second in Angel Derby in 1976 and has flown and done well in several small races and the AWTAR. She is secretary for Los Angeles 99s. Accomplishments in aviation are: commercial, airplane and glider, single land/sea, multi land, instrument and basic ground instructor with 2000 hours. Husband Charles, is a retired supermarket operator, and he and Norma have two children.

Wonder how Virginia manages to fly seven Angel Derbys, six AWTARS, five Palms to Pines, six PARS, Kochina Doll, Shirts and Skirts, Riverside Air Race, Henry Ohye Race, be chairman for the Los Angeles chapter of the 99s two years, acquire 1500 hours, commercial, single/multi land, single sea, instrument, basic ground rating, be mother of two children, self employed in property management and part-owner and secretary-treasurer of Stained Glass Spectrum.

Wow! What a team.



MARGARET RINGENBERG — Pilot Grabill, IN



PAT WILSON — Co-Pilot Bedminster, NJ

CLASSIC 12

Piper Lance 300 hp

Margaret has done well in 19 AWTARS, won Ill-Nines two years, the small race once and also the Indiana. With 20,000 hours, commercial, single/multi land, flight instructor and airplane/instruments, she exerts all of this experience as instructor/pilot at MAC Aviation, Baer Field, Fort Wayne, Morris, husband, and two children are Margaret's greatest encouragement.

Pat, with 600 hours and commercial, land and sea, four AWTARS, Angel Derby, small and AWNEAR races, is employed as art gallery director at Merriewold West, Fan Hills, NJ. We thank Pat for many years service to AWTAR. Pat's husband, Fred, is a pilot and a government contract administrator.

We are sincerely grateful . . .

Contributions to General Fund:

Redwood Empire Ice Arena,
Santa Rosa, California
The Mother Lode Press,
Sonora, Calif.
Eugene M. Mapelli,
Greeley, Colorado
Rough Country, Inc.,
San Diego, California
Colorado Chapter of Ninety Nines
Fresno Chapter of Ninety Nines
Kansas Chapter of Ninety Nines
Willamette Chapter of Ninety Nines
H. Glenn Buffington

Once you have been infected with the racing bug, it is nearly impossible to pass up an opportunity to join those special friends and/or competitors who have the same disease.

The thrill of Air Racing will never die, and pilots will always seek it as a method of increasing their proficiency.

I look forward to flying in the Air Race Classic, and wish it long years of success.

Marian Banks



PAULINE GLASSON — Pilot
Corpus Christi, TX



AUDREY MILLER — Co-pilot
Corpus Christi, TX



LUANA MAHAN DAVIS — Pilot
Woodland Hills, CA

CLASSIC 13
Cessna 172M 150 hp

Pauline says, "Being as I've painted 13 on my plane twice before, is this the lucky one or am I being told something?" Pauline is pilot for husband, Claude, an aerial photographer. In 25,600 hours, she has taught many to fly and has flown 23 AWTARS and several Angel Derbys. She holds commercial, single/multi land, single sea, private glider, instructor airplane/instruments and the three ground ratings.

Audrey is a registered nurse and with great determination acquired her private and 72 hours just in time to enter this race. Really "did I make it", says Audrey.

CLASSIC 14
Beechcraft Bonanza V35B 285 hp

Sponsored by: Dobbs Houses, Inc.
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Airline catering, airline terminal and restaurant chains

Luana has made her airline captain father proud with the commercial single/multi land, instrument and 900 hours she has acquired since he introduced her to flying at the age of eleven. Luana is self employed in business investments and her husband, Eldon, is an architect.

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EMMA MCGUIRE — Pilot
Santa Monica, CA

PEGGY SCHOOLFIELD — Co-pilot
Los Angeles, CA

CLASSIC 15

Cessna 182P 230 hp

*Sponsored by: Fireside Market (Food)
and "Wings West Aviation"
Santa Monica, Ca.*

Emma and husband, Ralph (who is not a pilot), own Fireside Market where she "keeps books" then flits over to Wings West Aviation to teach flying. Now instructing a daughter, granddaughter and son, she has acquired 7100 hours with commercial, single engine land and sea, multi land, instrument, flight instructor and commercial glider. To Emma happiness is flying which is why she has flown many races including fifteen AWTARS.

Shall we say Peggy is a new pilot with 158 hours. She is employed as an accountant with A & W International of Santa Monica. Welcome to a new adventure, Peggy.



NANETTE GAYLORD — Pilot
Denver, CO

PATRICIA UDALL — Co-pilot
Tonalea, AZ

CLASSIC 16

Cessna 177RG 200 hp

Nanette now owns aviation ground schools (teaches two day accelerated ground school classes in all major cities throughout the United States), after having been general manager for Ross School of Aviation for two years. Along with all those ground ratings, Nanette has acquired 1500 hours with her commercial, single and multi engine land, instrument flight instructor and was pilot in AWTAR in '76.

Patricia (Pat) has been flying 25 years making the AWTAR twice, has six children and has duties of a ranger with UPS in Tonalea. Her log book says 1500 hours prior to the Angel Derby this year when she and Nanette had practice as pilot and co-pilot.

It was with interest that I read the objectives of the Air Race Classic Ltd. in the May issue of the "99" news. It sounds great.

The article brought back pleasant memories of the First Women's Air Race from Santa Monica, California to Cleveland, Ohio in 1929. The thrill of anticipation at the thought of flying in the race, the feeling of pride when I landed in Cleveland.

The intervening years have brought many changes. The aircraft have been modernized; Instruments refined; Navigational aids expanded; Pilot training perfected; weather reports covering the entire U.S.A. and good airports at almost every city and town.

But what has not changed is the sheer joy of flying. The spirit of friendly competition, a desire to prove your ability — yet there is a tie between contestants — the friends you make are lasting.

Women flyer's ability and reliability has long been a proven fact but somehow the public still stands in awe of lady pilots and they are still an inspiration to both men and women — young and old. Air races are just as thrilling today as they were 48 years ago. Flying is ageless.

Toldeo, Ohio is to be congratulated for having been chosen for the classic terminus — but why not? Ohio has always been an aviation leader. From the Wright Brothers who startled the world with their flying machine, then came many famous Ohio flyers . . . such as John Glenn, the first American to orbit the earth; Ohio's Neal Armstrong, the first man to dock a spacecraft (Gemini 8) on the moon and became the first man to walk on the moon. Many great aerobatic pilots are from Ohio holding world records that can never be broken. The national air races in Cleveland, Ohio with the experimental aircraft, many of their innovations were incorporated in military aircraft that has kept our country safe in war and peace.

Congratulations to Toldeo and the Air Race Classic, Ltd.

Editor's Note: What Blanche doesn't tell us is that she was Ohio's first lady certificated pilot in 1929 and was also one of the first ten women transport pilots in the world and one of the first autogyro pilots.

Sincerely yours,

Blanche Noyes



WANDA CUMMINGS — Pilot
San Diego, CA



MARIAN BANKS — Co-pilot
San Diego, CA

CLASSIC 17
Piper PA24 260 hp

Wanda is a free lance writer and executive secretary. She is a 99s member and at present with AWTAR Inc. readying the Commemorative Flight Official Program and assisting with the route survey. She has acquired 1200 hours with an instrument rating and flown three AWTARS and one Angel Derby.

Marian wanted to be an instructor but not from "scratch," so she acquired her instrument instructor rating in her 2900 hours, her airline transport and single and multi engine land. Marian flew and did well in seventeen AWTARS having won the great event in 1972. She is now serving as chairman of the AWTAR Commercial Flight with seventeen years experience on the Board. We thank you Wanda and Marian!

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Best of Luck to all of the competitors.
from the staff and management of the:



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BARBARA GOETZ — Pilot
Fair Oaks, CA



SHIRLEY WINN — Co-pilot
Woodland, CA



PAT FRIEDMAN — Pilot
Highland Park, IL

PAT GATLIN — Co-pilot
Griffith, IN

CLASSIC 18

Piper PA 24 260 hp

*Sponsored by: A. Goetz & Son, Inc.
Sacramento, CA.*

*Heavy Construction Equipment
Dealer: Massey Ferguson*

Clark-Austin Western—Motor Grader, Division

Barbara is employed as secretary-treasurer by the sponsoring firm and with 1000 hours holds a commercial with flight instructor and instrument ratings. She has flown four AWTARS and flies Search & Rescue for the Civil Air Patrol and is chairman of that "Huge" Sacramento Valley Chapter of 99s. Her husband, Michael, is also a pilot.

Shirley is a commercial pilot with single engine land/sea with instrument and those three ground ratings. Member of Sacramento 99s and a "has been" physiolist. She and husband, Dean, Cardio Thoracic Surgeon, have seven children.

CLASSIC 19

Beechcraft Bonanza A36 285 hp

*Sponsored by: Everco Industries, Inc.
Bob Friedman, the "Ever" sponsor
Manufacturer, Lincolnwood, IL*

Pat has a commercial, single and multi engine land, single engine sea with an instrument rating and glider. Pat's husband, Robert, is a pilot and they have three children. Pat has flown three AWTARS. She is interested in antique aircraft and aerobatics and has logged 1000 hours.

Pat ferries aircraft and is a contract pilot for Air Exchange, Wheeling, Ill. Pat and husband, John, have one daughter. John is also a pilot. Pat has a commercial, single and multi engine land and instrument rating with 2300 hours.

These two are a team in the Angel Derby this year.

**GOOD LUCK
TO
PAT FRIEDMAN
AND
PAT GATLIN**



**EVERCO
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Lincolnwood, Illinois 60646



CAROL CLARKE — Pilot
Salt Lake City, UT



DONNA PENNINGER — Co-pilot
Salt Lake City, UT

CLASSIC 20

Cessna 182P 230 hp

*Sponsored by: Mountain West Aviation,
Provo Municipal Airport, Provo, UT
Cessna dealer, charter and instruction
Town and Country, Ogden, UT
Town and Country Snack Vans*

Carol volunteers teaching aviation classes at elementary schools. She is the mother of three children, chairman of Utah Chapter of 99s with a patient physician-pilot husband. Three years of flying has given Carol a commercial instrument, 650 hours and all ground ratings.

Donna teaches mathematics at Bryant Junior High School in Salt Lake City, and hopes to attach an instrument rating and 250 hours to her private by race time.



MARJORIE FREEMAN — Pilot
Chappaqua, NY

CLASSIC 21

Cessna 182P 230 hp

After soloing in 1958, Marjorie gave up flying for fourteen years. With her interests renewed she now has a private, 650 hours, and an instrument rating. A mother of two sons and one daughter, she is employed as an art glass dealer, and her husband, Charles, works for IBM. Marjorie is a correspondent for "Flight Line Times" and her other interests lie in traveling, swimming and antiques.

A Special Thanks To . . .

**All Who Helped In Santa Rosa, Our Start,
Enroute Stops and Toledo, Our Terminus,
and Most of All, YOU, Our Contestants**



BROOKS RICHARDS — Pilot
Louisville, KY



KAY BLEVINS — Co-pilot
MT. Arlington, NJ

CLASSIC 22

Cessna 172M 150 hp

*Sponsored by: Bluegrass Flying Angels, Inc.
Mt. Arlington, NJ
Concerned with women in aviation
and Promoting women in racing activities*

*Also: Wm F. Lucas (retired)
Indian Hills Trail
Louisville, KY*

Brooks has an airline transport, single/multi land, flight instructor airplane/instrument with 5200 hours. She is a charter pilot and flight instructor for Kentucky flying service, Bowman Field, Louisville, KY. She was honored in 1973 by being named Flight Instructor of the year in Kentucky and has flown one AWTAR and one Angel Derby.

Kay, too, has flown one AWTAR and one Angel Derby. She has acquired a commercial license with 450 hours. A family of pilots, Kay and her husband, Paul, have two children. Kay was a major for eighteen years in the Civil Air Patrol and is currently employed as a secretary for Avionic Products Engineering Corporation in De-ville, NJ.



BUNNY WHITE, Co-pilot
Saluda, SC

CAROLYN PILAAR — Pilot
Greenville, SC

CLASSIC 23

Cessna 182P 230 hp

Carolyn is a free lance flight instructor with 5700 hours, commercial aircraft, helicopter and glider, single/multi engine land, instrument flight instructor, all ground instructors. Carolyn has flown two AWTARS and placed second in the U.S. Precision Flight Team Regional in 1976.

Bunny is a fifth grade school teacher at King Academy. Bunny's husband, Pierce, a lawyer, and she have three children. She has a private aircraft and helicopter license with 500 hours all for fun, starting early in life as both her mother and father were flight instructors for the Navy during World War II.

This brings fondest hope for an overwhelming success of this the first running of the Air Race Classic. May its continuance through the years ahead add to the heritage which began with the First National Women's Air Derby, flown in August 1929.

There is no substitute for competitive flying: added skills are developed; self confidence increased; enduring friendships made.

To the management team; heartiest congratulations.

To the contestants; happy flying, always within the bounds of good sportsmanship and safety.

Louise Thaden

High Point, N.C.
May 30, 1977



BERNI STEVENSON — Pilot
North Hollywood, CA



BARBARA J. FEY — Pilot
Littleton, CO

CLASSIC 24
Mooney M20F 200 hp

CLASSIC 25
Cessna 182M 230 hp

Berni has, in her 4000 hours, obtained an airline transport, single/multi land, single sea and commercial glider. She is president of North Hollywood Industries Real Estate Management. Berni and husband, Jim, are ardent pylon racers and have two children and four grandchildren. Berni is a member of Los Angeles 99s, has flown four AWTARS and was the winner of the Angel Derby in 1973.

With an unusual start to her flying, Barbara's first solo was in 1945. Twenty years later, in 1965 she soloed again and this time went on to accomplish over 2500 hours with instrument rating and single engine land as well as sea. The mother of two children, Barbara is an interior designer and owns her own shop, Interior Two, in her home town.

A Big Thank You To

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creator of Peanuts,

who drew the names for take-off positions



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Jack Jones, Manager



HELEN M. McGEE — Pilot
Sonora, CA

CLASSIC 27

Piper Comanche PA24 260B 260 hp

Sponsored by: Union Democrat Corp.
Sonora, CA

Newspaper Publishing and Printing

Pilot husband, Harvey, urged Helen to enter AWTAR early in her flying career and having placed second, third, fourth twice and sixth in eight tries as well as right up there in the Angel Derby several times and many smaller races — Helen became hooked on cross-country racing. With five children and six grandchildren scattered around the country, Helen uses her instrument rating for both business and pleasure. She is a member of San Joaquin Valley 99s and is an accountant.



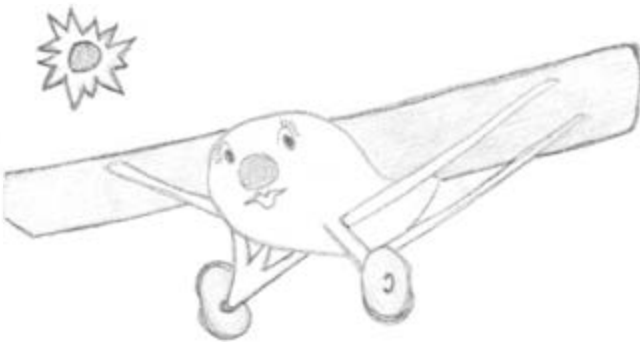
EMMA MCGUIRE
Pilot

PEGGY SCHOOLFIELD
Co-pilot

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STEPHANIE MAPELLI — Pilot
Indianapolis, IN



VELDA MAPELLI — Co-pilot
Greeley, CO

CLASSIC 28

Piper PA24 260B 260 hp
Mother-Daughter Team

*Sponsored by: Eugene M. Mapelli,
Corporation Executive
Monfort of Colorado, Greeley, Colo.
Interested supporter of wife and
daughter in their personal endeavors*

Now who is boss! Stephanie with 350 hours and instrument learned to fly so she could race with her mom. Practically all of her hours are cross-country and racing. Stephanie is assistant manager of Cork and Cleaver Restaurant in Indianapolis and has one daughter.

Velda and husband, Gene, learned to fly in 1972 fulfilling a mutual life-long dream. Velda has flown every available race and quite well. A housewife with commercial and instrument and 1800 hours, she flies business trips for Monfort of Colorado, is a member of Colorado 99s and devotes hours and hours to being chairman of our Air Race Classic. We thank you, Velda.

A "first" is a very great thing. . .
What is the magic about racing? Think about the Powder Puff Derby — the high excitement of the contest — the wonderful pilots — the strong friendships developed. . . The Air Race Classic will be even more of the same, and perhaps, based upon our deep desire to excel at our favorite sport, it will be around from now on. . . There will always be women who love competition, and flight is the biggest adventure of all. The Air Race Classic — another "first" — will continue to provide the magic of good flying and everything it means to us — this year — and the next — and the next. . . You have only lost the race when you have tuned out the pure "fun of it"!

Mardo Crane

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1977 Air Race Classic, Ltd. Handicaps

MAKE/MODEL	HP	MPH	MAKE/MODEL	HP	MPH
AERO COMMANDER			Skyhawk II 172 (74-76)	150	120
200 D	285	187	*Skyhawk 172 (68-72)	150	117
			Skyhawk 172	145	115
BEECHCRAFT			(*Eligible only with: Propeller Model No.1C 160/CTM 7553 Part No.C 161001-0305)		
Travel Air	360	185	GRUMMAN AMERICAN		
Bonanza P-35	260	181	Tiger AA5B	180	144
Bonanza S	285	186	Cheetah AA5A	150	135
Bonanza V-35 A & B	285	185	Traveler AA5A (75)	150	129
Bonanza C-33A, E, & F	285	183	Traveler AA5 (72-74)	150	122
Bonanza E-33C	285	183			
Bonanza G-33	225	179	MAULE		
Bonanza 36, A-36	285	183	M-4 210C	210	137
Bonanza B-C 33	225	169	M-4 220C	220	139
Bonanza F-E 33	225	169	M-5 235C	235	145
Sierra A,B-24-R	200	143			
Super III Musketeer A-23-24	200	132	MOONEY (also Aerostar)		
Sundowner C-23	180	125	Ranger (Aero 200) M20C	180	152
Musketeer A-23	165	122	Statesman M20G	180	150
Musketeer Sport A-23-19, B-19	150	116	Chapparral (Aero 201) M20E	200	164
Musketeer 23	160	119	Executive (Aero 220) M20F	200	160
			Master M20D	180	126
BELLANCA			NAVION		
Bellanca 14-19 A-C	260	169	Navion G	260	163
(without nosewheel doors)			Navion H	285	177
Super-Viking 17-31	290	173	Navion H (75-76)	285	183
(Lycoming Only)					
Super-Viking 17-31	300	174	PIPER		
(Lycoming Only)			*Super Cub PA-18	150	109
Decathlon 8KCAB	150	123	Cherokee 140 PA-28-140	150	122
Citabria 7KCAB	150	123	Cherokee 150 PA-28-150	150	122
Citabria 7GCBC	150	122	Cherokee 160 PA-28-160	160	124
Citabria 7GCAA	150	122	Cherokee 180 PA-28-180	180	132
(Citabria's must be 40 gal. capacity)			Cherokee 235 PA-28-235 (Fixed)	235	146
(Bellanca Air Corp. Only)			Cherokee 235 PA-28-235	235	147
			(Constant Speed)		
CESSNA			Warrior PA-28-151	150	120
Cessna 310 F-L	520	205	Archer PA-28-181	180	132
Skymaster 336	420	157	Arrow PA-28-180R	180	150
Skymaster 337 A-F	420	176	Arrow PA-28-200R	200	153
Skymaster 337 G	420	183	Arrow II PA-28-200R	200	154
Centurion 210 (69-70)	285	183	Comanche PA-24-180	180	147
Centurion 210 (67-68)	285	181	Comanche PA-24-250	250	172
Centurion 210 (66)	285	176	Comanche PA-24-260 & B	260	178
Centurion 210 (64-65)	285	177	Comanche PA-24-260C	260	179
Cessna 210	260	174	Comanche PA-24-400	400	200
Super Skylane P-206	285	154	Cherokee '6' PA-32-260	260	146
Super Skywagon U-206	285	154	Cherokee '6' PA-32-300	300	153
Cessna 205	260	147	Lance PA-32-300R	300	175
Skywagon 185, A-E	260	150	Aztec PA-23-250	500	193
Skylane II 182-P (75-76)	230	147	Twin Comanche PA-30, B & CR	320	186
Skylane 182-P (72-74)	230	145	Twin Comanche PA-30C	320	183
Skylane 182 F-N	230	145	Twin Comanche PA-39	320	185
Cessna 180 (75-76)	230	147	Seneca PA-34	400	177
Cessna 180 (63-74)	230	146	(*Fuel quantity may be doubtful for this model.)		
Cardinal RG 177 (74-76)	200	156	ROCKWELL COMMANDER		
Cardinal RG 177 (72-73)	200	153	Commander 112 (72-73)	200	146
Cardinal RG 177 (71)	200	152	Commander 112A	200	148
Cardinal II 177B (75-76)	180	135			
(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	122			
Skylark 175	175	126			

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

Awards

FIRST PLACE

Air Race Classic Trophy for Pilot and Co-Pilot and \$3000.00 Cash. Perpetual Trophy donated by Toledo Area Chamber of Commerce. FLIGHT CASE donated by Jeppesen-Sanderson.

Second Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$1500.00 Cash. Leather Binder donated by Jeppesen-Sanderson.

Third Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$1000.00 Cash. CR-5 Computer donated by Jeppesen-Sanderson.

Fourth Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$550.00 Cash. CR-5 Computer donated by Jeppesen-Sanderson.

Fifth Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$500.00 Cash. CR-5 Computer donated by Jeppesen-Sanderson.

Sixth Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$450.00 Cash.

Seventh Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$425.00 Cash.

Eighth Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$400.00 Cash.

Ninth Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$375.00 Cash.

Tenth Place

Air Race Classic Trophy for Pilot and Co-Pilot and \$350.00 Cash.

CESSNA AIRCRAFT AWARDS

\$500.00 if Contestant wins 1st place in a Cessna

\$350.00 if a Contestant wins 2nd place in a Cessna

\$250.00 if a Contestant wins 3rd place in a Cessna

Contestants flying CESSNAS not placing in top 3 positions: \$100 to contestant placing highest in the race. \$50 to the next four contestants placing next four highest.

ROCKWELL AIRCRAFT AWARDS

\$250.00 if Contestant wins 1st place in a Rockwell

\$100.00 if Contestant flying the Rockwell placing highest if a competitive aircraft wins the race.

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240—284 hp.

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Silver Bowl donated by Aircraft Technical Publishers.

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Leg No.	From	To	Place	Award	Thanks to:
1.	Santa Rosa	Medford	1	50.00	Greater Medford Visitors/Convention Bureau
2.	Medford	Boise	1	50.00	Idaho Chapter Ninety Nines
3.	Boise	Ogden	1	100.00	Idaho Chapter Ninety Nines
4.	Ogden	Cheyenne	1	50.00	Interwest Aviation, Inc.
			2	25.00	Utah Skyways Greenfield Aviation FBO's Ogden Municipal Airport
5.	Cheyenne	Grand Island	1	75.00	Exec-Air, Inc.
			2	25.00	Exec-Air, Inc. Grand Island, Nebraska
6.	Cheyenne	Cedar Rapids	1	50.00	Cheyenne Airways Cheyenne, Wyoming
7.	Cedar Rapids	Evansville	1	50.00	Sky Trails, Inc. Palomar Airport Carlsbad, California
8.	Evansville	Toledo	1	100.00	Toledo #1 Realty, Inc. Richard M. Lein (Member of C of C)

The
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"Brickaero"
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June 3, 1977

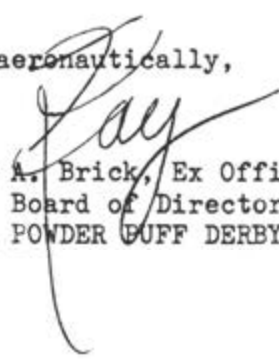
Pauline Glasson, Editor
Air Race Classic Program
Rt.#2 Box 894
Corpus Christi, TX 78410

Dear Pauline:

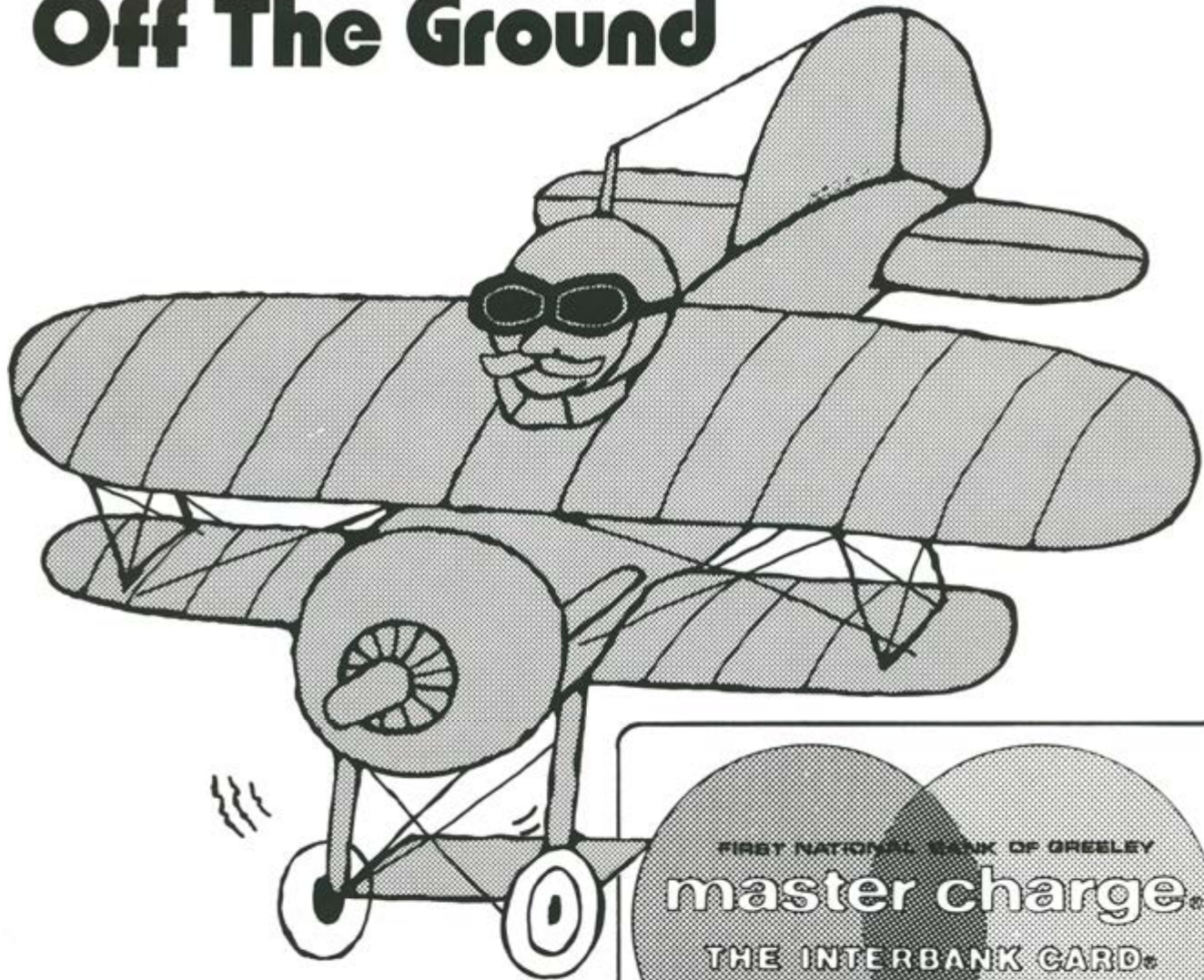
While the 30th Commemorative Flight of the POWDER PUFF DERBY marks the end of an era, Your Air Race Classic is picking up the challenge in conducting its first transcontinental speed race. Thus the world's top women pilots will continue to have a vehicle for sharpening their skills and proving their competence.

I know that all of us who have directed the POWDER PUFF DERBY over the years wish the Air Race Classic a GREAT BEGINNING and many years of SAFE and SUCCESSFUL competition.

Sincaeronautically,


Kay A. Brick, Ex Officio/Adviser
Board of Directors
POWDER PUFF DERBY

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To the Air Race Classic Board of Directors

Who have devoted untold hours and personal financial support to make the Air Race Classic a reality — profound gratitude.

Velda King Mapelli



I thought it was time for bed.



We did it!



It's four o'clock in the . . .

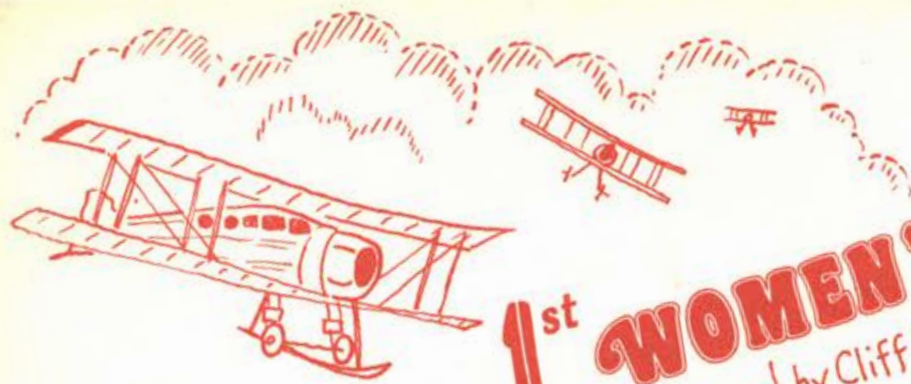


Now, Pauline, we can't do it that way.



Well, I don't know about that!





1st WOMEN'S AIR DERBY

Organized by Cliff Henderson, Director of Air Races

1929

SANTA MONICA to CLEVELAND WON BY:

1st - Louise Thaden, 2nd Gladys O'Donnell
3rd Amelia Earhart, 4th Blanche Noyes

IN **1947** CAME THE **TRANSCONTINENTAL AIR RACE - AWTAR**
(ALL-WOMAN TRANSCONTINENTAL AIR RACE)
"POWDER PUFF DERBY" WITH MARDO CRANE, CHAIRMAN
Palm Springs, California to Tampa, Florida

IN **1952** BETTY GILLIES BECAME CHAIRMAN UNTIL 1961.



IN **1961** KAY BRICK TOOK OVER UNTIL 1975 WHEN MARIAN BANKS
(1975 & 1976) BECAME CHAIRMAN.



IN **1977** WE NOW HAVE THE **AIR RACE CLASSIC**
WITH CHAIRMAN VELDA MAPELLI. Many
people throughout the country are
responsible for the success of women's
air races and we are grateful to have the
AIR RACE CLASSIC



RACE ROUTE



JULY 16 — 19, 1977

2,606.00 STATUTE MILES