

OFFICIAL
PROGRAM

- 80TH ANNIVERSARY OF WOMEN'S AIR RACING -

Air Race CLASSIC

JUNE 23-26 2009



- CENTENNIAL AIRPORT, CO TO ATLANTIC, IA -



ART: JOE JONES

10 YEARS OF ALL-WOMEN TRANSCONTINENTAL AIR RACING

arc

Air Race Classic

June 23 - 26, 2009

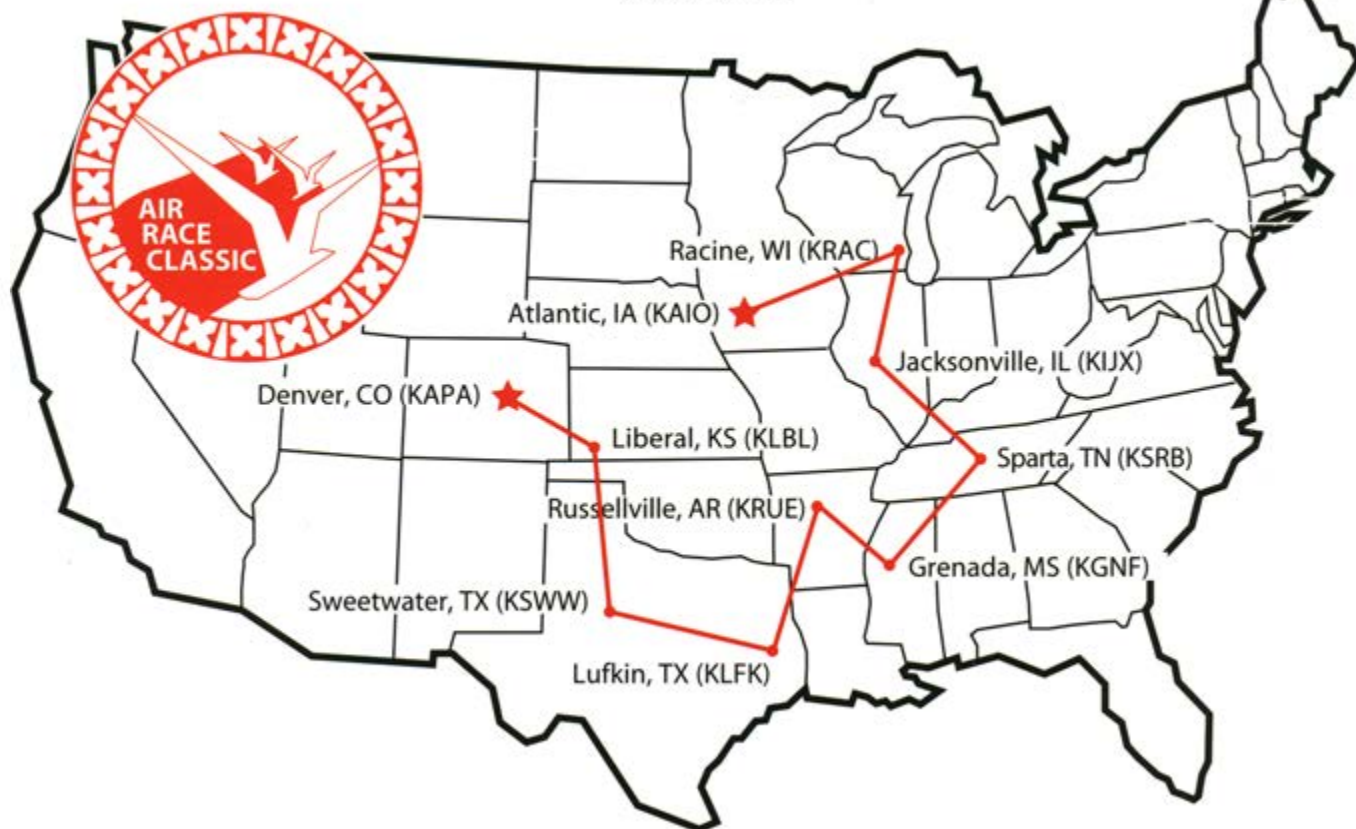


Start: Denver, CO
Making Stops in:
Liberal, KS
Sweetwater, TX
Lufkin, TX
Russellville, AR
Grenada, MS
Sparta, TN
Jacksonville, IL
Racine, WI
Terminus: Atlantic, IA
2359 nm

Become a part of women's aviation history, fly in the Air Race Classic.

The only all-women, VFR cross country race. Visit www.airraceclassic.org for more details.

2009 Route



Come out to meet the Racers along the route. Follow their race on www.airraceclassic.org
Questions and answers will be posted daily for future pilots and other fans to learn more about the race.

Air Race Classic, Inc.

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We regret any errors, all of which are unintended.*

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Look at that! ... Wings on the bottom!

Air Race Classic - 1998

**Special thanks to
all the 2009 Air Race Classic racers
and volunteers who helped at:**

Denver, CO

Liberal, KS

Sweetwater, TX

Lufkin, TX

Russellville, AR

Grenada, MS

Sparta, TN

Jacksonville, IL

Racine, WI

Atlantic, IA



Air Race Classic, Inc. Board of Directors



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2008 - 2010



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Past President (2002 - 2005)



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2008 - 2010



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Kathy Walton



Joyce Wells



Theresa White



Dustin Wilcox



Janet Yoder

Judges



Janet Seiwert Bell



Mary Build



Janet Yoder

Chief Timers



Marvin Guthrie
Chief Timer



Jim Landfried
Past Chief Timer

The Air Race Classic welcomes Marvin Guthrie as the 2009 Chief Timer.

The Air Race Classic thanks and salutes Jim Landfried for more than twenty years of Air Race Classic service! In his role as Chief Timer, Jim logged the starts of hundreds of women pilots as their teams departed on the race course each year. With his precision clocks marking each team's time, he would track the racers' progress as they made their way across the country. Right after the last team took off from the start, Jim would fly his Cessna to the Terminus, arriving in time to clock the final flybys and greet racers with a smile. His expertise and dedication have been invaluable to the Air Race Classic. Thank you, Jim, for all you have done as Chief Timer and for your continued support as the Air Race Classic moves forward.

Past Presidents and Honorary Directors

The Air Race Classic is indebted to the service of these women. See additional Past Presidents on page 6.



Velda King Mapelli
1977 - 1984



Pat Jetton
1985 - 1987



Ester Lowry Safford
1988 - 1990
Director Emerita



Barbara Lewis
1991 - 1993



Pauline Glasson
1994 - 1996
Director Emerita



Genie Rae O'Kelly
1997 - 1999



Valdeen Wooton
2006 - 2007



Norma Futterman
Honorary Director

THANK YOU!

2009 AIR RACE CLASSIC SPONSORS

FLYBY:	The Islands of the Bahamas
CLEAR SKIES:	Experimental Aircraft Association (EAA)
TAKEOFF:	Bubba Girl
PILOTS:	Fort Myers Crowne Plaza High Mountain Aviation Holland Farms Jeppesen Kate Macario
COPILOTS:	AWAM (Association for Women in Aviation Maintenance) Bluebird Aviation Kathy Walton Ninety-Nines Museum of Women Pilots Spruce Creek Fly-In Realty
PASSENGERS:	Tomlinson Avionics Vernon Conly Air Service

Sponsors by Air Race Classic Levels

**Learn how you can be an Air Race Classic Sponsor at
www.airraceclassic.org/sponsors**

2009 General Information

Airplane Inspections open at Start	Friday	June 19	0900 MDT
Start Registration & Hospitality Room open	Friday	June 19	0900 MDT
Arrival Deadline	Saturday	June 20	1100 MDT
Airplane N# and/or color change Deadline	Saturday	June 20	1100 MDT
Welcome Reception	Saturday	June 20	1730 MDT
Start Registration closes	Sunday	June 21	1000 MDT
Airplane Inspection closes – Fri. or Sat. preferred; Sunday only on request.	Sunday	June 21	1200 MDT
All Contestants Briefing <u>MANDATORY</u>	Sunday	June 21	1300 MDT
Take-Off Banquet <u>MANDATORY</u>	Sunday	June 21	1830 MDT
Racer Flyby Briefing <u>MANDATORY</u>	Monday	June 22	0800 MDT
Safety Seminar & Outlook Weather Briefing <u>MANDATORY</u>	Monday	June 22	1000 MDT
First-Time ARC Racers' Clinic <u>MANDATORY</u>	Monday	June 22	1300 MDT
Take-Off Breakfast	Tuesday	June 23	0600 MDT
All Contestants' Final Briefing <u>MANDATORY</u>	Tuesday	June 23	0630 MDT
Start Take-Off	Tuesday	June 23	0800 MDT
Finish Deadline	Friday	June 26	1700 CDT
Meltdown Hangar Party	Friday	June 26	1800 CDT
First-Time Racers' Debriefing	Saturday	June 27	0800 CDT
Score Sheet Signing <u>MANDATORY</u>	Saturday	June 27	0900-1500 CDT
Airplane Inspections at Terminus on selected airplanes	Saturday	June 27	0900 CDT
Racers dine with local hosts	Saturday	June 27	1830 CDT
All Contestants Breakfast & Debriefing <u>MANDATORY</u>	Sunday	June 28	0800 CDT
ARC Awards Banquet <u>MANDATORY</u>	Sunday	June 28	1900 CDT
Departure at your leisure	Monday	June 29	

Denver, CO

Sue Osborne, Stop Chair

Robert Olislagers, Executive Director, Centennial Airport

This year's 80th anniversary of women's air racing certainly couldn't start in a more appropriate city than Denver. When women's air racing began in 1929, Colorado was home to the largest aircraft manufacturer in the world—the Alexander Aircraft Company, which started in Denver. That's right—Denver!

J. Don Alexander and his younger brother, S. Don, started the enterprise as the Alexander Film Company, specializing in film advertising. When J. Don decided to equip his growing sales force with airplanes—to attract attention and to expedite distribution of his advertising films—he found no company able to supply the 40 or 50 airplanes he needed.

Starting in 1924, the Alexanders built about 100 aircraft in the Denver suburb of Englewood before an explosion destroyed their factory in 1928. They moved to Colorado Springs where, with the manufacturing capacity of eight airplanes a day, they built approximately 1,000 more aircraft. During its heyday from 1926 to 1931, Alexander Aircraft was the world's most prolific aircraft manufacturer.

The Alexander Eaglerock biplane, billed as "America's Most Popular Light Commercial Airplane," soon became a favorite among barnstormers, who landed them in fields across rural America in the 1920s and '30s. Brave souls willing to take the risk of flight spent 50 cents to a dollar for a ten-minute ride. Eaglerocks were also used for airmail, aerial photography, crop dusting and air racing. Charles A. Lindbergh ordered an Eaglerock for his historic trans-Atlantic flight in 1927, but the order was never filled because of Alexander's tremendous backlog.

One of Alexander's monoplane designs, the Eaglerock Bullet, stood out as the most unique entry in the first Women's Air Derby in 1929. One of only eleven built, the Bullet was the only low mono-wing among the 20 entries, the only one with retractable gear and the only racer with an enclosed cabin—built to hold four people and the family dog. Its pilot, Edith Foltz, had received her pilot license just the year before, becoming the first licensed aviatrix in South Dakota. She wore her famous Foltzup outfit, which converted from jodhpurs—tight-fitting trousers with a snug cuff at the ankle, commonly worn by horseback riders—to a skirt. Edith finished second in the light engine division against the finest military aircraft of the day. That same year, Alexander's 23-year-old chief engineer, Al Mooney, decided to venture off to Wichita to start the Mooney Aircraft Corporation.

The Alexanders suffered financial problems in the early 1930s and liquidated. Most of their assets were acquired by Aircraft Mechanics Incorporated, which is now a division of Goodrich that manufactures aircraft ejection seats.

Today, Denver showcases two of the 24 Alexander aircraft estimated to be flying, on display or in the process of being restored. The oldest known surviving Alexander Eaglerock, a 1926 Long Wing, is featured at Denver's Wings Over the Rockies Air and Space Museum, while another biplane is on display in Concourse B of the Denver International Airport.

Denver's aviation legacy continues today with the presence of aerospace superstars Lockheed-Martin, Boeing and Ball Aerospace, as well as Buckley Air Force Base. Another company well known to every pilot is aviation giant Jeppesen, founded in Denver 75 years ago. With its international headquarters adjacent to Centennial Airport, Jeppesen has helped aviation professionals worldwide reach their destinations safely and successfully. Today, it offers an ever-expanding array of innovative information to rail, sea and air operators.

The Colorado Chapter of The Ninety-Nines is proud to have Centennial Airport as host for the Start of the 2009 Air Race Classic and Jeppesen as the sponsor for the cover artwork for the program.



Alexander Eaglerock biplane at Denver International Airport's Concourse B

Photo by Willy Logan, November 2005



Sue Osborne
Start Chairman



Start Committee: (back row) Sue Osborne, Anita Hessin, Mari Murayama, Jan McKenzie, Sue Hughes (front row) Lynette Warren, Linda Horn, Margaret Rothermel, Margot Plummer. Not shown: Chris Bentley, Vanita Gallo, Jan Lonsdale, Stephanie Wells



Our host, Robert Olislagers, Executive Director, Centennial Airport

THANK YOU TO ALL OUR SPONSORS!!

Centennial Airport



Jeppesen



Data Network Group



Powder Puff Pilot



Cirrus Aircraft



Colorado Pilots Association



Beegles Aircraft



Spirit of Flight Center



Sylvia Harper

Chris Bentley

Jan McKenzie

LeGrande Accents

Vanita & Frank Gallo

Gail Steger Mock

Cover artwork by Joe Jones and Airmail Greetings; Sponsored by Jeppesen

Liberal, KS

Paul Miller, Stop Chair

Liberal, Kan., is known as the Pancake Hub of the Universe – and, being Dorothy's hometown, is an "Oz- Some" place to live and visit. Liberal is a growing community of 20,000 people.

Two miles west is Liberal Mid-America Regional Airport, owned by the city and serving Liberal and Seward County. The field was built in 1942 by the Army Air Corps for B-24 bomber flight training. It has two concrete runways: 17/35, 7,105 ft. x 100 ft., and 4/22, 5,721 ft. x 150 ft. There is a VOR, LBL 112.3, on the field.

At the airport is the Mid-America Air Museum, established in 1986 in a Beech Aircraft building owned by the city of Liberal. The museum has 108 aircraft on display, including an Aero Commander L-26 that was the smallest ever Air Force One. It was used by President Dwight D. Eisenhower from 1956-1960 for flights between the White House and his farm in Pennsylvania.

Food, drinks and transportation for the racers will be provided by the museum, which is at the south end of the field. You are welcome to taxi to the museum or stay at one of our fine motels, if needed. You will be surprised at the friendliness of Liberal's air community.

We offer full service, clean restrooms – everything a great FBO has to offer. Come and enjoy the Liberal experience!



Just one of the many aircraft on display in the museum



Sweetwater, TX

Karen Tucker and Lana Kraeszig, Stop Chairs

John Howard, Airport Manager

Welcome to Avenger Field, Sweetwater, Texas. Karen and Lana are Granbury, Texas, 99s and fans of the Women Airforce Service Pilots who trained at Avenger Field in 1943 and 1944. You will be landing at this historic field and welcomed by a hospitality crew from the nearby National WASP WWII Museum.

Airport Manager John Howard will also be on hand to welcome you.

Avenger Field has two asphalt runways: 4/22, 5,659 ft. x 75 ft., and 17/35, 5,840 ft. by 100 ft. There is an NDB, SWW (275), on the field.

Sweetwater, 3 miles to the east, is known as the Wind Energy Capital and is the home of the World's Largest Rattlesnake Round-Up. It is also home to Texas State Technical College, West Texas, and a growing community of more than 11,000.



*Karen Tucker and Lana
Kraeszig, Stop Chairs*

*John Howard, Airport Manager,
and a future pilot*



Lufkin, TX

Marianna Duncan, Stop Chair

Located in the beautiful Texas Forest Country, Lufkin is filled with surprises for all ages. With a population quickly approaching 40,000 people, it's surprising how Lufkin remains peaceful and quaint while serving as a regional hub for retail shopping, medical facilities, industry, government and much more.

It's also a surprise to find a city complete with superior bass fishing, top-notch golfing, state-of-the-art museums, an outstanding zoo, quality hotels and restaurants, a charming downtown with retail and antiques shops, and the friendliest people on Earth.

Notable attractions include three 18-hole golf courses, including Crown Colony Country Club, rated one of the top 10 golf courses in Texas for more than 20 years; Lake Sam Rayburn, the largest reservoir completely in the state, with fishing and boating opportunities of all kinds; the Texas Forestry Museum and The Museum of East Texas; Ellen Trout Park & Zoo, with a miniature train ride around the lake and through beautiful pine trees, and the Davy Crockett and Angelina national forests, with boating, fishing, and camping.

The Angelina County Airport, located 7 miles southwest of the city, has two asphalt runways: 7/25, 5,398 ft x 100 ft., and 15/33, 4,309 ft. x 100 ft. With seven approaches, it is a popular spot for training and recreational flying. The airport grill is consistently voted one of the most popular burger spots in the area, drawing lots of \$100-hamburger visitors.

For all these reasons, and more, you'll love Lufkin!



The sign says it all



If you have time to stop in Lufkin, this great crew can top off your tanks with some good food



Russellville, AR

Ralph McCormick, Stop Chair

Bobby Day, Airport Director



The Russellville airport has connected the Arkansas River Valley region to the world since 1960. Before that time, Russellville's aviation activity centered on the airport owned by the local college, now Arkansas Technical University, which was located where the university's coliseum now stands. The airport belongs to, is located in and has strong support from the city of Russellville, Arkansas

In the intervening 49 years, Russellville's airport has grown from its original 50 ft. x 3150 ft. gas-lit runway and one 1,700-square-foot building, serving as a combined FBO, maintenance shop and hangar, to become a facility with a 75 ft. x 5100 ft. runway with a full parallel taxiway with a new 4,000-square-foot terminal building serving as a home base for around 60 aircraft. Russellville is also a frequent destination for corporate and military aircraft.

Our location, halfway between Little Rock and Fort Smith, gives visitors convenient access to excellent state parks, camping, fishing and hunting opportunities, as well as a significant concentration of industry.



Grenada, MS

C. Wayne Roberts, Stop Chair

Linda Williams, Airport Manager

Welcome to Grenada, Mississippi. We are pleased to host your visit and hope you enjoy your stay.

Grenada, established in the early 1830s, is a vibrant city that is quite easy to locate from the air. Situated almost exactly halfway between Memphis, Tennessee, and Jackson, Mississippi, it is easily identified by nearby Grenada Lake, situated at the juncture of the Yalobusha, Skuna and Bogue rivers. Grenada Lake is the largest and southernmost of four large watershed lakes constructed by the U.S. government in the early 1930s to alleviate flooding in the lower Mississippi Valley. On any given day, the lake is visible from up to 50 miles away.

Grenada Municipal Airport (KGNF) is just east of Interstate Highway 55, just west of the Grenada Lake Dam and 3 miles south of the city. On the field is a unique landmark: a large, white wooden hangar, visible from miles away, that is left over from the war days when Grenada Municipal Airport was known as Grenada AAF. The field boasts two asphalt runways: 13/31, 7,000 ft x 150 ft, and 4/22, 5,000 ft x 100 ft.

Airport Manager Linda Williams, together with Line Crew Garrett Pollan and Ralph Granholm, look forward to your arrival and will do all they can to assist you. If there is anything you need, please let them know.

We are glad you came to Grenada and hope you will return soon to discover all that we have to offer. As you continue your journey, we wish for you fair weather, safe travels and continued success. And we hope to see you again soon.



Airport Manager Linda Williams works hard on ARC logistics.

Ready and waiting to get you back in the air with a full tank of 100LL.



Sparta, TN

Eric Walker, Stop Chair

Mike Douglas, Airport Manager

We offer a great big Southern welcome to all participants in the 2009 Air Race Classic.

Come on Up to the Heart of the Highlands of Tennessee, the majestic Upper Cumberland Region and one of its crown jewels, award-winning Upper Cumberland Regional Airport.

The airport is owned and operated in a cooperative effort by the counties of White and Putnam and the cities of Cookeville and Sparta in Tennessee, and is located in the northern section of White County, adjacent to Highway 111, five miles south of I-40. The area is known for outstanding natural beauty, with countless majestic waterfalls, numerous state parks and outdoor recreational opportunities. The Sparta area also boasts as a world-class blend of fine arts, renowned music and drama.

Steeped in history, tradition and rich heritage blended with cosmopolitan savvy, the Upper Cumberland region brings the best of all worlds together in a diversely beautiful package.

Situated on Tennessee's Cumberland Plateau, the Upper Cumberland Regional Airport is 9 miles northwest of Sparta and approximately an hour's drive from Nashville, Knoxville and Chattanooga. The field has a 6,005 ft. x 100 ft. asphalt runway (4/22) and is home to the Upper Cumberland Air Show, traditionally held on the third Saturday in September every odd-numbered year.

Congratulations on more than three decades of air racing excellence! We are proud to be part of the 33rd Air Race Classic. Ya'll come back!



Jacksonville, IL

Shastin Saxer, Stop Chair and Airport Manager

The Jacksonville Airport Authority welcomes the Air Race Classic to central Illinois and the Jacksonville Municipal Airport. Officially dedicated in 1956, the Jacksonville Municipal Airport is a 264-acre, two-runway facility at the northern edge of the community. Approximately 40 aircraft are currently housed on the field. Although it has not had commercial air service since the mid-1970s, the Jacksonville Municipal Airport continues to maintain a significant number of operations serving private and corporate aircraft.



The airport has two asphalt runways: 13/31, 5,000 ft. x 75 ft., and 4/22, 4,001 ft. x 75 ft. Jacksonville VOR (IJX, 108.6) is on the field. Besides the Air Race Classic, Jacksonville Municipal Airport has hosted such events as the Stinson Fly-In and the Ercoupe Fly-in.

The city of Jacksonville, Ill., is located in Morgan County and has a population of about 19,000. Jacksonville is the home of Eli Bridge Company, manufacturer of Ferris wheels and other amusement rides such as the Scrambler. W.E. Sullivan founded the firm with the introduction of his first portable "Big Eli" Wheel on Jacksonville Square on May 23, 1900. EMI (formerly Capitol Records), Pactiv and Nestle Beverage Company have facilities in Jacksonville as well. Jacksonville is home to two four-year institutions of higher learning, Illinois College and MacMurray College. Founded in 1829, Illinois College is the second-oldest college in Illinois. Jacksonville is also home to four state-run institutions: the Illinois School for the Deaf, the Illinois School for the Visually Impaired, the Jacksonville Correctional Center and the Jacksonville Developmental Center.



Through creator CHARLES SCHULZ, 100 million daily readers of "PEANUTS" learned that there were 102 planes and a "dog house" in the 28th POWDER PUFF DERBY.

PEPPERMINT PATTI and MARCIE had rented the "Sopwith Camel" and wisely elected to fly the route with charts rather than fly "by the seat of their pants," which Patti said was "vulgar."

In following sequences, the incorrigible SNOOPY appeared as the well-wishing Mayor, smiling Starter, optimistic Weather Forecaster, sympathetic Mechanic and gracious Motel Operator.

But during the final lap of the race SNOOPY turned villain and commandeered the plane to play WWI Ace. Unable to fly the finish line, the frustrated and furious contestants were disqualified.

The Powder Puff Derby, The Record 1947 - 1977

Racine, WI

David Mann, Stop Chair and Airport Manager

Jerry Baker, Assistant Stop Chair

Located 2 miles northwest of Racine, Wis., John H. Batten Airport is the largest privately owned public-use reliever airport in the United States. It is located on more than 450 acres of land and provides services to corporate, business and private aircraft 24 hours a day, seven days each week. The general-aviation terminal offers pilot and passenger lounges, a flight planning facility equipped with computerized weather data and a conference room with audio/video services available to customers while at the airport.

The main runway, 4/22 is 6,574 ft. x 100 ft. wide and constructed of concrete. It is equipped with high-intensity runway lighting and an Instrument Landing System. The crosswind runway, 14/32, is 4,422 ft. x 100 ft. and constructed of asphalt, with medium-intensity runway lighting. Both runways have lighted, full-length taxiways to enhance safety. Horlick VOR (117.7) is located on the field.

Racine Commercial Airport Corp. operates both the airport and the FBO. The FBO is located on the west side of the field. It offers free courtesy cars for local or overnight stays to flight crews. The Marriott in Racine offers a 50% discount to flight crews if they mention the Batten Airport rate.

The local EAA Chapter 838 will be offering assistance and refreshments to the racers.



This beautiful sight awaits your approach to Racine.

Atlantic, IA

Lori Reid, Stop Chair

Barry Reid, FBO and Airport Manager

A warm welcome to all racers from Atlantic, IA! Atlantic is located in the picturesque hills of southwestern Iowa. The city was founded in 1868 and declared the county seat of Cass County in 1869. Today, the residents of Atlantic feel they have the best of both worlds. The city is a small, welcoming community of 7,500 with access to metropolitan areas within an hour's drive.

Atlantic's historic downtown is bracketed by the Art Deco county courthouse to the south and the restored Rock Island Depot to the north. Our diversity in businesses makes us a regional hub for shopping, health care and other services. Atlantic boasts a thriving economy, an excellent school system, growing recreational opportunities, an active community base and a diverse group of religious faiths, as well as nationally known community festivals.

In June 1931, Amelia Earhart made an unplanned overnight fuel stop at the airmail field southwest of Atlantic. Many improvements have been made to the airport since Amelia's visit. Today, Atlantic Municipal Airport is located just west of the city and has a new 5000 ft. x 75 ft. concrete runway (2/20) and a 3133 ft. x 75 ft. crosswind asphalt runway (12/30). The airport is equipped with GPS approaches and AWOS weather information. The terminal building has been recently remodeled and offers a lobby, conference room and pilot's lounge. Airworks is the FBO and provides Jet A and 100LL fuel, aircraft rental, flight instruction for private license through ATP licenses and a maintenance facility for all your aircraft maintenance needs.

We are truly thrilled to be the terminus of the 2009 Air Race Classic. We are planning wonderful food, entertainment and, of course, beautiful weather. Enjoy the heartland of America!



Good luck, racers!



Barry & Lori Reid
Airport Management

The Atlantic Municipal Airport wishes you safe travels and welcomes you!

At our airport, you'll find:

24/7 Fuel 100LL/Jet A

Maintenance

Aircraft Rental

Flight Instruction

Courtesy Car

Wireless Internet

Pilots Lounge

Thanks to our sponsors for supporting the 2009 Air Race Classic!

Atlantic Area Chamber of Commerce

Cass / Atlantic Development Corporation

Atlantic Community Promotion Commission

Airworks Wise Motels Atlantic Airport Commission

2009 Airplane Handicap Reference Sheet

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

Passengers: Introduce someone new or bring someone experienced to the Air Race Classic. Adjust speeds by the following.
 Subtract 1 mph (0.87 kts) per passenger in aircraft under 250hp. Subtract 0.50 mph (0.43 kts) per passenger in aircraft over 250hp.

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

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

<u>MAKE/MODEL</u>	<u>HP</u>	<u>MPH</u>	<u>KNOTS</u>	<u>MAKE/MODEL</u>	<u>HP</u>	<u>MPH</u>	<u>KNOTS</u>
MAULE				PIPER (continued)			
M-5 235C	235	140	121.66	Cherokee Dakota PA 28-236	235	150	130.35
M-4 220C	220	137	119.05	Cherokee Dakota PA 28-235 B-F (const. spr	235	145	126.00
M-4 210C	210	135	117.31	Cherokee Dakota PA 28-235 B-F (fixed pitc	235	144	125.13
M-5 180C	180	128	111.23	Charger & Pathfinder PA 28-235	235	144	125.13
MEYERS				Arrow PA 28R-200 IV	200	149	129.48
200 D	285	185	160.76	Arrow PA 28R-200 III	200	150	130.35
200 A-C	260	182	158.15	Arrow PA 28R-200 II	200	149	129.48
Navion A	225	144	125.13	Arrow PA 28R-200	200	148	128.61
MOONEY				Arrow PA 28R-180	180	144	125.13
M20R Ovation 2 DX & 2 GX (2005-)	280	200.5	174.23	Archer III s/n 289026-2890231&2843001&up	180	133	115.57
M20R Ovation ('94-'99) & Ovation 2 (2000-2004)	280	196	170.32	Archer PA 28-181 ('78-'79)	180	133	115.57
M201J & M20J	200	176	152.94	Archer PA 28-181 ('76-'77)	180	131	113.84
Chaparral M20E	200	161	139.91	Archer PA 28-181 ('74-'75)	180	130	112.97
Executive M20F	200	157	136.43	Challenger PA 28-180 ('73)	180	129	112.10
Ranger M20C	180	149	129.48	Cherokee PA 28-180 B-G	180	128	111.23
Statesman M20G	180	147	127.74	Cherokee PA 28-180	180	127	110.36
Master M20D	180	126	109.49	Warrior PA 28-161 III	160	122	106.00
PIPER				Warrior PA 28-161 II ('83-)	160	127	110.36
Aztec PA23-250 ('77-)	500	196	170.32	Warrior PA 28-161 II	160	126	109.49
Aztec PA23-250 ('-76)	500	194	168.58	Warrior PA 28-161	160	125	108.62
Seneca PA-34	400	177	153.81	Warrior PA 28-151	150	118	102.54
Seminole PA44-180	360	172	149.46	Cherokee PA 28-160 C	160	125	108.62
Twin Comanche PA-39	320	187	162.50	Cherokee PA 28-160 & B	160	120	104.28
Twin Comanche PA-30 & B & CR	320	186	161.63	Cherokee PA 28-150 C	150	118	102.54
Twin Comanche PA-30 C	320	184	159.89	Cherokee PA 28-140	150	116	100.80
Lance PA32 R-300	300	172	149.46	ROCKWELL			
Lance PA32 RT-300	300	171	148.59	Lark 100L	180	115	99.93
Cherokee 6 PA 32-300 ('78-)	300	156	135.56	Darter 100	150	108	93.85
Cherokee 6 PA 32-300 ('-77)	300	150	130.35	VARGA			
Cherokee 6 PA 32-260 ('78)	260	151	131.22	Kachina ('80)	150	116	100.80
Cherokee 6 PA 32-260 ('-77)	260	145	126.00	WACO			
Comanche PA 24-400	400	200	173.80	Classic YMF	275	114	99.06
Comanche PA 24-260 B-C	260	174	151.20	WING			
Comanche PA 24-250	250	170	147.73	D-1 Derringer	320	192	166.84
Comanche PA 24-180	180	145	126.00				

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

KNOTS = MPH multiplied by 0.868976

2009 Race Route Mileage for Designated Airports

<u>Airports</u>		<u>Nautical</u>	<u>Statute</u>
APA	Centennial Airport, Denver CO		
LBL	Liberal Mid-America Regional Airport, Liberal KS	237.7	273.5
SWW	Avenger Airport, Sweetwater TX	275.7	317.3
LFK	Angelina County. Airport, Lufkin TX	300.6	345.9
RUE	Russellville Regional Airport, Russellville AR	255.4	293.9
GNF	Grenada Municipal Airport, Grenada MS	184.0	211.7
SRB	Upper Cumberland Regional, Sparta TN	248.6	286.1
IJX	Jacksonville Municipal Airport, Jacksonville IL	315.2	362.7
RAC	Batten Airport, Racine WI	209.8	241.4
AIO	Atlantic Municipal Airport, Atlantic IA	332.0	382.1
	Total Race Distance	2359.0	2714.7



Anne Marie Radel
West Hills, CA



Julieann Sikora
Sylmar, CA

CLASSIC 1

Gulfstream American AA5B 180 hp

Safer-Baby!

12420 Ventura Blvd. Studio City, CA 91604

Flaunch Music Co.

23232 Justice Street West Hills, CA 91304

Anne Marie Radel is flying in her fourth Air Race Classic. She holds a Private Single-Engine Land certificate with 575 hours. Her husband, Mike, is a student pilot.

Anne Marie and Mike are business owners specializing in baby products. Anne Marie is also a songwriter for soap operas, TV movies and feature films. She has even written a song for the Air Race Classic. She had an Emmy nomination for her work on "General Hospital."

Rock climbing, dancing, snow skiing and motorcycle riding round out Anne Marie's hobbies. She is tour coordinator for EAA's B-17 "Aluminum Overcast." She is racing again for the experience, to see her racer friends and to ensure that the race will keep going. Anne Marie is a member of the San Fernando Valley Chapter of the Ninety-Nines.

Julieann Sikora holds a Private certificate with Single- and Multi-Engine Land ratings. She has logged about 430 hours.

The entertainment industry has claimed Julieann for the past 20 years. She has worked in all aspects, from radio to television to music video production and post-production. She is currently a business systems analyst for a large media conglomerate.

Supporting all things aviation is among Julieann's hobbies. She is a member of a local hang gliding club as well as powered flight clubs and the San Fernando Valley Chapter Ninety-Nines. Julieann plays soccer and likes to travel around the world. This is her second Air Race Classic, and she is looking forward to seeing new parts of the United States.



Sandy St. John
Forney, TX



Linda Pecotte
Silver City, NM

CLASSIC 2

Beechcraft BE35 260 hp

Grant County Pilot's Association

P.O. Box 4064 Silver City, NM 88062

This is the second Air Race Classic for Sandy St. John, who flew in 2006. She did not finish the race because of engine failure, which she says was a "hoot." Sandy holds a Private Single-Engine Land Certificate with more than 650 hours and a current Instrument rating.

Self-employed, Sandy is a microwave path engineer in the telecommunications field. When not working, she is a frustrated rock guitarist and overindulgent mother to her little dog, Yewbee. She enjoys biblical studies and is flying for the glory of Jesus Christ.

Sandy's dad flew the "Hump" in WWII and was an instructor afterward. He did not live to see her get her license, so this is a way for her to experience a little of what he would have been familiar with: the challenge of the uncertain. She also hopes to improve her skills.

Linda Pecotte returns for her fifth Air Race Classic. She holds Commercial Single and Multi-Engine Land and Sea ratings as well as Single Engine Certified Flight Instructor. Linda had logged more than 2,360 hours. Her husband, Harry, is also a pilot. They are the parents of a son and daughter and grandparents of two boys.

Linda is a Realtor with ReMax. She has taught middle school and high school home economics and English. She loves teaching and is currently an Extension home economist and flight instructor. She is active in politics and a conservative Christian who loves to work with teenagers.

The El Paso Chapter of the Ninety-Nines, of which she is a member, will be cheering for Linda on this trip. Linda is looking forward to competing with herself and others in the race.



Air Race Classic - 1999



Dottie Anderson
Bluflton, OH

Jean Sloan
Lima, OH

CLASSIC 3
Piper PA28-161 180hp

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

Flying has been a large part of Dottie Anderson's entire life. With more than 40,000 hours, she holds Commercial Single- and Multi-Engine Land and Sea certificates as well as corresponding Flight Instructor certificates. Dottie has been an active flight instructor since 1948 and a Flight Examiner since 1973. Dottie is a Wright Brothers Master Pilot Award recipient. A veteran of 29 Air Race Classics, she has been a tireless worker for the ARC, having served as president and continuing as a director to help with route selection and other duties.

Dottie's husband, Lloyd Shelton, is also a pilot. Their marriage brought the enjoyment of two daughters and three grandchildren to her life. They love to travel.

She also loves to read, bike and operate her amateur radio – W80VV. This octogenarian likes to go on breakfast flights and take in all the air events she can.

Jean Sloan has been flying Air Race Classics with Dottie since she became a pilot – Dottie was her flight instructor. This year will be her 26th and she has acquired more than 1,100 hours with a Private Single-Engine Land certificate.

After 25 races, Jean has enjoyed seeing many states and airports, as well as meeting those who help make the race possible and all the other racers. She used to be surprised by the number of "older" racers; now, she's surprised by the number of "young" racers. She says it's fun and different each year.

Jean and her pilot husband, Virgil, are now retired. She is enjoying being a mother and grandmother. They have four sons – one of whom is a pilot – and six grandchildren. NASCAR races and Harley Davidson motorcycles are other interests.

Dottie and Jean are members of the All-Ohio Chapter of the Ninety-Nines.



Minnetta Gardinier
Iowa City, IA



Linda Moody
Pepperell, MA

CLASSIC 4
Cessna 177B 180 hp

Minnetta Gardinier holds a Private Certificate with 600 hours. Last year, she raced for the first time for the exhilaration of that experience. This year, she hopes to improve her team's performance and reconnect with the pilots she met last year. She also races to raise money for NMSS. Minnetta shares one piece of advice for new racers: If you make extra keys for the airplane, try them out before the morning of the race start!

Minnetta is an associate dean in the Graduate College at the University of Iowa. She is also an associate professor of pharmacology, involved in teaching and multiple sclerosis research.

Flying is her No. 1 hobby. Other interests include travel, reading, gardening and all forms of theater and performing arts. She is a member of the Iowa Chapter of the Ninety-Nines.

Linda Moody is a Private pilot with more than 330 hours. In her first ARC last year, she thought racing would give her the experience of a lifetime. It did – and she also found that it was a great confidence builder. She learned a lot from the great group of women and this year will continue to chase the goal of the perfect cross-country.

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





Juliana Lindner
West Lafayette, IN

Lauren Steele
Lapel, IN

CLASSIC 5
Piper-PA28-161 161 hp
*****Purdue University*****

Purdue University
1901 Aviation Drive West Lafayette, IN 47906

Lockheed Martin

Dr. Robert Swengel and Family
934 S. Cornerstone Dr. Franklin, IN 46131

Moe's Southwestern Grill
332 E. State St. West Lafayette, IN 97906

Juliana Linder and Lauren Steele are continuing the tradition of participation by Purdue University in the Air Race Classic. Juliana flew last year and brings Lauren to her first race this year.

Juliana has a Commercial Single- and Multi-Engine Land certificate as well as Single-Engine Flight Instructor. She has logged more than 350 hours and works part time as a CFI. She is a full-time student majoring in professional flight technology and management. Aside from school, Juliana like all types of sports – both playing and watching. She likes being active, especially outdoors, but says it's nice to go home to her dog, Belle, after a long day.

Flying the Air Race Classic tests flying skills and keeps you constantly looking for ways to improve, Juliana says, and she is looking forward to reuniting with the "coolest" women pilots.

Lauren Steele is representing Purdue for the first time. She holds a Commercial Single-Engine Land rating and is a full-time student pursuing a degree in professional flight technology.

The oldest of six children, Lauren attributes her successes to her siblings and her parents. She is part of the Chi Alpha Christian Fellowship at Purdue and does ministry on campus. Her dream is to be a missionary pilot and literally reach the world for Jesus.

At age 16, Lauren volunteered in the hospitality room when the ARC held a round-robin race starting and ending at Purdue in 2005. That inspired her to become a racer who'll someday have stories of her own to tell.



Judith Bolkema-Tokar
Port Orange, FL

Ruby Sheldon
Phoenix, AZ

CLASSIC 6
Cessna 182S 230 hp

Judy Bolkema-Tokar holds a Private Single-Engine Land certificate with almost 2,900 hours logged, She also holds a Tailwheel endorsement.

Judy's husband, John, is also a pilot and a big supporter and helper for the race. Between them, they are parents to four sons, one daughter, and 12 grandchildren. None of them are pilots at this time. Judy races to show her grandkids that women can fly and to attend the best "summer camp" in the world.

A tireless worker for the ARC, Judy has served in many capacities on the board as well as being president. She has also served the Ninety-Nines in many areas and is currently a trustee for the Ninety-Nines Endowment Fund. Judy is a member of the North Jersey Chapter of the Ninety-Nines.

Even with all these activities, Judy still has time to enjoy quilting, baking, gardening, traveling (in the air and in their motor home) and writing. She has published a children's book, "Molly the Morgan Horse," based on her family's experiences raising and selling Morgan horses from 1969 to 1987.

This is ARC No. 24 for the most senior member in the race. At age 91, Ruby Sheldon has more than 15,000 hours, with CFII Multi-Engine Land and Sea certificates. Ruby holds the first Helicopter Instrument Instructor certificate ever issued by the FAA. In addition to collecting environmental data from the Panama Canal to the Arctic Ocean, she lived for several months on an ice island 400 miles north of the Alaskan coast, transporting research personnel from island to island in a Huey helicopter. She flew a Douglas DC-3 and the Grumman OV-18, as well as other specialized aircraft, for data collection.

Ruby was inducted into the Arizona Aviation Hall of Fame in March.

She has been an ardent supporter and worker on behalf of the ARC for many years and serves as a Director – an honor well deserved!

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



Kelly Burris
Pleasant Ridge, MI

Erin Recke
Newnan, GA

CLASSIC 7
Beechcraft Debonair 225 hp

Kelly Burris holds Commercial Single- and Multi-Engine Land certificates, as well as Single-Engine Sea, and has accumulated more than 850 hours. Kelly was an engineer with McDonald Douglas and Boeing for more than 11 years before becoming a patent attorney. She has also taught graduate engineering and management courses.

Flying is Kelly's primary hobby. She is an active volunteer pilot for Angel Flight Central and Angel Flight Mid-Atlantic. She enjoys running and engaging in outdoor activities such as hiking and biking with her partner, Lezlee Eddy, and playing with their dogs. Kelly is looking forward to completing this year's race after their last year's "goof" got them a first in disqualification. She is continuing to hone her flying skills.

She is a member of the Michigan Chapter of the Ninety-Nines.

Erin Recke is a first officer with Delta Connection in Atlanta. She holds Commercial Single- and Multi-Engine Land; Single- and Multi- Instrument CFI and Basic and Advanced Ground Instructor certificates. She is also jet type-rated and has made two jumps as a skydiver. Erin flew as a charter and corporate pilot before working for the airline, which helped her to accumulate more than 3,400 hours. Before that, she was a veterinary student.

Erin is an avid scuba diver and interested in geocaching, hunting for treasure using a GPS. She loves horses – a passion equal to airplanes. A love of food and her cats rank high, too.

A member of the Ambassador Chapter of the Ninety-Nines, Erin is racing for the thrill of it – the challenge, the adrenaline and the joy.



Mary Wunder
Collegeville, PA

Alison Chalker
Collegeville, PA

CLASSIC 8
Piper PA28-R 200 hp

Mary Wunder is a retired air traffic controller, having worked towers and approach throughout Pennsylvania for more than 25 years. She holds a Commercial Certificate with Single- and Multi-Engine Land and Tailwheel ratings and has logged more than 2,100 hours.

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

Flying the ARC had been on her wish list for many years, and now, after racing for the first time last year, she is addicted.

Alison Chalker loves to fly and holds a Commercial Single-Engine Land certificate with more than 850 hours, mostly in a Piper Cherokee. She is working on a Tailwheel endorsement in a Citabria.

Alison is immediate past governor for the Mid-Atlantic Section of the Ninety-Nines and a member of the Eastern Pennsylvania Chapter.

She is originally from England and has her U.S. citizenship. With a Ph.D. in molecular microbiology, Alison is a pharmaceutical program director for Shire Pharmaceuticals, working with drug-development teams to bring new medicines to the market. When not working, she shares her home with her cat, Smidge.

In her first race last year, Allison wanted to be safe, finish and not be disqualified. This year, it is the same but she also wants to place in the top 10.

A very special thank you to the stop chairs, timers, judges and ground crews! Without these wonderful people this race could not take place. Your hard work and dedication is appreciated by all!



Julia Matthews
Austin, TX



Arlene Wohlgemuth
Burluson, TX

CLASSIC 9

Cessna 182 P 230hp

Julia Matthews is the the holder of Commercial Single- and Multi-Engine Land certificates with a Tailwheel endorsement and Instrument rating. She has logged more than 1,825 hours. She learned to fly when her non-pilot husband, Charles Matthews, was elected to a state office.

Charles is chancellor of the Texas State University system. He and Julia are parents of two sons and two daughters and have six grandchildren.

Julia has recently retired from the housing finance industry and is pursuing instructor ratings. She enjoys their home in the country. Playing with grandchildren tops her list of fun. Other hobbies include gardening, fishing and reading. She is a member of the Brazos River Chapter of the Ninety-Nines and hopes to be more active this year.

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

Being a flight instructor both full- and part-time ended when Arlene was elected to the Texas House in 1994. After serving 10 years, she is now a legislative consultant and involved in public policy work. Husband, Mikeal, is an optometrist. He is not a pilot. They are the parents of two daughters. In addition to flying and politics, Arlene's hobbies are riding motorcycles and gardening. She is a member at large of the Ninety-Nines.

This is the third Air Race Classic for Julia and Arlene, and this time, they are switching seats. They are sure that racing is more fun than should be legal. They love the camaraderie, adventure and challenge.



Susan Carastro
West Palm Beach, FL



Marie Carastro
Montgomery, AL

CLASSIC 10

Cessna 182 230 hp

Marie and Susan are a mother-daughter team who are flying in their seventh Air Race Classic together.

Susan Carastro has a Commercial certificate with Single- and Multi-Engine Land Certificates. She is also a Flight Instructor for Single-Engine Land. She has logged more than 900 hours.

A veterinary ophthalmologist, Susan is involved with all kinds of animals, from giraffes to sea mammals including sea lions and dolphins. She says, "What a great job!"

She spends her free time horseback riding and jumping, scuba diving, playing racquetball and running.

Susan looks forward to the race and the time spent with Mom each summer. She also loves the fun of being with people of a similar interest, flying in all parts of the country and meeting gals she thinks will be lifelong friends.

Marie Carastro holds a Private Certificate and a Tailwheel endorsement with more than 1,075 hours. She flew in the 1960 Powder Puff Derby. Marie races to spend one-on-one time with "the best daughter in the world."

Her husband, Bob, is also a pilot and works for the State of Alabama Department of Aeronautics. He is a retired Air Force pilot and Instructor.

Marie has worked as a registered dietitian for more than 57 years and currently works with the Alabama Department of Public Health.

Marie and Bob also have a son who is a pilot and has flown 747-400s in Europe for five years. Their daughter-in-law is a pilot as well. Their two grandchildren are still too young to fly. Genealogy, gardening and grandchildren are favorite hobbies and interests for Marie. She is a member of the Alabama Chapter of the Ninety-Nines.



Air Race Classic - 1998



Terry Carbonell
Alva, FL

Caroline Baldwin
Silver City, NM

CLASSIC 11

Cessna 182RG 235hp

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

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

Tomlinson Avionics
Page Field – 521 Danly Dr Ft. Myers, FL 33907

Fred and Dottie Fuller

Grant County Pilots Association
P.O.Box 4064 Silver City, NM 88061

Terry Carbonell holds a Commercial Single-Engine Land and Sea certificate with about 1,200 hours logged. She has earned a Tailwheel endorsement and made two jumps as a skydiver.

This busy lady practiced law – commercial litigation, real estate trusts and estates – until starting a demolition and site work company with her husband, Mario, in 1989. After the death of her husband last fall, Terry started practicing law again, part time.

Terry is racing for the third year and is a competition junkie. She needs more pins for her maps that show where she has landed since she began flying. So far, her total is more than 210 different airports in 3½ years. Susan Carastro (Classic 10) and Terry recently placed first in a national racquetball competition in the women's doubles division.

Terry also loves to scuba dive, volunteers for Angel Flight and serves as a director and secretary of the Air Race Classic board. She is a member of the Paradise Coast Chapter of the Ninety-Nines.

Caroline Baldwin was introduced to the ARC when the start was in her hometown, Silver City, NM., in 2002. She got the bug and has flown five races since. Caroline is an assistant director for the ARC in charge of sponsorships. A private pilot with a Single-Engine Land rating and one jump as a skydiver, she has logged more than 700 hours.

Caroline is now retired from her varied work as a researcher, consultant, librarian and teacher. She is a volunteer for a community literacy program that she founded eight years ago. Caroline plays the French horn in the local university band, sings in a women's chorus and plays tennis. Her non-pilot husband, William – along with their daugh-

ter, who is on this trip, two sons and three grandchildren – make up her cheering section. Their son-in-law is a glider pilot.

Caroline is a member of El Paso Chapter of the Ninety-Nines.

Lydia Baldwin is a student pilot with about 40 hours. Her husband, Mark Freeman is a glider pilot.

Lydia is an Intensive Care Unit RN. She enjoys soccer, yoga and hiking and is flying to see the country, join the fun and inspire her growth as a pilot.

We know she'll have fun with Mom and Terry.



Lydia Baldwin
Fort Collins, CO



GOOD LUCK
Air Race Classic #8
Mary and Alison,
From the
Eastern PA Chapter



Joyce Wells
Larkspur, CA

Thelma Cull
Sutter, CA

CLASSIC 12
Cessna 182Q 230 hp

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

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

Joyce Wells has the most longevity in the Air Race Classic, having missed only two races since the ARC began in 1977. She holds a Commercial Single-Engine Land certificate and has close to 4,000 hours. Joyce flies the race each year for the joy of it, the education, the friendships and the opportunity to see our country.

Travel has been Joyce's focus this past year for her and her partner, Joe Sheean – a retired commercial fisherman and also a pilot. Gardening continues to be a hobby, as well as playing in a handbell choir and singing in a choir. Joyce has two daughters, two sons, 10 grandchildren and one great-grandson. Along with Joe's large family, they spend a lot of time with loved ones.

Joyce is a past president of the Ninety-Nines and is a member of the Bay Cities Chapter. She serves as an assistant director on the ARC board in charge of credentials.

Thelma Cull returns to fly her eighth Air Race Classic. She holds a Private Single-Engine Land certificate with about 1,200 hours logged.

Teaching elementary school was Thelma's focus for 37 years. She and her late husband, Neil, flew all over North America for many years. Thelma has dedicated many years to serving the Ninety-Nines in many capacities, at the chapter, section and international levels. She is a founder and member of the Sutter Buttes Chapter.

Not one to keep still, Thelma loves gardening, outdoor activities and traveling. Handicrafts, reading, Sudoku and other puzzles complete her hobbies.

Thelma loves to see new parts of the U.S.A., acquaint herself with "old-time" racers and fly with a very special friend.



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I'll be "with" you, Kathy

The Air Race Classic thanks the 2009 Start and Terminus Inspection Teams.

Volunteer Inspection teams help to assure safety through airplane paperwork and visual inspections. Through inspections and briefings they share their expertise and pilots may learn a few new things as they meet different aircraft maintenance volunteers from around the country.

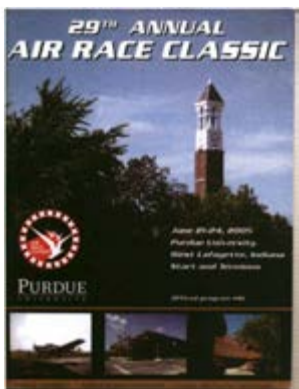
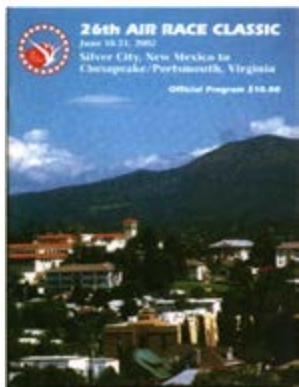


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Jeppesen is proud to once again be associated with the wonderful tradition and history of the Air Race Classic. Best of luck to all the teams in 2009!

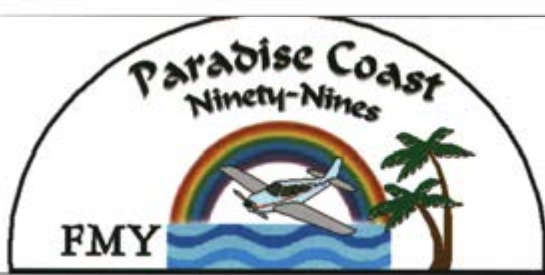


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Welcome to Paradise!

The Paradise Coast Chapter 99s wishes the best of luck to all 2009 ARC racers, and we invite you to **Fort Myers, FL** for the start of the

2010 Air Race Classic

For Information on your trip to Paradise in June 2010, or to volunteer during the Start activities, please contact:

JESSICA STEARNS
2010 ARC Start Chair
Phone: (239) 498-0438

paradisecoast99s@hotmail.com



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Air Race Classic, Inc.



Louise Thaden is being congratulated for her first place finish in the 1929 Women's Air Derby.

Top ten winners of the 1999 Air Race Classic celebrating at the Awards Banquet in Batavia, OH

Transcontinental Air Racing for Women since 1977

The Air Race Classic, Inc. is a nonprofit 501(c)(3) organization dedicated to:

- Encouraging and educating current and future women pilots -
- Increasing public awareness of general aviation -
- Demonstrating Women's roles in aviation -
- Preserving and promoting the tradition of pioneering women in aviation -



Women's AIR DERBY 1929	National AIR RACES 1930 - 1939	World War II No Racing 1940 - 1945
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AWTAR
ALL WOMAN TRANSCONTINENTAL AIR RACE
1947 - 1976

1929 TO 2009 - CELEBRATING 80 YEARS OF W



A large crowd was on hand in Cleveland to witness the finish of the first Women's Air Derby.

National Women's Air Derby or... The Powder Puff Derby of 1929

Women's air racing began during aviation's early days, when women were proving both themselves and the airplanes.

Cleveland, Ohio, the center of the American pilot's universe in the late 1920's, drew hundreds of thousands of excited fans to cheer pylon races and watch the fast flyby finishes of races from Florida and California. Many of the country's one hundred women pilots wanted to join in, but the male-dominated sport reflected the unspoken belief that a women's place was home.

Finally on August 18, 1929 twenty daring women pilots took off on their own Santa Monica to Cleveland race via across the Southwest. They proved not only could women fly the challenging airplanes and navigate to a destination, but they could be the best at it!



All Woman Transcontinental Air Race (AWTAR) 1947-

Air racing went into a holding pattern during the war years. After World War II, WASPs – members of the Women's Air Force Service Pilots – who had been summarily dismissed by the Army, but wanted to continue logging flight hours, a group of Florida Ninety-Nines invited some California Ninety-Nines to join them for an All Woman Air Show and this cross-country race was born. From a small group of entrants in 1947, the AWTAR – which proudly adopted the moniker Powder Puff – grew to include as many as 200 aircraft and 360 pilots by 1976.

The premier event had simple rules: any plane under 250 hp, had "hot" engines for timing, no designated stops, and VFR only. The race's popularity grew with its increasing popularity.



Additional Women's Air Races

All Women's International Air Race ("Angel Derby") (1949-1987) – A Ninety-Nines project with a Canadian Start, three compulsory stops, and a Florida Terminus over international routes of 565 to 2,743 statute miles.

The Skylady Derby (1952-1971) – A race of 500 to 980 statute miles, with specific specifications and a square course route, attracting from seven to twenty-two pilots in its run.

Palms to Pines (1970-present) – A two day, two-leg race, covering 1,000 miles in the Western United States.

AIR RACE CLASSIC
AN ALL WOMAN TRANSCONTINENTAL AIR RACE
1977 - PRESENT

OF WOMEN'S TRANSCONTINENTAL AIR RACING!



R) 1947-1977

After World War II, [Name] – who had been [Name] flying flight time. A [Name] Nines to fly down for [Name]. From a mere two [Name] oniker Powder Puff – [Name] 76.

[Name] had "honor" system [Name] and stricter rules



9-1987) – A Florida [Name], and a Florida [Name]

[Name] miles, with strict aircraft [Name] twenty-two entries during [Name]

[Name] covering about 750 [Name]



Air Race Classic Inc. (ARC or Classic) 1977 to present

The Classic was started by former AWTAR racers to keep transcontinental races flying. The first seven directors were Pauline Glasson, Esther Wright Lowry Safford, Velda Mapelli, Mary Pearson, Marion Jayne, Helen McGee and Harriet Booth. The ARC original goal stated by these women was and is: "To conduct an annual extended cross country air race for women and to perform any and all acts which may be helpful, necessary or desirable in promoting, organizing and staging said race." Course length is approximately 2500 statute miles. Aircraft are handicapped by make and model with adjustments for modifications. The Air Race Classic logo has three birds representing the 1929 Powder Puff, All Woman Transcontinental Air Race and the Air Race Classic. Notches along the edge plus the birds represent the number participating in the first Air Race Classic.

Today, the Air Race Classic brings racing into a new era while continuing long-established traditions. Racers flying the latest commercially manufactured airplanes showcase new technology and lead women's air racing into the future. Women of all ages and experience, from the U.S. and internationally, compete.

A wide audience follows the race preparation and four day event, both at the enroute airports and through the Internet. Support along the route is inspirational to racers, volunteers and spectators. From Girl Scouts and youth organizations to college student and new pilots, racers provide role models and networking for aviation career possibilities. Like the 1929 Powder Puff Derby and the AWTAR, the Air Race Classic carries traditions forward, developing a camaraderie that is unmatched.

The Air Race Classic celebrates both the transcontinental races and the numerous shorter contests that have made women's air racing history since the first 1929 Women's Air Derby – the Powder Puff. Five long-distance races are celebrated here, some of which have endured while others crossed their final finish line. The Air Race Classic traces its roots from the 1929 National Women's Air Derby through the AWTAR and is the only continuous women's transcontinental race flying fast and strong today.

Read more details about these historical races at www.airraceclassic.com/history





Catch the Air Race Classic Excitement!

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<u>TAKEOFF</u>	\$ 600
<u>PILOTS</u>	\$ 400
<u>COPILOTS</u>	\$ 200
<u>PASSENGERS</u>	\$ 100
<u>GROUND CREW</u>	\$ 25



In addition to your financial donation, please consider sending product donations and aviation memorabilia for the **Air Race Classic Silent Auction** and **Air Race Classic Girl Scout and Youth Outreach Programs**.

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Credits: Historical information condensed from "The Powder Puff Derby of 1929" by Gene Nora Jessen and research project entitled "History of Women's Air Races" by Dr. Carolyn J. Van Newkirk, funded by Amelia Earhart Memorial Research Scholarship, The Ninety-Nines Inc. Photos courtesy of Gene Nora Jessen, Library of Glenn Buffington, 99's Museum of Women Pilots and the Air Race Classic, Inc. Archives.

Volunteers - Behind the Scenes of The Air Race Classic

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

The continual, year-round process begins with the Air Race Classic Board of Directors, who oversee the organization and its events. They also provide guidance to ensure the future of the race. Assistant Directors widen the sphere of influence and provide additional expertise to support the Air Race Classic's mission and goals. All Directors and Assistant Directors of the 501(c)3 corporation are volunteers willing to shoulder the responsibility and reap the reward of sponsoring the annual race because they believe in its value to both general aviation and women in aviation.

A network of additional volunteers supports the Board and Assistant Directors, dedicating numerous hours, throughout the year, to ensure a safe, competitive, educational and festive event. The Air Race Classic website continues to be refined into an ever more useful informational source for the air racing community and interested public. The website links all racers and prospective racers in the United States, Canada and other countries.

While it takes more than a few good women and men to make this happen, ARC is especially grateful to the following volunteers.

If you would like to be part of the behind-the-scenes activity that supports this race, please let us know at info@airraceclassic.org

THANK YOU TO ALL THE AIR RACE CLASSIC VOLUNTEERS FOR MAKING THE
2009 EVENT A SUCCESS!



*Vern Conly
Aviation Mechanic, IA*



*Dustin Wilcox
Webmaster*



*Bev Weintraub
Air Race Classic - Race Central*

Anne Marie Radel
Eric Rowan
Jan Siewert Bell
Jo Alcorn

Julia Matthews
Lara Zook
Linda Street Ely
Marie Janus

Mary Wunder
Pam Palmieri
Ruth Maestre
Tamra Sheffman



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

Education - Racers Share and Inspire

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



Racer Ruth Maestre controls Girl Scout traffic showing ATC techniques.



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

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



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



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





Elaine Roehrig
Deerfield, NY

Marolyn Wilson
Whitesboro, NY

CLASSIC 13

Piper PA28-140 160 hp

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

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

Elaine Roehrig has more than 14,800 hours and was honored with the Wright Brothers Master Pilot Award in 2004. She has been a flight and ground instructor for more than 64 years, and has earned the Gold Seal. With 35 years as an FAA safety counselor and 37 years as chief instructor with the USAF Flight Training Center, working as a safety officer, manager, and consultant, Elaine has spent a lifetime in aviation.

Pilot husband, Chick, and Elaine are parents of a pilot son and two daughters, along with six grandchildren and eight great-grandsons. They have built three Experimental aircraft from scratch. Family, studies and writing are among Elaine's pursuits other than flying.

Elaine says she is a happy highway hobo with a bad case of chart fever. She loves to spend time with very special ladies, flying this great country and enjoying the fun side of aviation.

Marolyn Wilson is a Private Pilot – Single-Engine Land and Sea and has accumulated almost 700 hours. She loves to attend "Fly Camp" (the Air Race Classic) and get reacquainted with the other "campers." She says they are an amazing group of women. Marolyn not only enjoys the race, she also gives much of her time to the ARC throughout the year and currently serves as president.

Marolyn and her sister, Suzanne, run their family-owned business of more than 50 years, Holland Farms Bakery and Deli. Marolyn keeps busy with service to: the American Heart Association, Broadway Theatre League and Mohawk Valley Chamber of Commerce boards. She has made her 26th appearance as Mother Ginger in "The Nutcracker." Marolyn is mom to two daughters and three grandchildren.

Both ladies are members of the Central New York Chapter of the Ninety-Nines. This is their 19th Air Race Classic together.



Judith Snow
Wareham, MA

Sheryl Cole
Cicero, IN

CLASSIC 14

Piper Cherokee 140 150 hp

Judy Snow is back for her second Air Race Classic, with hopes of flying many more. Judy holds a Private Single-Engine Land certificate with 375 hours logged. She always had the desire to fly, having grown up with a mother who served as an air traffic controller and a father who was a Marine in WWII and later went on to work at Pan Am.

Flying the Air Race Classic fulfills a long-term desire of Judy's to exercise her competitive nature and participate in the challenges and freedom that long cross-country flying provides. Judy is a new member of the Eastern New England Chapter of the Ninety-Nines.

Judy's husband is a flight instructor at Bridgewater State College. Judy runs a quality systems consulting firm, working with FDA-regulated medical device and biologics companies. When not flying, Judy enjoys spending time with her children and their families. She and her husband are also avid boaters and Harley riders.

Sheryl Cole is flying her first Air Race Classic. She holds a Private Single-Engine Land certification, has her instrument rating and has logged about 275 hours. Sheryl also grew up with a love for flying; her father was stationed at SAC Headquarters when her parents decided to tie the knot. For much of her father's military service, Sheryl experienced flying from the back seat and listened to all the hangar flying stories. For her parents' 50th anniversary, she used her father's flight log and flew them the same route back to Omaha to see old friends.

Sheryl's goal is to fly one of every type of airplane in the sky and has so far logged time in Pipers, Cessnas, a Maule Orion and most recently a Cherokee Six. She plans to get her Commercial rating and would like to fly corporate once she retires from the U.S. Postal Service, where she works in sales and customer service.

When not working, Sheryl enjoys spending time with her daughter and best friend. Her hobbies include anything musical and long bicycle rides.



Camelia Smith
Hindaville, AR

Laura Berry
Harrison, AR

CLASSIC 15

Cessna 182RG 235 hp

Camelia Smith holds Commercial Single- and Multi-Engine Land Certificates and is a Certified Flight Instructor and Advanced Ground Instructor. She has logged more than 10,000 hours. Camelia has worked as air taxi pilot, fire detection officer for the National Forest Service and as a corporate pilot as well as CFI.

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

This is Camelia's third Air Race Classic, and she keeps thinking, "Just one more time."

This is race No. 2 for Laura Berry, who got her first lesson at age 16 from her dad. He never got his license, but Laura earned her Private certificate about 30 years later.

Laura's regular job is dean of arts and sciences at North Arkansas College. She and non-pilot husband, Alan, also raise alpacas as a side business, and they have two daughter, ages 12 and 16. They are a tae kwan do family believing in the motto, "A family that kicks together, sticks together."

Laura loves flying the race with Camelia, learning a lot and having lots of fun.



Rebecca Smith
Wimberly, TX

Mae Marquette
Lafayette, LA

CLASSIC 16

Cessna 172 145 hp

Welcome, Becky Smith, to your first Air Race Classic! Becky is a Private Single-Engine Land pilot with about 175 hours logged. She had wanted to fly since she was young, but it took her until recently to achieve her goal. Her husband of five years, Jim, a retired airline pilot, arranged her first flight lesson on Christmas Day the first year they were married.

With three sons who are profoundly deaf, Becky decided to become an interpreter for the deaf. She is a nationally certified sign language interpreter and has been employed for the last five years managing video relay centers in the southern part of the U.S. and Puerto Rico. Before that, she worked at the Texas School for the Deaf. She hopes to share her racing experiences with schools for the deaf, as well as scouting troops with hard-of-hearing boys and girls.

Becky is a member of the San Antonio Chapter of the Ninety-Nines.

Mae Marquet has returned for her second Air Race Classic. She holds a Private Single-Engine Land Certificate with about 450 hours.

Mae and her husband, Edward, are the parents of two sons and two daughters. Mae works with Edward as a bookkeeper in his law office. So far, no one else in the family is a pilot.

The learning experience and the opportunity to meet the many ladies involved in putting on and participating in the race are part of the reason Mae is returning to race again. Visiting new airports around the U.S.A. gives her memories to cherish.

Mae is a member of the New Orleans Chapter of the Ninety-Nines.



HOW 'BOUT THIS - FLYING DREAMS THAT COME TRUE!

Air Race Classic

Air Race Classic - 1999

www.airraceclassic.org



Louise Scudieri
Decatur, TX

Nicole Boettger
Carter Lake, IA

CLASSIC 17

Cessna 182 230 hp

Welcome, Louise (Squeege) Scudieri, to your first Air Race Classic!

Squeege holds a Private Single-Engine Land Certificate with almost 1,100 hours. She has been flying for more than 12 years and uses her Cessna 182 to visit family in Niagara Falls, Memphis, TN, and Norman, OK. She also volunteers for Angel Flight South Central/Grace Flight.

A registered nurse since 1987, Squeege has been a certified registered nurse anesthetist since 1992. She provides anesthesia services for a variety of surgical services as well as childbirth.

She spends her ground-based time gardening, cooking and enjoying her three beagles. Squeege also spends computer time participating in anesthesiology forums.

Nikki Boettger is a Private pilot with slightly more than 130 hours. She realized a lifelong dream last year in flying her first Air Race Classic. Nikki says it was the "experience of a lifetime."

Nikki works for the YMCA and Girl Scouts as a teacher in the 3- to 5-year-old room at YMCA Child Care. She serves part-time as a program leader for the Girl Scouts at the junior level for the Community Outreach Program and as a volunteer at the Strategic Air and Space Museum overnight camp.

Nikki attends American Military University, working on her master's degree in homeland security. Her hobbies are plus-size modeling and pageants. She has been a member of the Polynesian and Hula Dance Studio for six years and belongs to plane-girls.com, an aviation web site promoting girls in aviation.



Gene Nora Jessen
Meridian, ID



Camille Patch
Boise, ID

CLASSIC 18

Beech Sierra 200 hp

*Jessen Aircraft
630 S. Tiburon Meridian, ID 83642*

*Glass Cockpit Association
3653 Richenbacher Boise, ID 83705*

Gene Nora Jessen has spent her entire life in aviation. She holds Commercial Single-Engine Land and Sea and Multi-Engine Land certificates, is a CFI and Ground Instructor and has Tailwheel and Formation Flying endorsements. Gene Nora flew as a demonstration pilot for Beech and then as a flight school operator. She was one of the so called Mercury 13. Gene Nora and her pilot husband, Bob, owned Boise Air Service, an FBO, until their recent retirement.

The author of "The Powder Puff Derby of 1929," Gene Nora has another book in the works. She and Bob have a son and a daughter and three grandchildren. So far, only their daughter has followed Mom and Dad in learning to fly. Gene Nora is a past president of the Ninety-Nines and active member in the Idaho Chapter. She is flying the race for fun and to see if her team can do better than they did the last race flying in headwinds in a Husky.

This is the first Air Race Classic for Cammie Patch. Cammie holds an Air Transport rating with Single- and Multi-Engine Certificates and jet type-ratings.

Cammie is as Master Certified Flight Instructor and Advanced Ground Instructor, specializing in technically advanced aircraft such as Cirrus, Citation Mustang and Columbia (Cessna 350/400). Glass Cockpit Aviation is Cammie's company, with locations in Sun-Valley and Boise, ID.

Cammie's husband, David Patch, is a software engineer and also a pilot. Cammie is flying the race for the fun and good experiences that she will be able to share with fellow members of the Idaho Chapter of the Ninety-Nines.



Air Race Classic - 1998



Sherry Walker
Boerne, TX

Nancy Aldrich
Leakey, TX

CLASSIC 19

Piper PA 28 – 161 160 hp

Sherry Walker returns to fly her third Air Race Classic. She holds a Private Single-Engine Land certificate with almost 900 hours logged.

Sherry is the mother of one son and three daughters, and grandmother to nine. One of her daughters is a pilot. Retired from a career as a computer programmer, Sherry took up flying as a hobby. She received her Private certificate when she was 60 years old. She thought she was too old to learn. However, with the encouragement of her pilot daughter, she succeeded. Sherry encourages "older" women to take up flying. She says there is nothing like the thrill of succeeding.

Sherry is flying the race for the challenge, the excitement, fun and friends.

Welcome, Nancy Aldrich, to your first Air Race Classic! Nancy is retired from United Airlines and has an Air Transport Pilot certificate with Advanced and Instrument Ground Instructor ratings. She has flown Boeing 727, 737, 757 and 767 jets as well as DC-10s.

Nancy dreamed of flying in childhood and made that dream come true at age 37. She was hired by United at age 43. She retired as a captain on international flights.

She is the mother of one son and one daughter and has two grandsons. Nancy has written a book about her flying career titled "Captain Grandma." She enjoys gospel music, reading, travel and, of course, flying.

Both ladies are members of the San Antonio Chapter of the Ninety-Nines.



Dee Bond
Pukekohe, NZ

Gretchen Jahn
Denver, CO

CLASSIC 20

Cessna 182 R 230 hp

Dee Bond is "up" from New Zealand for her fifth Air Race Classic. She holds Commercial Single- and Multi-Engine Land certificates as well as all Certified Flight and Ground Instructor ratings. She is endorsed for Tailwheel aircraft, formation flying and aerobatics and has almost 4,000 hours logged.

Dee has flown as a charter pilot and worked as an accountant. She recently resigned her job as a flight instructor to run the family hotel at Tuakau.

When not working, Dee and partner Neil Young (who is also a pilot) love to fly their Cessna 172. She also enjoys cycling, water sports and skiing. Six cats ruled the house until a miniature Schnauzer, George, came into their lives last year.

Dee is flying the race for the adventure, fellowship and to see more of the United States. She is a member of the New Zealand Section of the Ninety-Nines.

Welcome back from New Zealand, Gretchen Jahn! Returning for her 17th ARC, Gretchen holds Commercial Single- and Multi-Engine Land certificates with a Tailwheel endorsement and more than 1,650 hours.

Gretchen was CEO of Mooney Airplane Company before moving to New Zealand two years ago to become manager of Alpha Aviation. She has now formed a software company and will consult with aviation and startup companies.

Karl Sutterfield, Gretchen's husband, is also a pilot and software engineer. They have two cats who rule the house. As a result of the move to and from NZ, they are the most expensive alley cats in the world.

Gretchen is a member of the Ninety-Nines, Women In Aviation, New Zealand Women's Association and AOPA. She has served the Air Race Classic for many years and is currently a director.

The opportunity to "go fast" is a draw to racing for Gretchen. She likes to see old friends and learn new things and help novice racers. The camaraderie is incredible, and the ARC presents a great opportunity to practice and become more proficient in the airplane.



Air Race Classic - 1998



Heather Ford
Springhill, VIC

Anna-Sophia Lazarou
Kew, VIC

CLASSIC 21

Cessna 182T 230 hp

Melbourne Flight Training

70 Bundora Pde Moorabbin Airport VIC, Australia 3194

Bendigo Sandhurst Rotary Club

P.O.Box 1122 Bendigo, VIC Australia 3552

Ruffell Family Jewellers

320 Hargreaves Mall Bendigo, VIC Australia 3550

A big welcome to Soph Lazarou and Heather Ford, who have come from Australia to fly their first Air Race Classic!

Soph earned Commercial Single- and Multi-Engine Land and Sea licenses in Australia. She is also rated for Tailwheel airplanes and aerobatics and has logged about 275 hours.

She has recently been accepted by Qantas Link and is waiting for a start in 2010 or 2011. Soph is spending the time until she starts building experience in the industry. She will add a few hours to her log book during the race while seeing a lot of "middle" America.

Soph plays bass guitar in a band when she is not flying and likes many kinds of music.

Heather earned a Commercial Single-Engine Land license in Australia and has about 725 hours logged. She is also a Single-Engine Certified Flight Instructor. Heather works for Bendigo Aviation Services as a flight instructor – her first job in the industry. As far as she knows, she is the first woman pilot to work at Bendigo airport.

When not flying, Heather is a volunteer firefighter with the Country Fire Authority and holds the rank of lieutenant with the Springhill Brigade.

She is racing to try something new and inspire other young women to try do the same. Heather is a member of the Australian Section of the Ninety-Nines.



Kali Hague
Salina, KS

Merritt Hitchcock
Salina, KS

CLASSIC 22

Cessna 172R 160 hp

Kansas State University

Greg Lust

2010 Rogers Ct. Salina, KS 67401

Jacqueline Walsh

2300 Centennial Salina, KS 67401

Linda Hall Daschle

Kali Hague and Merritt Hitchcock are representing Kansas State University at Salina in this year's Air Race Classic. This is the first race for both of them. Welcome!

Kali holds a Commercial Single-Engine Land certificate with about 250 hours logged. She has a Ground Instructor certificate and a Tailwheel endorsement and recently became a Flight Instructor as well.

Being a full-time student and flying keeps Kali busy. She is taking part in the race to add real-world flying experience to her log book.

Merritt is also a full-time student. She has earned a Commercial Single-Engine Land Certificate and a Certified Flight Instructor rating. Merritt has more than 200 hours logged.

When not studying, Merritt enjoys golf, travel and aviation.



Gail L. Steger Mock

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Marisha Falk
Avon Park, FL

Hannah Northern
Forestville, CA

CLASSIC 23

Cessna 172 SP 180hp

*****Embry-Riddle Aeronautical University*****

*Embry-Riddle University Flight Department
600 S. Clyde Morris Blvd. Daytona Beach, FL 32114*

*Adelaide Shores RV Resort
2881 US Hwy 27N Avon Park, FL 33825*

This team of Marisha Falk and Hannah Northern is representing Embry-Riddle Aeronautical University – Daytona Beach.

Marisha is earning her MBA while working full time as a Flight Instructor at ERAU. With 1,100 hours, she has earned Commercial Single- and Multi-Engine Land certificates, as well as Single- and Multi-Engine Certified Flight Instructor, Instrument and Basic and Advanced Ground Instructor.

This is Marisha's second Air Race Classic. She is flying this race to increase her knowledge and hone her aviation skills, which she can pass on to her students. She is looking forward to meeting other female aviators.

When not flying, Marisha enjoys fishing, hunting, sports, four-wheel sports, friends and family.

Welcome, Hannah, to your first Air Race Classic! Hannah holds a Private Single-Engine Land certificate and has logged more than 180 hours. She is a full-time student at ERAU.

Hannah is a member of the Eagles Flight Team, competing in flight and ground events against other aviation universities through the National Intercollegiate Flying Association. The Santa Rosa (California) Chapter of the Ninety-Nines claims Hannah and will be rooting for her.

She is flying the race to gain more knowledge and become a better and safer pilot. She plans to share her experiences with others.



Roxie Juul
Broomfield, CO

Stephanie Ann Wells
Arvada, CA

CLASSIC 24

Piper PA28 180 hp

Welcome, Roxie Juul and Stephanie Wells, to your first Air Race Classic!

Roxie holds a Private Pilot Single-Engine Land certificate with about 270 hours logged. Her husband, John, is also a pilot.

A native of Colorado, Roxie is retired after a varied career. She has worked in farming and ranching, spent four years as a coast-to-coast trucker driving 18-wheelers and has been employed by ATT-Mountain Bell, US West and Qwest.

Roxie loves all creatures – especially horses and dogs. She enjoys travel, dirt and street motorcycles, snow skiing and downhill racing. Gardening – mostly vegetables – is a summer activity. Roxie volunteers in several groups working on different projects. Roxie finds people-watching "very interesting."

Stephanie has logged more than 13,000 hours in her flying career. She holds an Air Transport certificate with Single- and Multi-Engine Land as well as Single-Engine Sea ratings. She is also a Certified Flight Instructor for Single- and Multi-Engine and Single-Engine Instrument.

Stephanie began her career with 18 years as a pilot in the Air Force. Between 1986 and 2003, she was a NASA pilot, training astronauts and helping them stay current. She is now an FAA inspector in General Aviation Operations.

Flying is still a major part of Stephanie's life. She owns a home-built RV-6 and is building an Aventura II amphibian. The mother of one son, she enjoys outdoor activities – hiking, camping and kayaking. After traveling all over the world in the Air Force, Stephanie still enjoys overseas travel and exotic trips.

Roxie and Stephanie are both members of the Colorado Chapter of the Ninety-Nines.



Air Race Classic - 2001



Cynthia Kerr
Marysville, MI

Mary Unger
St. Clair, MI

CLASSIC 25

Cessna 172 M 150hp

Cindy Kerr learned to fly after her husband, Steve, received his Private in 2002, so she would know what to do in case of an emergency. She now holds a Commercial Single-Engine Land certificate with an Instrument rating and is working on her Flight Instructor rating. She has logged more than 400 hours. This is her second Air Race Classic.

Cindy has shared her passion for flying with more than 130 children through the EAA Young Eagles program. She is a member of the St. Clair County EAA Chapter, serving as secretary and newsletter editor. Cindy is also a member of the Michigan Chapter of the Ninety-Nines.

Cindy and Steve are the parents of one son and two daughters, as well as grandparents to nine. They are looking forward to retirement in Arizona this year.

Besides flying, Cindy's hobbies include reading, playing golf, fishing, scuba diving and travel.

Welcome, Mary Unger, to your first Air Race Classic! Mary holds a Private Single-Engine Land certificate with about 260 hours logged.

Her husband, Daniel, is a retired American Airlines captain and currently works as an FAA inspector. Mary is a retired State Police trooper. She keeps busy with two teenage sons at home and a daughter in college. She is also a member of the St. Clair County EAA Chapter, serving as vice president and Young Eagles coordinator.

Mary is flying her first ARC to experience the adventure. She is looking forward to meeting other female pilots who enjoy the same passion – aviation – as she does.



Air Race Classic - 2001

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Christy Smith
Jacksonville, FL

Susan King
Gainesville, FL

CLASSIC 26
Diamond DA40XLS 180 hp

Welcome to this threesome to your first Air Race Classic!

Christy Smith has Commercial Single- and Multi-Engine Land certificates, as well as Single-Engine Sea. She has logged more than 2,800 hours – some of them through her participation as an Angel Flight pilot.

Her husband, Lee, is also a pilot. However, there are no pilots among their two sons and daughter, yet.

Christy is a retired legal secretary. She enjoys hunting, fishing, snow skiing and, she says, "No. 1 – flying!" She has earned a black belt in karate. Christy was awarded a 12 Who Care award for community involvement and charitable work in Jacksonville, FL.

Susan King has a brand-new Private pilot certificate. She is a founder of the Wings of Dreams Aviation Museum and Warbird Restoration Center in Keystone, FL, a Realtor and owner-broker of Blue Sky Properties.

A lady of many interests, Susan raises Tennessee fainting goats. She used to participate in dressage with her three "retired" horses. Her partner, Bob Oehl, is a pilot and owner of Express Air Flight School.

Susan is racing to preserve history and bring awareness to Senate Bill 614, which would award the Congressional Gold Medal to all WASP members.



Bernice Haydu
Jacksonville, FL

Bee Haydu will be traveling as a passenger with the team. She holds Commercial Single- and Multi-Engine Land certificates as well as Certified Flight Instructor Single and Multi, and Ground Instructor. She has logged approximately 3,500 hours. Bee flew in the Angel Derby, Bahamas Treasure Hunt and two Powder Puff Derbies. Bee was a WASP who learned to fly in 1943. She was a flight instructor,

Cessna Aircraft dealer and part-owner of a flight school. Her late husband was a P-17 (Stearman) pilot. Bee is the mother of two sons and a daughter and grandmother to four.

She has written a book, "Letters Home 1944-1945," based on correspondence she had written as a WASP.

Christy and Laura are members of the Florida First Coast Chapter of the Ninety-Nines. Bee is in the Florida Gulf Stream Chapter.

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JoDean Perry
Austin, TX



Linda Street-Ely
Liberty, TX

CLASSIC 27

Piper PA 28 - 181 180 hp

Welcome, JoDean Perry, to your first Air Race Classic! JoDean is a Private Single-Engine Land pilot with a Tailwheel endorsement and about 475 hours.

Her non-pilot husband, Gregg, is an attorney and college professor. They are the parents of one daughter.

JoDean has a degree in advertising and has always been intrigued by visual media. She has collected mid-century modern furniture, which reflects beauty, strength and pure efficiency in streamlined forms. She has found this in the mahogany kayak she built in 2000 as a transition to flying. She has owned a kayak and a plane ever since. JoDean is looking forward to a challenge different from her normal short-hop solo flying.

Linda Street-Ely is a veteran of one Air Race Classic. She holds a Private Single-Engine Land certificate and Instrument Rating with more than 400 hours. She was chosen for the 2007 Jan Jones Memorial Scholarship for aerobatic training.

Linda began flying four years ago, just a year and a half after a fatal fire took the lives of her husband and two small children. Her Christian faith, along with her two adult daughters and four grandsons, helped her through the valley.

Linda is now married to professional pilot Mike Ely. They enjoy flying in their Grumman and promoting general aviation through public speaking, writing and aviation programs. Their column, "The View Up Here," appears weekly in the Liberty Gazette.

Linda has chaired the Liberty Airport Advisory Board and serves as AOPA's Airport Support Network volunteer for the airport. She is a member of the Houston Chapter of the Ninety-Nines. Her book "When We Move to Heaven" will be released soon.



Micah Dawn Doeden
Norman, OK

Kiersten Orrick
Norman, OK

CLASSIC 28

Piper PA 28 -161 160 hp
University of Oklahoma

University of Oklahoma
Norman, OK

Oklahoma Chapter 99s Members

A big welcome to our first teams from the University of Oklahoma, Classics 28 and 29.

Micah Doeden is a full-time student who has earned a Commercial Single-Engine Land certificate and has logged more than 215 hours. She also has an Instrument rating.

She wants to race to gain flight time and valuable and challenging experiences. She knows the race will push her to her limits and hopes to become a better pilot because of it. Micah hopes this race can start a tradition for female pilot students at OU.

When not flying and studying, Micah enjoys hiking, fishing, shopping and hanging out with friends and family. She is a member of the Oklahoma Chapter of the Ninety-Nines.

Kiersten Orrick has been a flight instructor at the university for almost three years. She has Commercial Single- and Multi-Engine Land certificates as well as Multi-Engine and Instrument Flight Instructor ratings.

Kiersten has logged more than 1,530 hours.

Kiersten competed in NIFA in 2003 and has flown in three Okie Derby Races. She enjoys anything outdoors, watching movies, snowboarding, traveling and mostly flying. Kiersten plans to fly for a regional airline, with her ultimate goal to fly for FedEx.


**LAND
HERE, DUMMY**

Air Race Classic - 2001



Alexandria Taylor
Norman, OK

Barbara McClurkin
Norman, OK

CLASSIC 29

Piper PA-28-161 Warrior 160 hp

University of Oklahoma

University of Oklahoma
Norman, OK

Oklahoma Chapter 99s Members

A big welcome to our first teams from the University of Oklahoma, Classics 28 and 29..

Lexi Taylor is a full-time University of Oklahoma aviation student. She has a Commercial Single-Engine Land certificate with Instrument and Single-Engine Flight Instructor ratings. Flying runs in the family, and Lexi has flown with her dad in his Columbia 400.

With the race, Lexi thinks she will have new, diverse experiences and decision-making challenges to strengthen her skills as a pilot.

Flying is Lexi's big hobby. However, family and friends are also a big part of her life, and spending time with them is very important. She enjoys small crafts and sewing, and her new found passion: baking pastries.

Barb McClurkin says she is the "experienced" member of this team. She holds a Private Single-Engine Land certificate with about 575 hours logged.

Barb's husband, David, is the chief flight instructor at the University of Oklahoma. They own a Cessna 172. Barb and David are parents of one daughter.

A voracious reader, Barb enjoys fiction and history. She is archival librarian, of the Western History Collections at the university. She travels as often as possible in their 172. Barb is an award-winning quilter and has used her skills to raise money for aviation scholarships. Skiing, scuba diving and horseback riding round out her hobbies.

Riding in the back seat for this team is Ashley Crawford. She is a student at the University of Oklahoma and has earned a Commercial Single-Engine Land certificate with Instrument rating. Ashley is certified for aerobatics and has made two jumps.



Ashley Crawford
Norman, OK

When not flying or studying, Ashley enjoys cooking, playing guitar and skydiving. She is an avid sci-fi enthusiast.



Jenna Albrecht
Prescott, AZ



Kimberly Turrell
Prescott Valley, AZ

CLASSIC 30⁴³

Cessna 172 180 hp

Embry-Riddle Aeronautical University

Embry-Riddle Aeronautical University
Prescott, AZ

Welcome to this collegiate team from Embry-Riddle Aeronautical University in Prescott, AZ

A full-time student the past four years, Jenna Albrecht has earned Commercial Single- and Multi-Engine Land certificates as well as her Instrument rating. She is currently working on her Flight Instructor rating.

Born and raised in Denver, Jenna enjoys the outdoors and trying new things when not flying. She is very family-oriented and loves spending time with family and friends.

Jenna views this race as a rare opportunity to experience something that few people around the world have done. She is looking forward to racing against some of the best female pilots.

Kimberly Turrell is a Flight Instructor at Embry-Riddle – mostly at night. During the day, she works at the Lockheed Martin Automated Flight Service Station, teaching new hires about aviation.

The holder of Commercial Single- and Multi-Engine Land certificates, Kimberly is also a Single- and Multi-Engine Flight Instrument instructor, with more than 800 hours.

Kimberly and her partner, Andreas Wiedemann, also a pilot, enjoy spending time outdoors with their greater Swiss mountain dog. Kimberly always knew she wanted to fly but never expected to love it as much as she does. She can't wait for the experience of racing. She is looking forward to working and flying as a member of a team.





Jessica Miller
Hutchinson, MN



Athina Holmes
Boynton Beach, FL

CLASSIC 31

Mooney M20G 180 hp

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We welcome this team to their First Air Race Classic.

Jessica Miller recently graduated from high school. She holds a Private Single-Engine Land certificate and has already logged more than 200 hours. She is sure this race will be an amazing experience and a great way to gain friends in aviation.

In high school, Jessica was involved in Business Professionals of America, soccer, the trap team and Aviation Explorers. She recently joined the Minnesota Chapter of the Ninety-Nines and is passionate about getting other young people into aviation.

Athina Holmes spends many hours in the air. She is a flight attendant for American Airlines when not flying herself for fun. The holder of a Commercial Single-Engine Land certificate with an Instrument rating, Athina has more than 360 hours.

She is also a professionally trained gourmet chef, certified in organic vegetarian cuisine. Athina attended the Natural Gourmet Cooking Institute and studied French cuisine at Le Cordon Bleu.

She wants to see the beauty of every little town, general-aviation airport, back road, farm and green pasture from the air. We know she won't be disappointed!

Irene Lev is a student pilot with about 50 hours logged. She works in many areas of management and research and development.

Her husband, Gene, an infrastructure project manager, is not a pilot. They are the parents of one son. In her spare time, Irene is an avid skier, swimmer and sailor. She is a fine art photographer, bow hunter and journalist.



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Jessica Campbell
Grandview, IN

Victoria Dunbar
Terre Haute, IN

CLASSIC 32

Diamond DA40XL 180 hp
*****Indiana State University*****

Indiana State University College of Technology
650 Cherry St. Terre Haute, IN 47809

Welcome to Indiana State University's collegiate team!

Jessica Campbell is a full-time student, finishing her junior year at ISU. She has earned Commercial Single- and Multi-Engine Land certificates and an Instrument rating, with Tailwheel and Aerobatic endorsements.

The holder of Single- and Multi-Engine Certified Flight Instructor certificates, Jessica also works as a CFI. Everything is still fairly new to her, however, and she gains more respect for instructors every day.

Jessica looks forward to the new and exciting experience of flying the race, as she loves adventures!

Victoria Dunbar is an aviation instructor at Indiana State University. She holds Commercial Single- and Multi-Engine Land certificates along with Single- and Multi-Engine Instrument Flight Instructor certificates.

Her husband, Dennis, is a pilot and air show consultant. They are the parents of a one-year-old son.

Victoria was the manager of Terre Haute Air Center before joining the university staff. She has been a flight instructor for seven years, helping to log more than 2,500 hours. After taking last summer off to have her baby, Victoria is excited to be flying in her second Air Race Classic.

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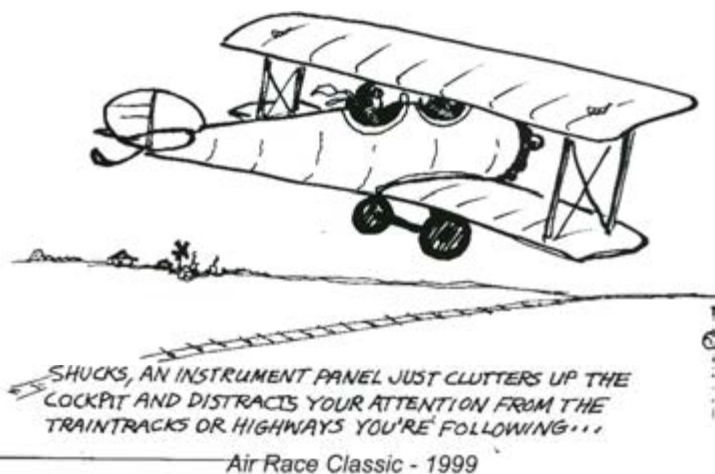
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Marijke Unger
Longmont, CO

Lara Carpenter
Thornton, CO

CLASSIC 33

Citabria 7KCAB 150 hp

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*Jeff Cain
341 High Street Denver, CO 80209*

*Joya Stella
3960 52nd St. Apt. 1D Woodside, NY 11377*

Welcome, Marijke Unger and Lara Carpenter, to your first Air Race Classic!

Marijke is flying the race to have fun and make a difference. She holds a Commercial Single-Engine Land certificate with Tailwheel, Aerobatics and Formation Flying Endorsements. She has logged more than 530 hours.

The National Center for Atmospheric Research employs Marijke in public relations, editing, writing and translating. Her husband, Paul Eric, is a software engineer and brewer, but not a pilot. Marijke enjoys photography, snowboarding, motorcycles, dogs, new experiences and travel.

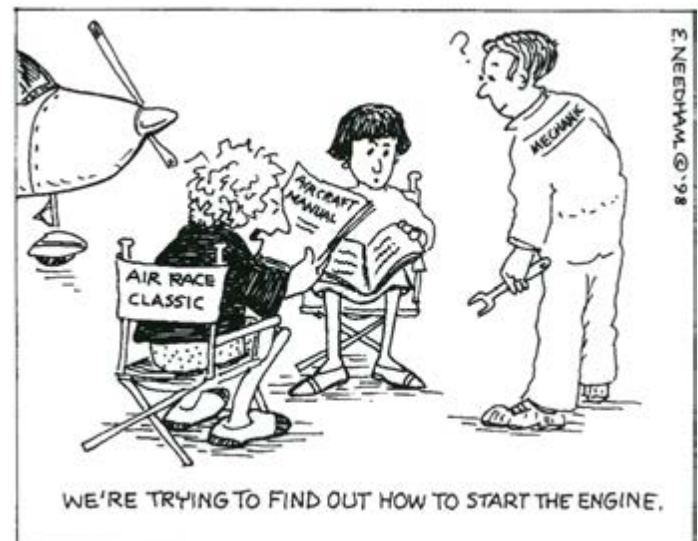
Skywest pilot Lara holds Commercial Single- and Multi-Engine

Land certificates with an Air Transport rating. She is a Single- and Multi-Engine Instrument Flight Instructor. Lara has more than 4,350 hours, which include Tailwheel, Aerobatics and Formation Flying endorsements. She is also jet-type rated.

Lara enjoys riding motorcycles, hiking, skiing, mountain biking, snowshoeing and backpacking. She is flying her first air race for the friendship and camaraderie.



Air Race Classic - 1996



Air Race Classic - 1998



Carolyn Van Newkirk
York, PA



Barb Goodwin
Kalamazoo, IN

CLASSIC 34

Cessna 182 P 230 hp

Carolyn Van Newkirk returns for her 17th Air Race Classic. She holds a Commercial Single-Engine Land certificate with more than 1,300 hours.

Carolyn flies in the race for the thrill of the challenge. Through the ARC, she has landed in the every one of the 48 Continental states and in Canada.

Her husband, Jack, is a retired educator and a non-pilot. They are the parents of a son and daughter and grandparents to three. Carolyn continues her career as an educator, serving as an administrator and adjunct professor as well as researcher in historical studies.

Carolyn is also an assistant director on the Air Race Classic Board, helping with publicity and coordinating Girl Scout activities. She is a Young Eagles flight leader, serves as the newsletter editor for the Mid-Atlantic Section of the Ninety-Nines and is a member of the Central Pennsylvania Chapter. Through the Amelia Earhart Scholarship, Carolyn wrote "History of Women's Air Races."

Welcome back, Barb Goodwin, to your sixth Air Race Classic! Barb holds Commercial Single-Engine Land, Certified Flight Instructor and Basic Ground Instructor certificates. She has logged more than 2,500 hours.

Barb's husband, Robert, is a retired high school teacher and administrator and also a pilot. They are the parents of two sons and one daughter, as well as grandparents to four. Barb is a retired middle school math and science teacher. She has been a flight instructor since 1999, serves as a mentor for Women in Aviation and works with the EAA Young Eagles program. Barb was awarded the EAA YE Horizons Award in 2005 for her work with Young Eagles.

When not flying, Barb enjoys spending time with family members, helping in her granddaughter's grade school, reading, gardening and taking long walks.

She is a member of the Michigan Chapter of the Ninety-Nines.

Welcome, Maureen Kenney, to your first Air Race Classic. Maureen holds a Private Single-Engine certificate with more than 550 hours.

Maureen was a school psychologist and educator before she turned systems analyst. She has been a K-12 principal and college



Maureen Kenney
Granada Hills, CA

professor. Since retirement, she has turned her full focus to volunteering. She is a member of the San Fernando Valley Chapter of the Ninety-Nines and will be chair for the coming year. She is Southwest Section secretary and chair of the International Ninety-Nines' Technology Committee.

Maureen and her non-pilot husband Dan Kenney have two sons. She has just completed the Motorcycle Foundation basic safety course and enjoys hiking, camping, reading and sailing.



Air Race Classic - 1996



Air Race Classic - 2002

Silent Auction

A silent auction that culminates at the ARC Terminus Banquet has become a tradition with the Air Race Classic. The auction is a fundraiser to support the future of the Air Race Classic. The auction is also an opportunity for an interesting purchase after the race. You can be part of this annual event whether you are a Racer, Volunteer or cheering ARC from afar. Auction items are donated by corporations, groups, organizations and individuals. Aviation-related items are always very appropriate, but not a prerequisite.

Auction items will be on display at the Terminus of the race. Silent bidding terminates at the final banquet each year. View the list of items and donors at www.airraceclassic.org. Browse the list to plan your own silent bidding strategy. And, consider donating to the ARC Silent Auction.

Your gift will make a difference and is tax deductible. Contact silentauction@airraceclassic.org for additional information.

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Air Race Classic - 2001

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- 2009 – Kristin MacKenzie Hope - Soaring
- 2008 – Deanne Lynn Campbell – Mountain Flying
- 2007 – Robin Mikols – Air Racing
- 2006 – Janna Greenhalgh – Spin Recognition & Recovery Training
- 2005 – Evelyn Ross – Seaplane Rating

Entry opens for Air Race Classic on January 2, 2010. Apply early to be included in the Top Ten Race Number Drawing. Numbers will be drawn during the 2010 Women in Aviation Conference.



Drawing for the Top Ten 2009 Race Numbers Women in Aviation Conference, Atlanta, GA 2009



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Conference, Chicago, IL

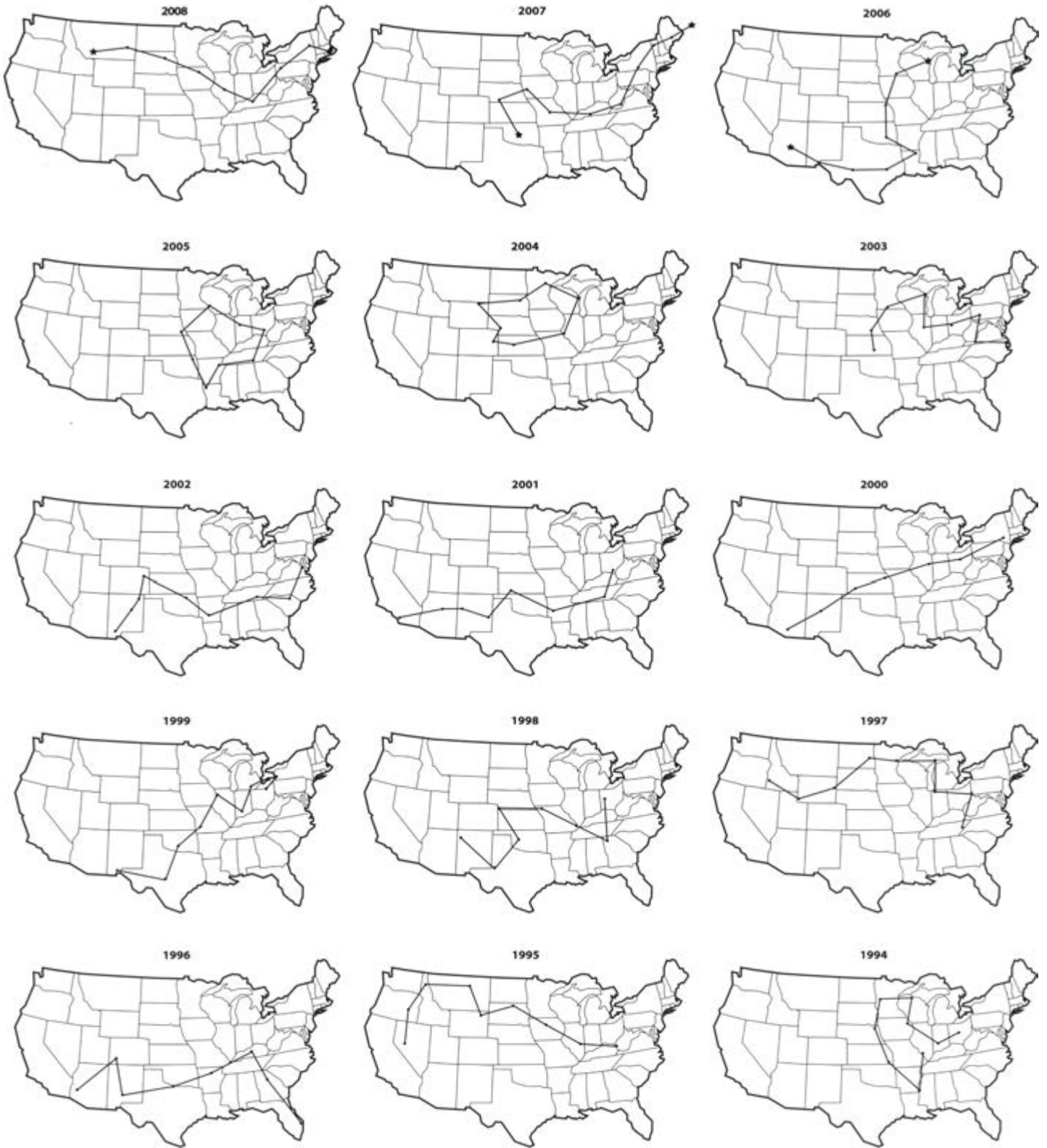
July 27 - August 2, 2009
AirVenture, Oshkosh, WI

February 25 - 27, 2010
Women in Aviation
International Conference, Orlando, FL

April 13-18, 2010
Sun-n-Fun, Lakeland, FL

July 5-9, 2010
The Ninety-Nines International Conference, Kona Coast,
Hawaii

32 YEARS OF RACING





2003 ARC Charm for Racers
Gold map with blue and red stops
one for each pilot and copilot



Air Race Classic 2003

Thirty-Two Years of Flying

Where we've been and when

- Alabama**
Huntsville - 1991
Muscle Shoals - 1993
- Arizona**
Bullhead City - 1991
Casa Grande - 1983
Holbrook - 1992
Kingman 1987
Mesa - 2006 Start
Page - 1985
Prescott - 1996
Tucson - 2000 Start
Williams - 2001
Winslow - 1990
- Arkansas**
Conway - 1996
Fayetteville - 1990
Fort Smith - 1980
Hot Springs - 1978 - 2001 - 2002
Jonesboro - 1987
Mena 1992
Mountain Home - 1991
Texarkana - 1985
Walnut Ridge - 2005
- California**
Agua Dulce (fly-by) - 1987
Alturas - 1989
Calexico (fly-by) - 1983
El Cajon - 1983
Rancho Murrieta (fly-by) - 1987
Redding - 1985
Rio Bravo - 1987
Sacramento - 1989
Salinas - 1988
San Diego - 2001
Santa Monica - 1979
Santa Rosa - 1977 - 1986
Stockton - 1979
Temecula Valley - 1990
Thermal - 1992
- Canada**
Saint John - 2007 Terminus
Toronto - 1999
- Colorado**
Burlington - 2002
Durango - 1996
Grand Junction - 1978
Lamar - 2004
- Florida**
Daytona Beach - 1985 - 1996
Destin/Fort Walton Beach - 1978
- Georgia**
Albany - 1985
Athens - 1996
Gainesville - 1984
Jekyll Island - 1981
Rome - 1998
- Idaho**
Boise - 1977 - 1986 - 1997-Start
Coeur Alene - 1982 - 1995
Idaho Falls - 1988
Twin Falls - 1984
- Illinois**
Cahokia - 1994
Danville - 1995
Decatur - 1993 - 2008
Freeport - 1999
Galesburg - 1981
Kankakee - 1988
Marion - 1980
Mattoon - 2000
Mount Vernon - 1990
Peru - 2003
- Indiana**
Bloomington - 1992
Columbus - 1987
Elkhart - 1997
Evansville - 1977 - 1986
Frankfort (fly-by) - 2005
Lafayette - 1989 - 2005 Start & Terminus
Seymour - 1994 - 1999
- Iowa**
Burlington - 1991
Cedar Rapids - 1977 - 1986
Denison - 2007
Dubuque - 1994
Fort Dodge - 1995
Marshalltown - 1989
Mason City - 1988 - 2008
Waterloo - 1980
- Kansas**
Belleville - 1990
Dodge City - 1984
Garden City - 1981 - 2000
Hays - 1992
Hutchinson - 1983
Independence - 1994
Lawrence - 2006
New Century - 2000
Olathe - 1978
Pittsburg - 1993
Pratt - 2001 - 2003
Salina - 1980
Winfield - 1987
Wichita - 2004 Start & Terminus
- Kentucky**
Bowling Green - 2007
Frankfort - 2008
Lexington - 1981
Louisville - 1983
Owensboro - 1996
Paducah - 1984
- Louisiana**
Bastrop - 2006
Shreveport - 2005
- Maine**
Bangor - 2007
- Massachusetts**
Hyannis - 2000 Terminus
Mansfield - 2008 Terminus
Plymouth - 2000 (fly-by)
- Michigan**
Flint - 1999
Grand Rapids - 1983
Menominee - 2003 - 2006 Terminus
Sault Ste. Marie - 1997
- Minnesota**
Albert Lea - 2003 - 2006
Detroit Lakes - 1991
Duluth - 1997
Eveleth - 2004
Fergus Falls - 1994
Minneapolis - 1979
Winona - 2005
- Mississippi**
Greenville - 1994
Gulfport - 1978
Meridian - 1985
- Missouri**
Cape Girardeau - 1998
Columbia - 1983
Hannibal - 2004
Jefferson City - 1982 - 2007
Joplin - 1984
Kaiser Lake - 1999
Kirksville - 1992
- St. Joseph - 1998
- Montana**
Bozeman - 2008 Start
Cut Bank - 1982
Great Falls - 1979
Havre - 1995
Miles City - 1982 - 2008
- Nebraska**
Ainsworth - 1989
Beatrice - 2005
Grand Island - 1977 - 1986 - 2003
Kearney - 1988
Lincoln - 1982
McCook - 2007
Norfolk - 1994
North Platte - 1978 - 2004
Ogallala - 1998
Scottsbluff - 1984
Sidney - 1981
- Nevada**
Elko - 1985
Jackpot - 1989
Las Vegas - 1978
Laughlin - 1991
Reno - 1995
Winnemucca - 1988
- New Mexico**
Farmington - 1987
Fort Sumner - 2001
Gallup - 2001
Las Vegas - 1990 - 2002
Moriarty - 2000
Roswell - 1996
Santa Fe - 1985 - 1998-Start
Santa Teresa - 2006
Silver City - 2002 Start
Socorro (fly by) - 2002
Tucumcari - 1992
- New York**
Binghamton - 1993
Elmira - 2007
Ithaca - 2000
Perry-Warsaw (fly-by) - 1999
Saratoga Springs - 2008
- North Carolina**
Asheville - 1993
Greensboro - 1981
Kill Devil Hills - 2003 (fly-by)
Manteo - 2003
- North Dakota**
Bismarck - 1979
Jamestown - 1997
- Ohio**
Athens, Ohio University - 2005
Batavia - 1998-Terminus - 2001-Terminus
Columbus - 1994
Dayton - 2003
Mansfield - 2000
Toledo - 1977 - 1986
Willoughby - 1999 Terminus
Youngstown - 1989
- Oklahoma**
Ada - 1999 - 2006
Bartlesville - 2005
Burns Flat - 1978 - 1999
Elk City - 1990 - 1992
Oklahoma City - 2007 Start
Ponca city - 2002
Shangri-La Afton - 1981
Woodward - 1998
- Oregon**
Burns - 1995
Klamath Falls - 1979
- Medford - 1977 - 1986
Sunriver - 1982
- Pennsylvania**
Altoona - 2003
Franklin - 2008
Philadelphia - 1989
York - 1990
- Rhode Island**
North Kingstown - 1993
- South Carolina**
Columbia - 1980
Greenville - 1987
Winnsboro - 2002
- South Dakota**
Aberdeen - 1995 - 2008
Huron - 2004
Philip - 1991
Pierre - 1982
Sioux Falls - 1981
- Tennessee**
Dyersburg - 1992
Fayetteville - 2001 - 2002
Jackson - 1982
Knoxville - 1982 - 1997-Terminus
Tulahoma - 2005
- Texas**
Abilene - 1980
Bryan - 2006
Childress - 1985
Corpus Christi - 1980 - 1993
Dalhart - 1987
El Paso - 1983 - 1999 Start
Lubbock - 1983
Midland - 1998
Ozona - 2006
San Angelo - 1999
Tyler - 1993
Wichita Falls - 1996
- Utah**
Ogden - 1977 - 1986
Provo - 1991
Vernal (fly-by) - 1991
- Vermont**
Burlington - 2007
- Virginia**
Danville - 2003
Chesapeake-Portsmouth - 2002 Terminus
- Washington**
Pasco - 1984
Walla Walla - 1979
- West Virginia**
Huntington-1980-1988-1990-1995
Lewisburg - 2007
Morgantown - 1993
Wheeling - 1997
- Wisconsin**
Ashland - 1994
Milwaukee - 1979
Minocqua-Woodruff - 1991
Sheboygan - 2004
- Wyoming**
Casper - 1978
Cheyenne - 1977 - 1986
Evanston - 1997
Gillette - 1995 - 2004
Laramie - 1988
Newcastle - 1997
Rawlins - 1989
Rock Springs - 1984
Sheridan - 1979
Worland - 1991

Honoring Esther Lowry Safford

We salute Esther Lowry Safford as she retires from the Air Race Classic. She was one of the original magnificent seven board members who had the foresight, energy and wisdom to create the organization that since 1977 has sponsored an annual all-women transcontinental air race. She, along with Pauline Glasson, was one of the leaders who decided to keep women's air racing alive after an informal meeting at the end of the last All-Woman Transcontinental Air Race (AWTAR). In every Air Race Classic position she has held -- racer, board member, president, past president, judge or adviser -- Esther has given her all. She was instrumental in helping to secure the financial future of the ARC by obtaining such notable sponsors as the (Howard) Hughes Aircraft Company. Esther has inspired hundreds of women since the beginning of this race, and her legacy continues as the competition moves forward. Words cannot express our indebtedness and gratitude to a truly great woman, friend and fellow racer. We wish her all the best in her future travels and endeavors.



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



This photo of the original Air Race Classic, LTD. Board of Directors is from the collection of Velda King Mapelli. From left to right, standing: Mary Pearson, Marion Jayne, Velda Mapelli, Helen McGee and Pauline Glasson, seated: Esther Lowry Safford and Harriet Booth.

2009 Awards

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

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

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

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

FIFTH PLACE - Air Race Classic Award for Pilot and Copilot and \$950 in cash.

SIXTH PLACE - Air Race Classic Award for Pilot and Copilot and \$700 in cash.

SEVENTH PLACE - Air Race Classic Award for Pilot and Copilot and \$600 in cash.

EIGHTH PLACE - Air Race Classic Award for Pilot and Copilot and \$500 in cash.

NINTH PLACE - Air Race Classic Award for Pilot and Copilot and \$400 in cash.

TENTH PLACE - Air Race Classic Award for Pilot and Copilot and \$350 in cash



HIGHEST SCORING FIRST-TIME TEAM

(not ever having used any weather service or consultant): WEATHER SERVICES FOR FOLLOWING YEAR'S AIR RACE CLASSIC (non-transferable) by Richard Patton.

AIR RACE CLASSIC COLLEGIATE CHALLENGE TROPHY

Awarded to the team from a college or a university that has the highest score. The school and team will have the trophy for one year. Plaques will be given to the school and the team members for their permanent possession when the trophy is returned to the Air Race Classic, Inc.

...---... SOS CLAUDE GLASSON AWARD - Lowest-scoring team awarded \$100.

LEG PRIZES

Four prizes are awarded to the highest-scoring team (top ten winners not eligible).

- 1st Place \$50 and two medallions
- 2nd Place \$40 and two medallions
- 3rd Place \$30 and two medallions
- 4th Place \$20 and two medallions



Air Race Classic - 2002

THIRTY-SECOND AIR RACE CLASSIC WINNERS - 2008



1
Dene Chabot-Fence & Gloria May



2
Judy Bolkema-Tokar & Ruby Sheldon



3
Margaret Ringenberg & Carolyn Van Newkirk



4
Marge Thayer & Helen Beulen



5
Joyce Wells & Kathy Walton



6
Dottie Anderson & Jean Sloan



7
Camelia Smith & Laura Berry



8
Marisha Falk & Mandy Parsons (ERAU)



9
June McCormack & Tookie Hensley



10
Elaine Roehrig & Marolyn Wilson

THIRTY-FIRST AIR RACE CLASSIC WINNERS - 2007



Marge Thayer & Helen Beulen



Denise Waters & Ruth Maestre



Joyce Wells & Kathy Walton



Katie Sparrow & Marie Janus



Margaret Ringenberg & Linda Schumm



Dee Bond & Alice McCormack



Susan Larson & Amy Ecclesine



Judy Bolkema-Tokar & Patricia Ohlsson



Jan Seiwert Bell & Lara Zook Gaerte



Anne Edmonson & Charlene Olsen

THIRTIETH AIR RACE CLASSIC WINNERS - 2006



1
Gretchen Jahn & Carol Foy



2
Denise Waters & Ruth Maestre



3
Katherine Conrad & Katie Sparrow



4
Courtney Hedlund & Leslie Treppa



5
Mary Build & Jenny Jorgensen



6
June McCormack & Tookie Hensley



7
Jan Seiwert Bell & Lara Zook Gaerte



8
Trish Minard & Karen Monteith



9
Dottie Anderson & Jean Sloan



10
Elaine Roehrig & Marolyn Wilson

1977 to 2005 Winners

- 1977** — Marion Jayne, Nancy Jayne — Joyce Waite — Luana Davia — Norma Futterman, Virginia Showers — Esther Lowry Safford, Judy Hall — Pat Jetton, Elinor Johnson — Ali Sharp — Jean Rose, Janice Free — Pat Gatlin, Pat Friedman — Velda Mapelli, Stephanie Mapelli
- 1978** — Sophia Payton, Helen Davison — Dot Etheridge, Dot Wilson — Pat Jetton, Elinor Johnson — Helen McGee, Norma Draper — Sammy McKay, Winnie duPerow — Marion Jayne, Patricia Keefer — Helen Wilke, Kathy Long — Barbara Goetz, Thelma Cull — Joyce Wells, Alma Hinds — Susan Adler, Mary Santosuosso
- 1979** — Marion Jayne, Nancy Jayne — Margaret Ringenberg, Pat Wilson — Claire Walters, Eleanor Ruby Moore — Virginia Wegener, Lynn Carey — Tanya Cunningham, Caroline Ann Morey — Joan Paynter, Shirley Tanner — Dot Etheridge, Dot Wilson — Joyce Wells, Alma Hinds — Sophia Payton, Helen Davison — Jan Gammel, Ilovene Potter.
- 1980** — Pat Jetton, Elinor Johnson — Sammy McKay, Marian Banks — Dot Etheridge — Marion Jayne, Patricia Keefer — Dottie Anderson, Marilynn Miller — Ali Sharp, Berni Stevenson — Alma Hinds, Joyce Wells — Suzanne Jablonski, Barbara Persons — Carolyn Pilaar, Gary Wheeler — Sophia Payton, Sherry Harper.
- 1981** — Juanita Blumberg, Bonnie Quenzler — Edna Gardner Whyte, Patricia Hyde — Sammy McKay, Pauline Mallary — Marion Jayne, Nancy Palozola — Dottie Anderson, Marilynn Miller — Pat Jetton, Elinor Johnson — Esther Lowry, Betty Klein — Margaret Ringenberg, Janet Williamson — Sophia Payton, Helen Davison — Barbara Goetz, Thelma Cull.
- 1982** — Maybelle Fletcher, Mary Byers — Martie Pearce — Pauline Glasson, Sue Gray — Margaret Ringenberg, Wilma Ashe — Bonnie Quenzler, Shirley Zillig — Marion P. Jayne, Nancy Palozola — Caroline Pilaar, Caroline Griggs — Pat Jetton, Elinor Johnson — Susan Maule, Gary Wheeler — Dot Etheridge.
- 1983** — Gini Richardson, Marian Banks — Sharon Crawford, Marie Hoefer — Pauline Glasson, Donna Golden — "Tookie" Hensley, Janice Hoffman — June Beers, Nancy Walters — Lynne Kay Ullicki, Jayne Ann Overgard — Fran Bera, Betty Faux — Jean "Sunny" Schiffman, Suzy Henney — Marion Jayne, Jean Speckman — Anna Kate Hipp, Merry Robertson.
- 1984** — Phyllis Baer, Dodie Gann — Jayne Overgard, Lynne Ullicki — Pauline Mallary — Jean Sloan, Dottie Anderson — Marian Banks, Gini Richardson — Pat Fairbanks, "Soph" Payton — Marion P. Jayne — Diane Shaw Schulke, Genie Rae O'Kelley - Stephanie D. Mapelli, Velda King Mapelli — Marie Hoefer, Sharon Crawford.
- 1985** - Gini Richardson — Caroline Grubbs, Bonnie Gann — June Beers, Sammy McKay — Mary Jo Volk, Rita Buhl — Kathy Walton, Joyce Wells — Sharon Crawford, Genie Merrell — Margaret Ringenberg, Dot Arnett - Jenny Wright, Joan Steinberger — Carolyn Pilaar, Gary Wheeler — Janice Hoffman, "Tookie" Hensley.
- 1986** — Marion Jayne — Margaret Ringenberg, Janet Yoder — Maybelle Fletcher, Kitty Havens — Esther Lowry, Shirley Winn — Marge Thayer, Ruby Sheldon — Gary Wheeler, Carolyn Pilaar — Gini Richardson — Margaret Callaway, Susan Kennedy — Carole Rose, Lorrie Blech — Rita Buhl, Mary Jo Volk.
- 1987** — Marion Jayne — Margaret Ringenberg, Janet Yoder — Caroline Salmans, Bonnie Gann — June McCormick — Janice Brown, Bunny Haberfelde — Sharon Crawford, Marie Hoefer — Esther Lowry, Sue Gray — Lois Van Zeif, Pam VanderLinden — Joy La Callie, Nancy Toon — Elaine Roehrig Marolyn Wilson.
- 1988** — Margaret Ringenberg — Bonnie Gann, Shirley Zillig — Bunny Haberfelde, Janice Brown — Susan Collier, Nancy Toon — Pauline Mallary — Susan Tarabetz, Jean Schiffman — Gini Richardson — Gary Wheeler, Carolyn Pilaar — Dana Wooten, Genie Ray O'Kelley — Mary Creason, Barbara Goodwin.
- 1989** — Marge Thayer, Ruby Sheldon — Margaret Ringenberg, Naomi Ruth Witmer — Betty Young, Mary Creason — Marion P. Jayne, Patricia Keefer — Gini S. Richardson, Margaret Callaway — Sunny Schiffman, Susan L. Tarabetz — Susan Chapple, Chris Emmons — Jean Sloan, Dottie Anderson — Jenny Wright, Joan Steinberger — Joyce Wells, Kathy Walton.
- 1990** — Esther Grupenhagen, Mardell Haskins — Margaret Ringenberg, Nancy Fitzpatrick — Marge Thayer, Ruby Sheldon — Mary Creason, Barbara Goodwin — Mary Jo Volk, Rita Buhl — Joyce Hilchle, Eddie Whistle — Jenny Wright, Joan Steinberger — Jean Sloan, Dottie Anderson — Rose Lepore, Cathy Wappler — Norma Futterman, Margaret Mead.
- 1991** — Esther Grupenhagen, Mardell Haskins — Tookie Hensley, Corrine Keza — Marge Thayer, Ruby Sheldon — Susan Chapple, Chris Emmons — Margaret Ringenberg, Lois Feigenbaum — Marion P. Jayne, Patricia Keefer — Rose LePore, Cathy Wappler — Jenny Wright, Joan Steinberger — Fran Bera, June McCormack — Martie Pearce, Shirley Rogers.
- 1992** — Susan Collier, Nancy Toon — Esther Grupenhagen, Mardell Haskins — Linda Schumm, Rosemary Emhoff — Marge Thayer, Ruby Sheldon — Jenny Wright, Joan Steinberger — Evelyn Cox, Diane Winn - Cathy Wappler, Rose Lepore — Margaret Ringenberg, Lois Feigenbaum — Bev Allen, June McCormack — Martie Pearce, Shirley Rogers.
- 1993** — Rose Lepore, Cathy Wappler — Margaret Ringenberg, Lois Feigenbaum — Marge Thayer, Ruby Sheldon — Susan Collier, Nancy Toon — Marie Starer, Kimberly Starer — Mardell Haskins, Esther Grupenhagen — Chris Bentley, Gretchen Jahn — Tookie Hensley, Corrine Kaza — Sandra Fisher, Deloris Guthrie — Genie Ray O'Kelley, Diane Shaw.
- 1994** — Susan Collier, Nancy Toon — Gretchen Jahn, Chris Bentley — Cathy Wappler, Rose Lepore — Margaret Ringenberg, Lois Feigenbaum — Pat Atkinson, Angela Hubbard — Linda Schumm, Rosemary Emhoff — Dene Chabot-Fence, Gloria May — Loretta Jones, Linda House — Krystal Lewis, Heather Penney - Mardell Haskins, Esther Grupenhagen.
- 1995** — Marge Thayer, Ruby Sheldon — Gretchen Jahn, Chris Bentley — Shirley Rogers, Martie Pearce — Susan Collier, Nancy Toon — Dene Chabot Fence, Gloria May — Margaret Ringenberg, Lois Feigenbaum — Dottie Anderson, Jean Sloan — Lise DeVries, Lorrie Blech — Krystal Lewis, Lauren Nicholson — Jenny Wright, Joan Steinberger.

1996 — Jackie Battipaglia, Lauren Nicholson — Dene Chabot-Fence, Gloria May — Marge Thayer, Ruby Sheldon — Tookie Hensley June McCormack — Pauline Mallary, Phyllis Wells - Royce Clifford, Jackie Siegel — Joyce Hilchie, Barbara Vickers — Susan Collier, Nancy Toon — Janet Yoder, Bonnie Johnson — Dottie Anderson, Jean Sloan.

1997 — Sophia Payton, Shellagh Wagner — Dene Chabot-Fence, Gloria May — Susan Collier, Nancy Toon - Susan Larson, Suzanne Azar — Ruby Sheldon, Marge Thayer — Ruth Maestre, Denise Waters — Royce Clifford, Jackie Siegel — Dottie Anderson, Jean Sloan — Lynn O'Donnell, Laura L. Knipmeyer — Gary Wheeler, Michele Murphy.

1998 — Sophia Payton, Mary Creason — Pauline Mallary, Phyllis Wells — Gary Wheeler, Ernesteen Hunt — Chris Bentley, Gretchen Jahn — Dottie Anderson, Jean Sloan — Royce Clifford, Jackie Siegel — Gloria May, Dene Chabot-Fence — Nancy Toon, Susan Collier — Joyce Wells, Kathy Walton — Ruby Sheldon, Marge Thayer.

1999 — Denise Waters, Bonnie Porter-- Linda Schumm, Rosemary Emhoff -- Dene Chabot-Fence, Gloria May -- Sophia Payton, Marge Gorman -- Margaret Ringenberg, Lois Feigenbaum -- Jackie Donaldson, Helen Swallow -- Erin Coner, Raegan Frazier -- Gary Wheeler, Ernesteen Hunt -- Judy Bolkema-Tokar, Esther Lowry -- Terri Hull, Roxanne Cerone.

2000 — Denise Waters, Ruth Maestre — Margaret Ringenbert, Lynn VanEtten - Judith Anne Bolkema-Tokar, Esther Lowry Safford — Linda Schumm, Rosemary Emhoff — Jane Bergishagen, June Beers — Dene Chabot-Fence, Gloria May — Royce Clifford, Jackie Siegel — Lorrie Blech, Susan Theurkauf — Sophia Payton, Frances Oehler — Janet Hartwig, Lorraine Morris.

2001 — Dene Chabot-Fence, Gloria May - Sophia M. Payton, Bernice Barris - Joyce Wells, Kathleen Walton - Marjorie Thayer, Helen Wyrick-Beulen - Judith Anne Bolkema-Tokar, Esther Lowry - Earline Arnold, Jean Schiffman - Dottie Anderson, Jean Sloan - Jane Bergishagen, June Beers - Margaret Ringenberg, Marsha Wright - Toni Emerson, Carol Foy.

2002 — Tookie Hensley, Anne Honer — Sophia Payton, Marilyn Patierno — Judith Anne Bolkema-Tokar, Esther Lowry — Gretchen Jahn, Ruby sheldon — Dene Chabot-Fence, Gloria May — Margret Ringenbert, Lynn Van Etten — Jane Bergishagen, June Beers — Pauline Mallary, Phyllis Wells — Suzanne Azar, Eve Fitzpatrick — Dottie Anderson, Jean Sloan.

2003 — Elaine Roehrig, Marolyn Wilson - Margaret Ringenberg, Linda Schumm - Denise Waters, Ruth Mastre - Judith Anne Bolkema-Tokar, Esther Lowry Safford - Candace Oldham, Sue Westervelt - Sophia Payton, Ernestine Hunt - Bonnie Johnson, Carol Foy - Dottie Anderson, Jean Sloan - Dee Wakelin, Lynn Holland - Keri Wiznerowicz, Heidi Moore

2004 — Elaine Roehrig, Marolyn Wilson - Karen Redman, Heidi LaPine - Sophia Payton, Ernesteen Hunt - Marge Thayer, Helen Beulen - Bonnie Johnson, Linda Pecotte - Margaret Ringenberg, Lara Zook Gaerte - Denise Waters, Ruth Maestre — Judith Anne Bolkema-Tokar, Esther Lowry Safford - Katherine Ventresco, Kristin Shoemaker - Amanda Gruden - Sara Tower.

2005 — Sophia Payton, Marilyn Patierno & Erica Cochoff, Judith Bolkema-Tokar, Sarah Bean & Ann Williams - Bonnie Johnson, Carol Foy —, Melissa Sliffe, Royce Clifford — Marge Thayer, Helen Beulen — Lara Gaerte, Jan Bell — Denise Waters, Ruth Maestre — Sarah Tower, Erica Ebenhoeh — Margaret Ringenberg, Karen Allina — Gretchen Jahn, Ruby Sheldon & Julie Filucci.



2007 Top Ten

Collegiate Challenge Trophy

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

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

When the Air Race Classic achieved 501(c)3 status, with the goal of supporting aviation education for women of all ages, taking the next step to encourage college teams' participation was easy. We established the Air Race Classic Collegiate Challenge Trophy to be presented annually to the top-finishing college/university team.

The large traveling trophy, engraved with the winning team's names, dwells in the victors' school trophy case for one year before moving to the next winners' school. Winning team members and their schools receive small permanent plaques as personal mementos. Cash prizes are generously provided by Linda Schumm and Rosemary Emhoff. Any school with an established aviation program is eligible to send a team of female pilots.

The Air Race Classic also gives students wishing to become aviation professionals a unique opportunity to meet and network with other female pilots and to make contacts all around the country. Flying the Air Race Classic not only improves piloting skills, it can enhance employment searches after graduation.

The Air Race Classic traces its lineage back to 1929, the year of the first Women's Air Derby. As we mark the 80th anniversary of women's air racing, we celebrate the college students who benefit from the Air Race Classic experience and will carry on this glorious tradition.

Collegiate teams that have entered the Air Race Classic include:

- Central Missouri State University
- Daniel Webster College
- Embry-Riddle Aeronautical University, Daytona
- Embry-Riddle Aeronautical University, Prescott
- Indiana State University - Terre Haute
- Kansas State University - Salina
- Kent State University
- Ohio State University
- Purdue University
- Universite de Moncton
- University of Central Missouri
- University of Nebraska
- University of North Dakota
- University of Oklahoma
- Western Michigan University



2008 Winners
Marisha Falk & Mandy Parsons
Embry-Riddle Aeronautical University



2006 Winners
Katherine Conrad & Katie Sparrow
Purdue University



2007 Winners
Marie Janus & Katie Sparrow
Purdue University



2003 Winners
Heidi Moore & Keri Wiznerowicz
Purdue University



2004 Winners
Sarah Tower & Erica Ebenhoeh
Western Michigan



2005 Winners
Kristin Shoemaker & Katherine Ventresco
Ohio University

We might be the end of the race,
but that just means we're the
beginning of your time to

Relax.

SHOPPING DINING GOLF SPAS OUTDOOR RECREATION TOURS HISTORY



Welcome to

Atlantic



Congratulations on being a part of 80 years
of women's air racing!



20⁰⁹ AIR RACE CLASSIC⁰⁹

June 23-26, 2009

Atlantic Municipal Airport
Atlantic, Iowa