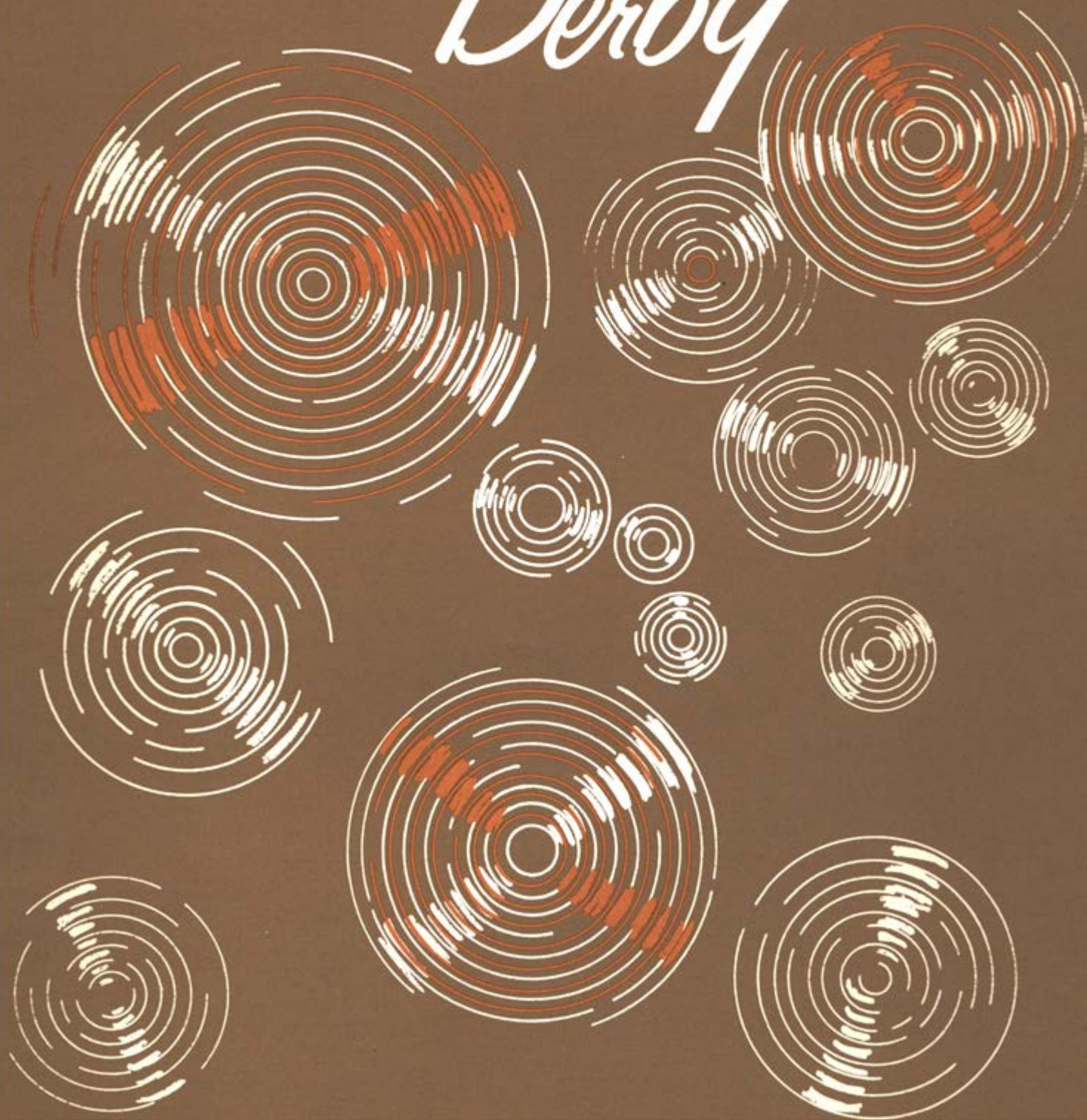


22nd
ANNUAL

Powder Puff Derby



JULY 6-9, 1968

VAN NUYS, CALIFORNIA TO SAVANNAH, GEORGIA

\$1.50

OFFICIAL PROGRAM

**All-Woman Transcontinental Air Race, Inc.
Board of Directors**

BANKS, Marian	1960 -
BARTLING, Lois	1957 - 61
BRICK, Kay A.	1951 -
CRANE, Mardo	1947 - 52
CRITCHELL, Iris	1954 - 61
CRONAN, Selma	1960 - 62
DAVIDSON, Margaret	1967 -
DAVIS, Arlene	1951 - 52
EVANS, Barbara	1961 -
FAILING, Joyce	1955 - 56
FAIRBANK, Lois	1963 - 67
GILLIES, Betty H.	1950 - 61
GRIFFITH, Thon	1967 -
HAMMOND, Alice	1961 - 67
HART, Jane	1961 - 63
HYDE, Louise	1961 - 63
KEAVENY, Ruby	1966 - 67
LANGHER, Doris	1959 - 60
LOCKWOOD, Gertrude	1960 - 61
LONDON, Barbara	1951 - 65
LOPEZ, Marian Andrews	1965 -
LOUFEK, Betty	1952 - 56
MEDES, Beatrice	1952 - 57
NICHOLSON, Claire Hale	1955 - 59
RAMBO, Anne	1952 - 53
ROSS, Margaret	1961 - 65
ROTH, Sylvia	1959 - 61
SHEEHY, Ethel	1951 - 55
SMITH, Louise	1955 - 58
TRIMBLE, Bernice	1957 - 59
VASQUES, Theresa	1959 -
WILSON, Priscilla	1963 - 66
WILSON, Priscilla	1967 -
WHARTON, Betty	1966 -

Among those who served on the early National Air Race Committee:

MARDO CRANE, BETTY LOUFEK, EVELYN BRIGGS, BEA MEDES, BARBARA LONDON, KAY A. BRICK, CLARA DAVIS, LOLA PERKINS RICCI, ANNE RAMBO, DEE THURMOND, BABE STORY, HELEN HOOPER MOORE, CAROLYN WEST, CLAIRE WALTERS, GLADYS PENNINGTON, VERNA BURKE. ELLP GILMOUR, ANNE SMITH, VIVIAN ROPES, HELEN DICK, ANN ROSS, MARY RING, AMALIE STONE, MARIAN BEF

All Woman
Transcontinental Air Race, Inc.



Teterboro Airport, Teterboro, New Jersey 07608, Tel. 201-288-4411

Sanctioned by N.A.A. and conducted under rules of the F.A.I. Endorsed by The Ninety-Nines, Inc.

Barbara J. Evans: Editor

•

Lois Fairbank: Assistant Editor

•

Marian Andrews Lopez: Artwork

List of Contestants

Name	Tar No.	Page No.	Name	Tar No.	Page No.
Able, Mary N.	40	37	Holmes, Billie Jo	63	43
Amster, Carrie G.	35	36	Husted, Joann	3	28
Andersen, Vivi	16	31	Jaks, Marilyn	62	43
Ashton, Marge	66	44	Jarish, Trina Adela	57	42
Bailey, Doris	50	40	Jayne, Marion P.	53	41
Banks, Marian	12	30	Jencik, Lorraine M.	75	46
Barnet, Marsolin N.	31	35	Johnson, Valera G.	23	33
Basanta, Donna	74	46	Jones, Caroline N.	15	31
Beeland, Nancy F.	24	33	Jordan, Regina M.	43	38
Bera, Frances S.	19	32	Junker, Shirley Fadel	25	34
Birdsong, Dorothy	32	35	Kay, Shirlee	59	42
Blenkinsop, Dr. Jean	43	38	Keeney, Patricia	80	47
Bliss, Ruth C.	46	39	Kelley, Charlotte S.	44	38
Bock, Dorothy	18	32	Kelly, Jackie	73	46
Bonzon, Rachel	28	34	Kniefel, Ruth M.	5	29
Bowyer, Evelyn	29	35	Kuechenmeister, Janice R.	61	43
Brotherton, Barbara S.	46	39	Lail, Mary I.	4	28
Brown, Mary Lou	10	30	LaMar, Jane	34	36
Callaway, Margaret	69	45	Langher, Doris M.	20	32
Carosell, Ilia Mae	25	34	Lewis, Barbara	68	44
Clark, Mary E.	65	44	Limbach, Dorothy	28	34
Cletsoway, Emily	6	29	Long, Kathy	26	34
Coffee, Virginia	79	47	Mallary, Pauline	17	32
Collier, Patricia E.	15	31	Marks, Trish	11	30
Connolly, Nell	36	36	Maxson, Helen	27	34
Copeland, Marilyn	2	28	Mead, Margaret	14	31
Cunningham, June	21	33	Melvin, Juanita M.	41	38
Davis, Miriam S.	22	33	Mendenhall, Wendy Carr	16	31
Davis, Patricia M.	38	37	Mensching, Ruby M.	58	42
Duncan, Polly	54	41	Miller, Shirley W.	33	36
Fairbanks, Pat	61	43	Minter, Doris	13	31
FitzPatrick, Gene	78	47	Mitchell, Marge	26	34
Fletcher, Maybelle	73	46	Morong, Marjorie L.	72	45
Ford, Rose Ann	77	47	McChesney, Grace M.	31	35
Gamble, Margaret	8	29	McCullough, Ellie	18	32
Gammell, Jan Vawter	27	34	McEwen, Pat	2	28
Garcia, Bertha Zeron de	81	48	McGee, Helen	37	37
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Geddes, Dorothy F.	77	47	McKay, Sammy	66	44
Gibson, Ethel C.	32	35	McKie, Peggy	71	45
Giesy, Marya H.	56	41	Noah, Mary Ann	80	47
Given, Jeanne	38	37	Norton, Marilyn	47	39
Gladney, Patricia	55	41	Norris, Mary Jane	40	37
Glasson, Pauline	68	44	Nunez, Noemi Mondragon	81	48
Gordon, Colene	51	40	Odegaard, Arlene H.	53	41
Gudgel, Laverne	37	37	Parsel, Madine	79	47
Halstead, Juanita B.	24	33	Payton, Sophia M.	17	32
Hammond, Alice	20	32	Pearson, Mary	36	36
Harper, Sue Mapp	10	30	Penn, Anne	1	28
Henry, Betty Lou	63	43	Percival, Novis Laura	4	28
Herrin, Billie E.	14	31	Phipps, Esther L.	62	43
Hinn, Ardell	11	30	Pinkney, Mary	76	46

Name	Tar No.	Page No.	Name	Tar No.	Page No.
Preetorius, Virginia D.	67	44	Sox, Paula Joyce	42	38
Rainwater, Virginia	59	42	Steadman, Bernice	65	44
Ralston, Jane	49	40	Steinberger, Joan H.	6	29
Rambo, Mary	60	42	Strassburg, Wanda	21	33
Reed, Dolores	78	47	Stringer, Billie B.	70	45
Reis, Lee	67	44	Stype, JoAnn	58	42
Renton, Ruth J.	48	39	Svenson, Libby	52	40
Richardson, Gini S.	12	30	Tarling, Olga	45	39
Ringenberg, Margaret	29	35	Taylor, Alice D.	55	41
Roberts, Alice	9	30	Thomas, Barbara	75	46
Roberts, Jerry B.	39	37	Trindle, Ellen	52	40
Rose, Jean P.	74	46	Vander Linden, Pamela	5	29
Ross, Margaret A.	69	45	Van Kesteren, Ginny	22	33
Sanders, Dottie	60	42	Vial, Mary H.	9	30
Scheer, Beverly Nan	44	38	Walters, Claire	8	29
Schiebel, Barbara F.	41	38	Wegener, Virginia	47	39
Schutt, Caroline	30	35	Wenholz, Mary	76	46
Schutte, Audrey M.	72	45	Wesbrooks, Shirley M.	48	39
Sebelius, Mary Grace	34	36	Willis, Barbara R.	1	28
Sherbow, Cleo S.	49	40	Wolfe, Lucille H.	71	45
Shinn, Margaret R.	35	36	Wright, Esther P.	42	38
Shropshire, Helen	3	28	Young, Beryl	45	39
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AWTAR, Inc. Board of Directors

It is a year-round job to get this Transcontinental Air Race winging across the nation. The route must be set up and route surveys conducted; the 70 guide forms for the novice committees necessary each year, as well as the race rules, must be revised and updated; all eligible aircraft must be handicapped; data-processing and personnel for tabulation of scores must be secured and organized, and official timers appointed and fully instructed; the official race program must be prepared and printed; the awards and trophies must be secured; race aircraft must be inspected at start and finish; promotion and publicity beneficial to all race sponsors must be conducted; navigational services must be arranged. All of this must be coordinated with the NAA, FAA, Flight Safety Inspectors, U.S. Weather Bureau, Ninety-Nines Chapters, Coast and Geodetic Survey, Chambers of Commerce, Flight Service Stations, State Aviation Officials, Air Traffic Control, Tower Operators, Air Explorers, Wing Scouts, Civil Air Patrol, Ham Radio Operators, State Governors, and hundreds of individuals and other groups which complete the operation. These requisites make the routine of running a full-time office essential. All board members must be Ninety-Nines.

KAY A. BRICK, Chairman, is serving her 18th year on the Board, her 7th as chairman. Kay has raced in 5 TARs, holds a commercial license, SMEL and instructor ratings and 5500 hours. She was a WASP Squadron Commander in WW II. In 1966 she received the FAA Certificate of Commendation for exceptional leadership of the race and the many contributions she has made to the development of



American civil aviation. In 1967 she was honored with the Special Award from Sargent College Alumni Association of Boston University. She holds an M.A. degree in psychology from N.Y. University and has done graduate work at Columbia University. She has been a 99 for 27 years and is a past International President, and member of the FAA Women's Advisory Committee.

MARIAN BANKS, Vice Chairman and Route Director, is serving her ninth year on the Board. She is flying in her twelfth TAR. She Trail Blazed part of the 1968 race route. She has a commercial license, SMEL, ground instructor and instrument ratings, and 1500 hours. She has a B.S. in accounting from San Diego State College and belongs to the San Diego Chapter of the 99's.



BARBARA EVANS, Vice Chairman-Treasurer, is serving her seventh year on the Board. In 1961 and 1964 she was part of the Route Survey team and has been a terminus chairman. She has been a 99 for 18 years and has served in the capacities of N.Y.-N.J. Section Governor, International Treasurer and Secretary and a member of the Executive Board. She attended Northwest Christian College in Oregon. Barbara has edited the official race program for six years.

MARIAN ANDREWS LOPEZ is serving her fourth year on the Board. She has been a 99 for 14 years, has served as Governor N.Y.-N.J. Section, chairmanned Terminuses and flown 3 TARs. A noted artist, she has designed the official race program covers for 13 years, the First Day Cover for AE Commemorative Stamp and the TAR 20th Anniversary cachet. In 1965 she was assigned by the Navy to do paintings of the Blue Angels. Marian received her B.S. in Ed. from Mass. College of Art.



THERESA VASQUES is serving her ninth year on the Board in charge of Handicapping. She has flown four TARs. She has been a Senior Research Engineer for 12 years. She holds a commercial license with SMEL and instrument ratings and 1500 hours. She obtained her B.A. from Hunter College, her M.A. in math from Columbia. In 1967 she was appointed to the FAA Women's Advisory Committee on Aviation and is a member of the San Diego Chapter of the 99's.

PAT WILSON has rejoined the Board of Directors as Secretary and has served as Chief NAA Timer and Judge. She holds a commercial license, SELS, is an aeronautical engineer, has flown the TAR and ferried aircraft to Alaska. She has served as Chairman of the N.Y.-N.J. 99's and has been a member for 19 years.



BETTY M. WHARTON is serving her second year on the Board and is in charge of race Aircraft Inspection. Betty flies her Cessna 210 and has raced it in the San Diego to Fallon, Nevada race. She is also an avid sports car racing participant, taking part in the LaJolla Sports Car Club rallies and races. She is a member of the San Diego Chapter of the 99's and a charter member of the San Diego Aerospace Museum.

PEG DAVIDSON, serving her first year on the Board, has a commercial license with an instrument rating. A Registered Nurse, she was graduated from the University of Connecticut with a B.S. degree. She helped to organize the Connecticut Chapter of the 99's, was its first Chairman and is currently Vice-Governor of the New England Section. She has flown in the IAR and 4 AWNEAR races and won in 1966 and 1967.



THON ABBOTT GRIFFITH is serving her first year on the Board and will assume the duties of Route Director. She has a commercial license. She has flown the TAR, served as Chief Judge of the 1967 AWTAR and is currently a member of the International Resolution Committee of the 99's and the Orange Co. Chapter.

YOUTH OF FOUNTAIN

If ever there was a selling point for aviation, it is exemplified in this year's entry list, evidence of the salutary effects of flying—keeping fit, alert, vital! A study of the entries now processed reveals a preponderance of women with grown families whose children's ages lean heavily between 20 and 32. 286 "children" and uncounted numbers of grandchildren, will be following the race closely.

As these "going-gals" head for Savannah in the Southland, they will not need to seek the Fountain of Youth as Ponce de Leon did—they will bring it with them—the bubbling enthusiasm that flying, and especially air racing, engenders. They have tamed the blue yonder with their zest, their sophisticated machines and their skill.

Two years ago EIGHT Mother-and-Daughter teams were among the contestants who raced from Seattle, Washington to Clearwater, Florida—mothers fit enough to hold commercial licenses, and daughters old enough to attain at least private licenses.

Last year the international aspects were dominant as 16 pilots from seven countries, other than the United States, participated. They came from Australia, India, the Philippines, Holland, France, Canada, the Bahamas, and South Africa.

Many are not aware that when the All-Woman Transcontinental Air Race was incorporated in 1950, its Articles of Incorporation set forth seven purposes other than to conduct a yearly transcontinental air race, though by it, all seven may be achieved.

These purposes include the attraction of women to aviation and the advancement of women in aviation; the development of facilities for pilots; the elevation of aeronautical welfare in general; instillation of a high regard for air regulations; and cooperation with other groups in order to promote these purposes.

Combined with the administration of a safe, controlled competition which has stimulated much pre-race flying, the POWDER PUFF DERBY has engendered friendships and fun only airmen know, and the favorable attraction of the general public to an outstanding event has been captured.

A big step was taken when the race headquarters moved to Teterboro Airport in 1961, at which time a sharp upgrading in requirements for entry was inaugurated: a commercial license or private accompanied by an instructor or instrument rating for the first pilot, and a private license for the co-pilot. It is gratifying to note that this has not hindered participation for any age bracket.

An educational program of brief seminars by experts set up several years ago has proved so successful that interested guests now attend. Inasmuch as over 42% of the entries each year fly the "TAR" for the first time, (54% in 1968) a special briefing will be held for them this year. Those first pilots without instrument ratings (about 40%) will also be expected to attend the phase on "Getting the Most from Radio Use through Use of Low Altitude and Approach Charts" which are in Avigation Kits specially prepared by Jeppesen and Company for the POWDER PUFF DERBY. A new film, "Oxygen, Altitude and The Body" by Zep Aero will be included in the Educational Briefing, as well as a technical review of the aerodynamic aspects of flight with reference to engineering data in owners' flight manuals, by Paul A. Gibson, Chief, Aircraft Engineering Division, FAA; Los Angeles.

Outstanding materials are selected each year for special attention by the contestants. In the Registration Kits will be "Visual Collision Avoidance" by Tirey K. Vickers (courtesy AOPA), "Thunderstorms (Environmental Science Services Administration), "Low Altitude Forced Landings" (courtesy NPA) "Disorientation" (FAA), "Medical Facts for Pilots" (FAA).

The Board of Directors is gratified to be able to offer The AWTAR Scholarship for the second year, courtesy of Astro Aero Corp. It will again be awarded to the Novice Crew with the Highest Score for use towards another rating.

Skill and safety go hand in hand with fun and friendship when the BIG RACE is on. For those who have not yet found it—

**The Fountain of Youth
is
in the SKY!**

Kay A. Brick
Chairman
Board of Directors, AWTAR, Inc.

FOR THEIR CONTRIBUTIONS TO THE 1968

THE POWDER PUFF



HUMBLE
OIL & REFINING COMPANY



Beechcraft



Jeppesen & co.

Amelia Earhart Luggage



Simplex
STR



Sanderson Films, Inc.

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U. S. Coast & Geodetic Survey

U.S. Weather Bureau

City of Los Angeles, Dept. of Airports

San Fernando Valley Chapter of the Ninety-Nines, Inc.

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- British Section
- Canadian Section
- Middle East Section
- Southeast Section
- North Central Section
- Abilene
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- *All Ohio
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ALL-WOMAN TRANSCONTINENTAL AIR RACE

DERBY *thanks...*

- Memphis
- \$*Michigan
- *Montana
- Monterey Bay
- Nebraska
- Orange County
- Oregon
- Palomar
- *Phoenix
- Puget Sound
- Sacramento Valley
- San Antonio
- \$\$San Diego
- *San Fernando Valley
- \$\$San Gabriel Valley
- \$\$San Joaquin Valley
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Also our thanks to individual members of the following Chapters who contributed:

- | | |
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| Central Pennsylvania | Garden State |
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| Florida Goldcoast | Tip of Texas |
| Fort Worth | Washington, D.C. |



99 Ways and Means Chairman, PAULINE GLASSON



Astro-Aero Corp.

AIR FACTS

Wing Scouts

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Georgia and Carolinas Chapters of the Ninety-Nines, Inc.

Official Timers and Judges

These timers and all stop timers are official NAA representatives and are responsible to NAA for the accurate recording of times off at the start of the race and times over the fly-by and finish lines. The judges are also responsible to NAA and have complete and final say on any questions of disqualification. For the sixteenth consecutive year Simplex clocks are used throughout the race. TRW Systems have prepared and supplied the tables used in computing the scores.

Evelyn Bryan Johnson
Tennessee
Judge/Chief NAA Timer Terminus
ATR SMELS Rotocraft
Previous Timer and Inspector



Lady McReynolds
Tennessee
Private License, Instrument
Owns Cherokee 150



Mary Sawyer
Mississippi
Private License, 275 hours
Flown TAR, Previous Timer



Jan Warrick
Alabama
Private License, 950 hours
Flown TAR & IAR, Previous Timer



Edna Davis
Tennessee
Private License, 99 for 3 years
Previous Timer



CLOCKS BY SIMPLEX

COMPUTATIONS BY TRW SYSTEMS

Frances Nolde
Wash. D.C., Chief NAA Judge
Com'l. SEL, 8000 hours. 99 for 26 yrs.
Winner 1948 TAR
FAA Womens Advisory Member



Kay Hilbrandt
New Jersey
Chairman Start Timer/Judges
Com'l. License, Instructor
Flown TAR, Previous Start Timer/Judge



Hazel Diggins
Wash. D.C.
Private License, Former Inspector
and Operations Committee



Louise Thaden
Carolinas
Com'l. SEL, Charter 99
NAA Judge
Bendix Trophy Winner



Not shown:
Helen Kelton
Private License ASEL
Computer Programmer

Jean Carbon
Washington
Owns Bonanza, 99 for 9 years
Previous Timer/Judge, Inspection
and Impound Chairman





Shirley Thom, Calif.
Chairman
Private ASEL, 100 hrs.
Former Timer
99 for 6 years



Gerry Vickers, Calif.
Ass't. Chairman
Pvt. License
Instructor, 1200 hrs.
99 for 27 years



Louciel Freeman, Calif.
Private License, 400 hrs.
Certificate of Proficiency
Aircraft Maintenance Mechanic
Files own Navion



Carol Bugay, Calif.
Private License
300 hours
Files own Cessna 175



Lois K. Bartling, Calif.
Com'l., Instrument, 2800 hrs.
Flown 8 TARs. On TAR Bd.
of Directors 5 yrs.
Route Surveyor twice

↑
START

INSPECTORS

↓
FINISH



Helen Mennitto, Fla.
Chairman
Com'l., SELS, Instructor
Former Inspector



Joan Berties, N.J.
Com'l. Flight, Instrument
& Ground Instructor
Owns Stinson 108-2



Barbara Farquharson, N.J.
Private License, 250 hrs.
Files own Tripacer
Former Inspector



Marge Bryant, Pa.
Com'l. Instructor
Airport Operator
Charter Pilot

AWTAR Hams

Van Nuys, California

Myrtle R. Cunningham WA6ISY
Los Angeles Ladies Radio Club

Palm Springs, California

Mortimer Swingler K6LFK
Desert Radio Amateur Transmitting Society

Phoenix, Arizona

William B. Poole W7LXX
Arizona Amateur Radio Club

El Paso, Texas

George Nail K5GSA
El Paso Amateur Radio Club

Del Rio, Texas

Thomas E. Shupe
Mars Radio 2108 Communications Sq.

Corpus Christi, Texas

William Chapman K5GGB

Beaumont, Texas

Jake Phares K5WYJ
Beaumont Radio Club

Greenville, Mississippi

Percy Kuhn

Savannah, Georgia

Jack Garrison WA4WQU



Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the Eleventh year. This is the 17th consecutive year that an amateur radio net will assist with Communications during the Powder Puff Derby. Start, finish and each enroute airport will be covered by a "ham" working as part of a relay team.



Mort Swingler
K6LFK



Jack Garrison
WA4WQU



Myrtle R. Cunningham
WA6ISY



The Ninety-Nines, Inc.



Ninety Nine licensed women pilots organized the "Ninety-Nine Club" in 1929, now a corporation for many years. We now number approximately 3,000 members throughout the world. We are unique and are proud of it.

The Ninety-Nines have a common bond, the love for flying. We are doctors, lawyers, artists, housewives, missionaries, secretaries, tower operators, airport operators, flight instructors, teachers, simulator operators, authors, etc. from every walk of life. We are entrants in many aviation activities, the largest is the All Woman Transcontinental Air Race, or Powder Puff Derby, now in its 22nd year. The race is endorsed by Ninety-Nines, Inc., and becomes more and more well known each year in our country and many parts of the world.

All members of the AWTAR Board are members of the Ninety-Nines.

We are proud of this event and of every entrant.

We wear our Ninety-Nine pin proudly—'tis a privilege to be a Ninety-Nine.

Donna T. Myers

DONNA T. MYERS
International President

PAST PRESIDENTS

Amelia Earhart
Margaret Cooper Manser
Mabel Britton
Daisy Kirkpatrick
Betty Huyler Gillies
Jacqueline Cochran

Ethel Sheehy
Jeannette Lempke Sovereign
Belle Hetzel
Blanche Noyes
Kay Menges Brick
Alice H. Hammond
Geraldine Mickelsen

Edna Gardner Whyte
Broneta Davis Evans
Eugenia R. Heise
Louise M. Smith
Ruth Deerman
Alice Roberts



Australia: Carmel Brown, Anne Carter



South Africa: Ray Janks



Australia: Ruth Hodges, Christine Henderson



Canada: Regina Jordan, Dr. Jean Blenkinsop, Barbara Brotherton



France: Yvette Hortman



Bahamas: Chris Lundington

Highlighting the 1967 race was the participation by 16 pilots from seven countries other than the U.S. All but one completed the grueling trek to Torrance. Ninety-Nines across the country offered the hospitality of their homes to these and other out-of-country Ninety-Nines during the race as well as before and after. Many close friendships were made. Kay Brick, AWTAR Board Chairman concluded "Our government spends lavishly to further good will abroad, striving to achieve world understanding. Unequalled is the comradeship aviation provides."



Australia: Corrine Druce, Olga Tarling

Entry #76—1967 Left to Right: Chanda Sawant, India; Marie Richardson, Australia; Lorraine McCarty, Michigan; Ida Van Venten, Holland; and Edith Dizon, Philippines.



Contestants and



#18 Dorothy Bock, Tom Van Metre
General Sales Manager of Armstrong Cork Co., the team's sponsor
and Ellie McCullough



#79 Virginia Coffee and Madine Parsel
sponsored by Air California



#19 Fran Bera with Eddie Adisenoff
of Signal Hill Chamber of Commerce, sponsor along with
T. W. Smith Aircraft of Cincinnati, Ohio



#51 Colene Gordon and Mr. Wm. W. King
of King's Flying Service, Inc. Sponsor



#26 Marge Mitchell with sponsor
James Miller, President, Bellanca Aircraft Corp.

their Sponsors



#60 Garvis C. Wooley, Sr., Cenla Skyways, Inc., Alexandria, La. sponsor of Dottie Sanders and Mary Rambo along with W. L. Rambo Drilling of Georgetown, La.



#47 Marilyn Norton and Virginia Wegener with sponsor Don Heavenston of Mobil Oil Corp. Ginny's Flying School is also a sponsor



#69 Margaret Callaway and Margaret Ross sponsored by Hunt Spiller Mfg. of San Francisco



#24 Juanita Halstead and Nancy Beeland flanked by sponsors Eugene Heilpern of Montgomery Chamber of Commerce and Robert Hudgins of Montgomery Aviation, Inc.



#40 Colonel Howard Humphrey, Mary Jane Norris and Mary N. Able a sponsor
Other sponsors: Gulf Oil Corp. and Friends of Aviation

Contestants and



#5 Ruth Kneifel and Pam Vander Linden
sponsored by Fallbrook Real Estate Co. Inc. and Knie-Co. Inc.
Irrigation Systems, both of Fallbrook, Calif.



#42 Esther P. Wright and Paula Joyce Sox
with Hal Hoailman of Davis House Foods, sponsor



#75 Barbara H. Thomas and Lorraine M. Jencik
sponsored by Holiday Inns of Groton and New London, Conn.
and Coastal Airways of Groton, Conn.



#31 Marci Barnet and Grace McChesney
with sponsor Roger Moulin, owner of Coastal Airlines



#26 Ilia Mae Carosell and Shirley Junker
with Zell Eaton of San Jacinto Country Club, sponsor along with
Aero Eng. & Mfg. Co., both of Palm Springs



#11 Dell Hinn and Trish Marks
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#9 Jimmie Starr and Mr. Mulhern of Ramada Inn, Phoenix sponsors for Mary Vial and Alice Roberts



#4 Novis L. Percival, Frank Christensen and Mary I. Lail sponsored by Tempress Research Co., Sunnyvale, Calif.



#21 Nancy Cunningham and Wanda Strassburg sponsored by Coastal Airlines, Inc. The Pacesetter, San Luis Obispo, Calif. Mayor Joe Gianinni and Friends of Morro Bay, California



#50 Doris Bailey displays her sponsors



#65 Bernice T. Steadman and Mary E. Clark sponsored by Trimble Aviation of Flint, Michigan



#3 Joann Husted and Helen Shropshire Lots of Sponsors

Sponsors



#77 Willard Asdahl, Division Manager, In-Sink-Erator Mfg. Co. sponsors of Dorothy F. Geddes and Rose Ann Ford



#33 Shirley Miller and Elaine Smith with sponsors Don Hickinbotham of Hickinbotham Bros. and Herman Miller of Bayside Electronics, Inc. Hackett-Miller Co. is also a sponsor



#59 Shirley Kay and Virginia Rainwater Sponsor: Lambert-Kay, Inc., Los Angeles, Calif.



#14 Billie Herrin and Margaret Mead sponsored by Aero Products Research and Aztec Aircraft Corp.



#49 Sheldon Magazine, President of Friendship Flying Service sponsor, with Cleo S. Sherbow

HANDICAP "PAR SPEEDS"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1958.
These handicaps apply only to specific airplanes, engine models and propeller stated below.

MANUFACTURER MODEL	HP	FUEL Gallons	PAR MPH	MANUFACTURER MODEL	HP	FUEL Gallons	PAR MPH
AEROCOMMANDER				210 '67, '68G cantilevered	285	90	192
100	150	45	129	Skymaster (non-de-rated)	420	93, 131	192, 194
200	260	40, 80	191, 192,	HELIO			
200C	285	40, 80	198, 199	Courier Mark II	250	60	150
BEECHCRAFT				MOONEY			
Bonanza J to M 35 (incl.)	250	60	188	Mark 20	150	48	153
Bonanza J to M 35 (incl.)	250	70, 80	189, 190	Mark 21	180	48	163
Bonanza N to P 35 (incl.)	260	80	192	Super 21, Exec.	200	64	176
Bonanza S to V 35 (incl.)	285	80	199	Super 21, Exec.	200	52	175
Debonair 33	225	50, 70, 80	178, 179, 180	Master, Fixed Gear	180	48	140
Debonair 33A	285	50, 80	197, 198	Ranger	180	52	174
Travel Air	360	80, 112	190, 191	Statesman	180	52	173
Musketeer A23-19	150	60	138	PIPER			
Musketeer 23	160	60	140	Super Cub PA-18	150	36	125
Musketeer II A23 & A23A	165	60	141	Tri-Pacer PA-22	150	36, 44	127, 128
Musketeer Super A23-24	200	60	154	Tri-Pacer PA-22	160	36, 44	128, 129
BELLANCA				Cherokee PA-28 2 or 4 seat	150	50	138
Cruise Master 14-19-2	230	54	163	Cherokee PA-28	160	50	140
Cruise Master 14-19-3	260	60	172	Cherokee to Serial #1760	180	50	146
Bellanca '65 to '68 260A	260	60	177	Cherokee Serial 1761 & FF	180	50	148
Bellanca '65 to '68	260	92	179	Cherokee PA-28	235	84	162
CESSNA				Cherokee PA-32 6 seats	260	84	166
172 to 1960 incl.	145	42	128	Cherokee PA-32 6 seats	300	84	181
172 '61 to '68	145	42	131	Comanche PA-24	180	60, 90	161, 162
175	175	52, 70	140, 141	Comanche PA-24	250	60, 90	180, 181
177 Cardinal	150	49	136	Comanche PA-24	260	60, 90	187, 188
180	225	65, 80	159, 160	Comanche PA-24	400	100	215
180	230	65, 80	161, 162	Comanche PA-24	400	130	217
182 to 1964 incl.	230	65, 80	156, 157	Arrow PA28 180R	180	50	165
182 '65 to '68	230	65, 80	155, 156	Apache PA-23J	300	72, 108	160, 161
205	260	65, 80	164, 165	Apache PA-23	320	72, 108	162, 163
P206	285	65, 80	171, 172	Twin Comanche	320	120	196
U206	285	65, 80	169, 170	Twin Comanche	320	90	195
210 to 1961 incl.	260	65, 80	178, 179	NAVION			
210 '62, '63	260	65, 80	176, 177	Rangemaster	285	108	182
210 '64 to '66	285	65, 80	188, 189				

Handicaps for fixed gear airplanes are for the airplane with speed fairings (wheel pants and/or strut cuffs). Airplanes racing without speed fairings, subtract 2 knots from handicap shown.

Auxiliary tanks must comply with supplemental type certificate data sheets. Bonanzas and Comanches with tip tanks, add 1 knot for aerodynamic effect of tips.

The AWTAR Board of Directors handicaps airplanes at the engine limits as approved by the Federal Aviation Agency for each airplane certificated. Most airplanes are approved to operate at their highest

power available continuously. There are, however, some stock airplanes whose power for all operations is less than maximum power available.

The maximum power is approved only for take-off for 1 to 5 minute duration. Because no adequate reliable means for monitoring a contestant's use of power exists, the Board of Directors of AWTAR, Inc. has ruled that any airplane that cannot be operated at its maximum power available continuously shall be ineligible to compete.

Sanctioned by N.A.A. and conducted under rules of the F.A.I.
Endorsed by The Ninety-Nines, Inc.



Francis T. Fox
General Manager
Los Angeles Department of Airports



John Dickenson
Van Nuys Airport Manager



VAN NUYS AIRPORT is in the heart of the beautiful San Fernando Valley and has been the key for the development of one of the 10 largest industrial complexes in the United States. It is the third busiest airport in the world and it is the home of the 146th Air Wing of the California Air National Guard.

42,000 glittering swimming pools enhance this lovely Valley which is 20 miles long and 13 miles wide. It is separated from the rest of Los Angeles by the Santa Monica Mountains on the South and is surrounded on the North, East and West by the Santa Susana and Verdugo Mountains.

We of the San Fernando Valley Chapter of 99's and the Los Angeles Department of Airports welcome the 99's and all contestants to the 22nd annual Powder Puff Derby. We hope you will come and enjoy our community and that you will return often.

Welcome to Van Nuys

RACE START AND NINETY-NINE CONVENTION PROGRAM

SUNDAY Impound & Inspection of race aircraft
June 30 Dodgers vs. Atlanta Braves, afternoon

MONDAY All day Impound & Inspection of aircraft
July 1 Registration at Hotel
5pm-9pm Lv. for Knotts Berry Farm, Dinner \$3.50

TUESDAY All day Impound & Inspection. Registration
9am Boat Tour of Los Angeles Harbor
1pm-5pm Executive Meeting
11:00am Hollywood Race Track, Clubhouse Buffet, reserved seats \$5
Dinner—No Host—Olivera Street

WED. All day Impound & Inspection, Registration
8:30am Boat Tour of Los Angeles Harbor
9am-12pm Chairmans Coffee
9am-3pm Universal Studio Tour & Lunch \$6
10am-12 First Time Racers Briefing
12 noon Governors Luncheon
7pm Cocktails
8:30pm Derby Banquet

THURS.
8am Delegates Parliamentary Meeting
8:30am Convention Meeting
12 noon Awards Luncheon
1:30pm Resume Convention Meeting
7pm Cocktails
8pm Convention Banquet

FRIDAY
8am Convention Meeting if necessary otherwise Executive Meeting
10am-12 Instruction Films & Lectures
12pm-2 Derby Luncheon, Style Show by Delta
2pm Pilots Briefing—Closed Meeting
6pm No host dinner in China Town

SAT.
6am-7 AWTAR Take-off Breakfast
7:30am Buses leave for Van Nuys Airport
9am DERBY TAKE OFF from Van Nuys Airport



22ND ANNUAL POWDER PUFF DERBY START COMMITTEE

Left to right standing: Jeanne Day, Ellen Trindle, Loreli Cangiano, Catherine Black, Virginia Rainwater, Margaret Ward, Ruth Mayle, Audrey Schutte, Gerry Vickers. Left to right sitting: Auleen Hall, "Libby" Svenson, Lola Ricci, Mary R. Kemper, Shirley Thom.

Start Hostesses and Hosts



A. M. Rochlen



Martin Pollard



Louis Warschaw



Melvin J. Erickson



L. Blanchard

AIRPORT COMMISSIONERS

Thanks to

Los Angeles Department of Airports
Airesearch Mfg. Co., Division of Garrett Corp.
Western Air Lines
Mayor Sam Yorty
Councilman Tom Shepard and Los Angeles City Council
Supervisor W. Dorn and Los Angeles County
Supervisors
Colonel Denison and the 146th Military Airlift Wing
John Dickenson and the Van Nuys Airport staff
F.A.A.—Los Angeles

American Air Lines
Bullocks Fashion Square
Delta Air Lines
Boy Scouts and Girl Scouts of San Fernando Valley
Council
Los Angeles Harbor Commission
Los Angeles Dodger Stadium
Hollywood Turf Club
Levi Strauss & Co.
Muntz Sterio Pack.

The Route

The first Saturday in July would not be the same without the start of the Annual POWDER PUFF DERBY, recognized as the world's largest aviation event for women. This 22nd handicapped speed event T.O. will highlight the Van Nuys Jr. Chamber of Commerce Air Show where a crowd of 90,000 attending the extensive Static Aerial Exhibit is expected to view the 100 race planes, 145-450 hp stock models as they vroom off at 20-30 second intervals for the challenging course over mountains, deserts and swamps on Easterly, North and Southeasterly headings, until they reach the Atlantic Ocean, 2469 miles away. Only sun-up to sun-down flying in VFR or contact weather is permitted.

A few may veer off to the oasis of PALM SPRINGS, CALIF. for gas, but after clearing the San Bernardino Mts., the majority will continue over the fully-fruited saguaro cactus and drop down into the Valley of the Sun to land at Sky Harbor, PHOENIX, ARIZ. with its 107 ft. giant steel tube control tower beckoning them. Then it's onward to EL PASO, TEXAS thru valleys with following winds or over towering mountains with a glimpse of the huge rainbow-hued open pit copper mines, and the weird rock formations which dominate the landscape west of "the pass", the most frequent stop in the history of the race.

Then come 5 designated stops which are welcoming the racers for the first time. Out of EL PASO challengers will dash beyond the Davis Mts. and unspoiled wilderness of Big Bend National Park into DEL RIO, TEXAS on the Rio Grande, Northern Gateway to Mexico. Cutting across the state of Texas, over Crystal City, home of spinach and "Popeye," they will all land at CORPUS CHRISTI, TEXAS, a MUST stop. Before setting down they will spot the sugar-white beaches of Padre Island, recently declared a National Seashore, and admire the sparkling city in the bend of the Gulf of Mexico, tenth ranking deep water seaport in the nation.

Next it's Northeast over the great oil and gas producing area flanked by rich farm lands into Jefferson County Airport, BEAUMONT, TEXAS, home of Gulf. Those with adequate fuel will overfly noting rice fields and cattle below them en route into the only other MUST stop, GREENVILLE, MISS., Queen City of the Delta. Deep Southern hospitality will favor them there and speed them off eastward toward hilly BIRMINGHAM, ALA., called a "magic" city due to its phenomenal growth, and known as the Pittsburgh of the South. Birmingham folks have a slogan, "It's nice to have you in Birmingham."

As the racers approach Georgia, they will stay up to clear the tip of Cheaha Mt. before nosing down to flash over the finish line at Savannah Municipal (Travis) Field, SAVANNAH, GA. Three years ago historic, colonial SAVANNAH served as a MUST stop in the race, but this year the contestants return to the Mother City of Georgia, and hostess, for their rewarding Terminus.

The 8 en route stops (Palm Springs, gas only) have been officially designated as refueling and overnight stops and will be equipped with Simplex Time Stamps so that after the fly-bys of the timing lines, time will not be counted in the final scoring until the wheels lift off the runway on take-off.



Left to Right: Clara Dwyer, Jeanne Scott, Jean Patane

PALM SPRINGS MUNICIPAL AIRPORT, Palm Springs, California, is the aerial gateway to the entire Coachella Valley. The airport has been called, "The Airport of the Presidents" because all of the recent U. S. Presidents as well as the presidents of foreign countries, have landed here to relax and vacation in the dry, invigorating climate. The City of Palm Springs holds the titles of "Swimming Pool Capital" and "Golf Capital" of the world, for here are found more swimming pools and golf courses per capita than any other place in the world. Towering mountains to the south and west (San Jacinto Peak, 10,831 feet) rise from inside the city limits and shield the community from the coastal smog and fog. Your reception here will be as warm and real as our famous climate.

The Ninety-Nines Stop Chairman is Jean Patane; NAA timers are Jeanne Scott and Jean Patane; FAA Supervisor is Roy Outcen.

PALM SPRINGS MUNICIPAL AIRPORT

SKY HARBOR AIRPORT, Phoenix, Arizona. This capital city of one of the fastest growing states in the nation has a population of over half a million and is the Southwest's winter resort and health center. The Phoenix economy is broadly based on agriculture, mining, manufacturing, and beautiful year-round weather.

Phoenix's award winning Sky Harbor Airport is 1122 feet above sea level; has two East-West runways (10,300 feet and 8,750 feet), control tower, and weather information. Complete airport facilities meet the every need of the flying public.

The Ninety-Nines Stop Chairman is Alice Roberts, co-chairman is Betty Smith. NAA timers are Juanita Newell and Melba Beard. William J. Ralston is the Airports Director and George E. South is the FAA Supervising Inspector.

Left to Right: Alice Roberts, Mary Vial Betty Smith, Juanita Newell, Melba Beard.



SKY HARBOR AIRPORT

Left to Right: Norma McReynolds, Wanda Garson, Ass't. Airport Manager Bill Thompson, Ellen Jane Anderson, Fran Seidl.



EL PASO INTERNATIONAL AIRPORT is four miles North-east of the central business district and is at an elevation of 3956 feet. Located just across the Rio Grande from Juarez, Mexico, El Paso is the hub of the only low level, East West sunshine route and the Gateway to Mexico.

Dick Mettler is the Airport Manager. Ellen Jane Anderson and Norma McReynolds are co-chairman for the Stop. NAA timers are Frances Seidl and Lois Hailey.



EL PASO INTERNATIONAL AIRPORT

Left to Right: Jonella Robertson, Roberta Trask, Johnnie Robertson, Billie Robertson.

DEL RIO INTERNATIONAL AIRPORT. Del Rio, Texas, population about 25,000, is situated on the border between Texas and Mexico about midway between Brownsville and El Paso. Its sister city across the Rio Grande is Ciudad Acuna. Just twelve miles west of Del Rio is the new Amistad Dam, a joint venture by the Republic of Mexico and the United States. The lake so formed will be 85 miles long when filled, forming the largest lake in or bordering Texas.

The airport is 999 feet above sea level; the one runway (13-31) is 3500 feet long. The airport is uncontrolled and uses 122.8 for advisory service, has lights, and weather service via a direct line to Cotulla FSS.

The Ninety-Nines Stop Chairman is Jonella Robertson; NAA timers are Martha Ann Reading and Josephine Allison.



DEL RIO INTERNATIONAL AIRPORT



CORPUS CHRISTI INTERNATIONAL AIRPORT



CORPUS CHRISTI INTERNATIONAL AIRPORT, elevation 43 feet, is located seven miles west of The Sparkling City by the Sea. There are two asphalt runways 150 feet wide, 4500 and 5600 feet long. Corpus Christi is serviced by Braniff, Eastern and Trans-Texas Jets. Hertz Rent-a-Car and the Airport Restaurant is located in the administration building. The Tower building houses the Weather Bureau, FAA Control Tower and the Airport Manager's office. Bledsoe Aviation, Gault Aviation and Krakow Aviation service General Aviation on the field.

The Ninety-Nines Stop Chairman is Merle Dunnam; the Airport Manager is W. D. Wilder; the NAA timers are Jean Beck, Lena Jackson and Ardath McCreery.

Left to Right, standing: Rooky Biehn, Louise Clarkson
sitting: Lena Jackson, Sharon Jackson, Merle Dunnam. Not pictured, Veda Tennent.



JEFFERSON COUNTY AIRPORT



JEFFERSON COUNTY AIRPORT is a regional airport in design and location. It is centered in a 30 mile triangle formed by the cities of Beaumont, Port Arthur and Orange, Texas. The primary industries served are petroleum and chemical.

The airport is 16 feet above sea level. There are three lighted runways, the longest is the NW/SE. Service, maintenance, weather, tower and Flight Service are located on the field.

Mary N. Able is the Ninety-Nines Stop Chairman; NAA timers are Marilyn Stoneberg and Louise Bickford and the FAA Supervisor is John Powell.

Left to Right: Louise Bickford
Mary N. Able, Marilyn Stoneberg.



GREENVILLE MUNICIPAL AIRPORT



Left to Right: Lucille Wolfe, Peggy McCormick, Lois Bell, Millie Limbaugh.

GREENVILLE MUNICIPAL AIRPORT lies 6 miles N.E. of the City of Greenville, on the fertile, flat alluvial Delta plain, just east of the Mississippi. The GLH TVOR is 2 miles No. of the airport's 7000' parallel N/S runways. No barriers mar the approach from any angle. Southern Airways, two FBO's and excellent repair facilities serve an active local flying community and a steady flow of transient planes.

Rice, cotton, and soy beans are the chief agricultural products, while industry supplements the decrease in agricultural emphasis, and a thriving towing and marine repair service complex contributes to the economic health of the city and surrounding area. This is a port city with a public terminal offering services for the integrated handling of all types of cargo by barge, rail and truck. Greenville boasts not only economic but cultural advantages with its fine schools, libraries, outstanding newspaper, Little Theatre, Choral Society, and Symphony Orchestra.

The Ninety-Nines Stop Chairman is Peggy McCormick; NAA timers are Millie Limbaugh, Evelyn Braese and Hazel McKendrick; FAA Supervisor is Leonard Bevell.

Left to Right: Bee McWane Reid, Penny Dickerson, Betty Ferrell, Irene Flewellen.

BIRMINGHAM MUNICIPAL AIRPORT is located 5 miles NE of the center of the downtown area at an elevation of 643'. The field has a runway 4380' and one 8230'. An Approach Light System, Instrument Landing System, and Runway Visual Range equipment are installed at the SW end of the NE/SW runway. The Visual Approach Slope Indicator is installed near the NE end of this runway to help pilots landing toward the SW.

Serving general aviation in two large nearby base operations are Sunny-K Aero Corp., and Lackey Aero Corp.

Birmingham is known as the "Magic City" and has a metropolitan population of around 645,000. While it is a bustling city, it is also noted for its beautiful residential areas, educational facilities and cultural pursuits.

The Ninety-Nine Stop Chairman is Betty Ferrell; NAA timers are Irene Flewellen and Bee McWane Reid; Waverly Johnson is airport director and John R. Kitchens is the FAA Coordinator.



BIRMINGHAM MUNICIPAL AIRPORT

... About MILTON CANIFF

who says

"Miss Beekman Will Not Start Today"

Seven days a week, month in and year out, Milton Caniff performs a ceaseless miracle. He puts before the eyes of perhaps 30,000,000 readers an exciting story, superbly illustrated. It is a story involving one of the most remarkably realistic characters in modern literature—full Colonel STEVE CANYON, USAF—and the airman's assorted friends and enemies.

The vitality of a STEVE CANYON strip arrests attention from all ages and in all climes. Happy Easter is as much of an institution in Kyoto, let's say, as Potet is favored in Syrian teen-age circles. As for STEVE B. himself, there isn't a man alive who doesn't envy his character, integrity, muscles and molls. Breathes there a wife who hasn't secretly sighed, upon looking up from some entrancing feat of derring-do by STEVE and seeing her own husband, "Why didn't I shop around a little more?"

Milton Caniff has done more for the Air Force than any person since Billy Mitchell. The depth and breadth of STEVE'S adventures are such that they are assayed daily in the Pentagon. So many of the jams in which STEVE finds himself show up later in real life, to pester real airmen and bedevil U. S. relations with the enemy, that the strip has become required reading in Washington. Air Force files actually list "Colonel Canyon" and his going and comings are followed carefully. (His file number is AO #041044).

So much for STEVE CANYON'S position in the military. For the rest of us he is a winged beau-sabreur, the stuff from which Walter Mitty's headiest dreams were made. Much has been made of the fact that only recently did STEVE'S creator journey to the Far East which since 1934 has served as the entrancing backdrop of so many sequences. That's like carping at Jules Verne for never having spent Five Weeks in a Balloon, for never making A Journey to the Center of the Earth, for hesitating to go along with the others From the Earth to the Moon, for refusing to accompany Captain Nemo Twenty Thousand Leagues under the Sea and being skeptical about Phileas Fogg's headstrong Tour of the World in Eighty Days.

Caniff has long been the most conscientious craftsman in his field. In the early days of his "Terry and the Pirates", suggested to him by the late great Captain Joe Patterson of the N. Y. DAILY NEWS 26 years ago, Caniff haunted museums, libraries, old book stores and hock shops in exhaustive search for the right phrase, the proper shape of a sampan's sail, the cut of a mandarin's cloak, the curve of either a scimitar or a sultan's favorite.

One tends to shudder when he recalls that Caniff (a handsome, good-natured and virile bloke) almost became an actor about the time he was attending Ohio State University and working part-time on the Columbus DISPATCH. With the aid of friends, who reminded him that actors don't eat regularly, Caniff broke himself of this awful malady. The Associated Press beckoned him to New York to draw strips it called DICKIE DARE and THE GAY THIRTIES. Captain Patterson, a man with almost a fetish for strips, launched him on his own with TERRY.

But the artist's soul within Caniff demanded that he create something of his own and his own alone. That's why STEVE CANYON was born in 1947, one year before anyone save Milt and a few friends knew what STEVE was going to look like, or engage in. 125 newspapers contracted to buy the strip from King Features Syndicate and the Chicago Sun-Times Syndicate. (Today STEVE CANYON appears in 647 newspapers).

BOB CONSIDINE





Mayor J. Curtis Lewis, Jr.; Savannah Area Chamber of Commerce: Rosser E. Smith, Director; S. Douglas Guthrie, Executive Vice President; Eldon E. Davidson, Savannah Airport Comm/Manager

Historical Savannah Welcomes You!



City of Savannah Georgia

J. CURTIS LEWIS, JR.
MAYOR

OFFICE OF THE MAYOR

P. O. BOX 1038

31402

AREA CODE 912

278-8221 - EXT. 342

May 9, 1968

1968 Powder Puff Derby
All-Women Transcontinental
Air Race, Inc.

It is a pleasure to welcome the 22nd Annual Powder Puff Derby to Savannah. On behalf of the city, and the citizens of Savannah, I would like to take this opportunity to extend greetings to you on your visit to our area.

When Savannah was a "must stop" during the 1965 race, many of you became acquainted with our fine air facilities, however, now that Savannah is the terminus for the 1968 Race, we are happy that you will be able to leisurely enjoy our historic charm and beauty.

Savannah has been known as "Georgia's Colonial Capitol" since 1733 when General James Oglethorpe and his band of settlers founded the colony of Georgia. You will see many influences from that era remaining today, including the parks and squares that were part of the original city plan. You will also see a dynamic and progressive city, which has entered the modern age while preserving much from the past.

Once again, I would like to welcome the participants in the Powder Puff Derby and we know your stay will be a pleasant one.

Sincerely,

J. Curtis Lewis, Jr.
J. Curtis Lewis, Jr.
Mayor, City of Savannah

THE CITY OF SAVANNAH GEORGIA Proclamation

WOMEN IN AVIATION WEEK

WHEREAS, the take-off of the famous Annual All-Women Transcontinental Air Race will be on July 6, 1968; and

WHEREAS, this race, known as the POWDER PUFF DERBY, emphasizes the role that women are playing in our growing aviation industry; and

WHEREAS, Savannah, Georgia is proud that Savannah Municipal (Travis) Field has been chosen for the Terminus of the All-Women Transcontinental Air Race,

NOW, THEREFORE, I, J. C. LEWIS, JR., Mayor of the City of Savannah, Georgia, do hereby proclaim the week of July 6 through July 12, 1968, to be WOMEN IN AVIATION WEEK in recognition of the contributions women have made to the field of aviation.



In Witness Whereof, I have hereunto set my hand and caused the Seal of the City of Savannah, Georgia to be affixed.
This 16 day of May, 1968

Elizabeth J. Padgett
Elizabeth J. Padgett
Clerk of Council



Carol Lowery, Louise Smith, Page Shamburger, Bebe Ragaz, Emily Kelley, Evelyn Hyman

COMMITTEE

Coordinating Chairman—PAGE SHAMBURGER

Headquarters and Registration—CAROL LOWERY, BEBE RAGAZ, co-chairmen. BETTY McNABB, ELSIE McBRIDE.

Social—CAROLINE HEMBEL

Hospitality—CHRIS BROWN

Transportation—EMILY KELLEY, EVELYN HYMAN, co-chairmen. CHARLOTTE CORBIN, KAY RILEY, BETTY MCGRAW.

Airport Operations—LOUISE SMITH, chairman. JEANNE HARLEY, BURNETTE SPENCER.

Press and Publicity—PAGE SHAMBURGER, SELMA CRONAN.

Programs and PA System—RUTH FLEISHER, chairman. MARIAN SCOTT.

The 22nd Powder Puff Derby Terminus in Historic Savannah, Georgia

July 6-14, 1968

HEADQUARTERS: THE BRAND-NEW DESOTO-HILTON HOTEL

*in the center of colonial Savannah—within walking distance of renovated squares and homes—
close to shops and night spots!*

Tuesday, July 9th	WELCOME TO SAVANNAH AND GEORGIA NIGHT Leisurely Choice Dinner, after Cocktails	The DeSoto-Hilton
Wednesday, July 10th	Beer 'n Sea Food around the Pool 5 P.M.—Pilots Meeting Wednesday evening, Cocktails while you sail along the beautiful Savannah River followed by docking and a Back Ashore Dinner	The DeSoto-Hilton The Savannah Inn & Country Club
Thursday, July 11th	Sightseeing by Electric Train or walking Free day for hair appointments AWARDS BANQUET. Cocktails 7 P.M. Dinner 8 P.M.	Ballroom, The DeSoto-Hilton
Friday, July 12th	Weather Briefing and Fly-Away Breakfast	The DeSoto-Hilton

BRING BATHING SUITS, TOO—YOU'LL BE SPENDING LOTS OF TIME ON THE POOL PATIO
OF THE NEWEST HILTON, SAVANNAH'S DESOTO-HILTON HOTEL

Miss Beekman Will Not Start

by POTEET CANYON

feature writer, High City Herald



© Field Enterprises, Inc., 1968

Today

This is not a beef, far from it! Miss Bitsy Beekman, who teaches flying and is available for air taxi and charter jobs anywhere her license is honored, will not participate in the Powder Puff Derby this year.

Not that she wouldn't like to or that she has anything against the All-Girl Git-Go, but running a one-woman air line out of a parsley patch air park puts her in the class of a telegraph operator in one of those way-stations on a transcontinental railway back when the world was young, who waved as the mail trains went by, but never even rode the local to the county seat.

High City Air Park is an F.A.A. Disaster Area, without the Small Business loan advantages. Elmer, the dear old slob who runs the Patch, made more money last year selling hay off the taxi areas than he did on aviation fuel. If a helicopter or executive jet ever put down here the natives would think it was a UFO. When people deplaned they'd expect then to be green, or at least chartreuse.

So our Bitsy doesn't have much chance to even make the payments on her aircraft. In fact, she is so broke she can only buy gas by the drink. She has become an expert glider pilot because she is always running out of fuel and having to make freak-out dead stick landings. She knows about all the famous women pilots and has been seen to break coffee mugs over the skulls of transient air strip bums who won't agree that a female can handle an airplane under terror conditions. She is in awe of the gals who ferried all sorts of airplanes during World War II.

Bitsy digs the 99's and the other organizations in the Women's Wind Wagon World. She carries an evening gown and a hair piece in BITSY'S BUG (her airplane), but they both smell of pickle juice from a badly packed cargo job she did for personal groceries last month. Even her false eyelashes curl the wrong way from being dropped into the permanent oil slick in the main (and only) hangar at Elmer's International Breezeway.

Honest, this is not to cop a disclaimer while you chicks are up there staying in contention for the glory of every doll in the Wild Blue Business, but along the line of march there will be Grease Gun Gerties such as Bits who would give a year's supply of ESTEE LAUDER (not that she ever expects to own even a day's ration) to be cranked up to try and hack the course with you Distaff Bird Jockeys.

Somewhere along the way give a waggle to those Upstairs Maidens who'll be waiting on the ramp for the day when they, too, may . . . "Break the Bonds" . . . (but in this case to the finance company) and tuck in under your wings and give you a hell of a run for the big ticket.



#1

PILOT (R): BARBARA R. WILLIS, Santa Monica, California
CO-PILOT (L): ANNE PENN, Hermosa Beach, California
AIRPLANE: Cessna 210 260 h.p.

First off in the running of the 22nd POWDER PUFF DERBY and with eyes watching closely for the moment of the dropping of the starting flag, is Barbara Willis flying her eighth TAR. She has a Commercial License, SMEL, Instructor and Instrument ratings and 1580 hours. She and her pilot husband, James, have two sons. Her memberships are AOPA, NAA and the Los Angeles Chapter of the Ninety-Nines.

The rhythmic beat you hear over the sound of the purring engine is Anne's heart expressing the excitement of being first off in her very first TAR. She has a Private license with 250 hours. Her three children will be waving as this plane starts the race. Anne is a member of the Long Beach Chapter of the Ninety-Nines.



#2

PILOT (R): PAT McEWEN, Wichita, Kansas
CO-PILOT (L): MARILYN COPELAND, Wichita, Kansas
AIRPLANE: Beechcraft Bonanza S 35 285 h.p.

Last year Pat was number one off and running but this year finds her racing to catch the number one plane. Flying her seventh TAR, she has a Commercial license, SMEL, Instrument and Instructor ratings and over 1900 hours. Pilot husband, Owen, and seven children ranging from 18 years to 7 year old twins, form a large rooting team. Pat is a member of the Flying Farmers, Aerobatic Club of America, AOPA, NAA and the Kansas Chapter of the Ninety-Nines.

Once again Marilyn is co-pilot for this team. Her third TAR finds her with a Private license, Instrument rating and 375 hours. Her husband, Dr. John W. Copeland, is a past president of Flying Dentists and they have two children. Marilyn's special interests are in Dental Health Education and her memberships are AOPA, FFA and the Kansas Chapter of the Ninety-Nines.



#3

PILOT (R): HELEN SHROPSHIRE, Pacific Grove, California
CO-PILOT (L): JOANN HUSTED, Salinas, California
AIRPLANE: Piper Comanche PA 24 180 h.p.

SPONSORS: Elano Corporation, Xenia, Ohio; Beta Sigma Phi-Northern Calif. Council; Del Monte Aviation, Monterey; Kelly-Husted Realtor-Insurance; Mid-County Title Co.; R & H Masonry Supply; Salinas Valley Savings; J. Wayne White Construction; Streater, Inc.; The Merandas—Salinas, California

Helen is flying her second TAR and has a Commercial license, SMEL and Instrument ratings with 1115 hours. She is pilot and film editor for her husband Frank's Film Productions. Their travels have taken them all over the continental U.S., Bahamas and Mexico. They have two teenage daughters. Helen is a member of AOPA, NPA, Monterey Penn Airmen's Assoc., Island Flying Club and the Monterey Bay Chapter of the Ninety-Nines.

Flying her first TAR so close to the lead plane should prove exciting to Joann who has a Private license with 80 hours. Her family of pilot husband, Bud, and three children, plus sewing and gardening keep her hours well occupied. Joann is a member of Monterey Penn. Airmen's Assoc., Beta Sigma Phi and the Monterey Bay Chapter of the Ninety-Nines.



#4

PILOT (L): MARY I. LAIL, San José, California
CO-PILOT (R): NOVIS LAURA PERCIVAL, San José, California
AIRPLANE: Cessna 210 285 h.p.
SPONSOR: Tempres Research Co., Sunnyvale, California

Mary is flying in her second TAR and has a Commercial license with 230 hours. She ferries planes for Sierra A/C Co. Her husband, Harold, is a pilot as well as her daughter and son-in-law. Her hobbies are plane building and gold panning. Mary is a member of AOPA, EAA, PRPA and the Santa Clara Valley Chapter of the Ninety-Nines.

Novis, who has a Private license with 150 hours, is flying her first TAR. She ferries planes for Sierra A/C Co. Her husband, John, is a pilot and the AOPA "pinch hitter" course hooked Novis. They have three children, own a 1929 Fairchild, Aeronca Sedan and a P-51. Family hobbies are sky diving and skin diving. Novis is a member of AOPA and the Santa Clara Valley Chapter of the Ninety-Nines.





#5

PILOT (R): PAMELA VANDER LINDEN, Fallbrook, California
CO-PILOT (L): RUTH M. KNIEFEL, Fallbrook, California
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: Fallbrook Real Est. Co.; Knie-Co., Inc., Fallbrook, California

29

This team is flying its first TAR with Pamela as pilot. She has a Commercial license and 454 hours and is working on her Instrument rating. Her husband, Victor, and their three children are all pilots. Flying is a combination of business and pleasure and often the grandchildren are included. Her memberships are AOPA, Calif. Real Estate Assoc., N.A.R.E.B., Nat'l Inst. of Farm & Land Brokers, Soroptimist Int'l., and the Palomar Chapter of the Ninety-Nines.

Ruth has a Private license with 250 hours and flies for business and pleasure as an aerial photographer for her pilot husband, Joseph's, business. They have two children. Ruth is a member of AOPA, and along with Pamela, a charter member of the Palomar Chapter of the Ninety-Nines.



#6

PILOT (R): JOAN H. STEINBERGER, Goleta, California
CO-PILOT (L): EMILY CLETSOWAY, San Luis Obispo, California
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSORS: Husbands and Aviation oriented friends

58

Another team flying its first TAR is piloted by Joan who has a Commercial license, Instrument rating and 750 hours. While her pilot husband, Norman, was in Korea, Joan got her license and a Taylorcraft where she "brought up" her two young children. It is now a family that flies together when Joan is not busy at her part time bookkeeping job. Her memberships are AOPA, NAA and the Santa Barbara Chapter of the Ninety-Nines.

Emily has a Private license with 220 hours and here is another one hooked by the AOPA "pinch hitter" course. She is now working on her Commercial license. Her husband, Dr. R. W. Cletsoway, is a pilot and they have two children. Emily is a member of AOPA and the Santa Barbara Chapter of the Ninety-Nines.



#7

PILOT: MARTHA B. GAUNCE, Williston, North Dakota
AIRPLANE: Piper Cherokee PA 28 150 h.p.

13

Martha has elected to fly solo in her second TAR. She has a Commercial license with Flight Instructor and Instrument ratings and 1200 hours. She taught her dentist husband, Dean, to fly and is presently teaching her three children the art. Her oldest daughter, a student at the Univ. of Hamburg is dating a boy by the name of Messerschmidt. As Martha says, "That's loyalty." Her memberships are NAA, WASP, N.D. Aviation Operators Assoc., and the Montana Chapter of the Ninety-Nines.



#8

PILOT (R): CLAIRE WALTERS, Los Angeles, California
CO-PILOT (L): MARGARET GAMBLE, Arcadia, California
AIRPLANE: Piper Arrow PA 28-R 180 h.p.
SPONSOR: Producers Sales Co., Los Angeles, California

27

This is the ninth TAR for Claire who has a Commercial license with SMEL, Instructor and Instrument ratings and 21,000 hours. That's right... you airline pilots. Self-employed at the Claire Walters Flight Academy of Santa Monica, she has been the instructor of many POWDER PUFFERS. She has two children. Claire serves on the Advisory Aviation Committee for the Calif. State Department of Education and is a member of AOPA, Santa Monica Airport Assoc. and the Long Beach Chapter of the Ninety-Nines.

Margaret, flying her first TAR, has a Private license with 109 hours. Her husband, William, is a pilot when he takes time off from the fairways. They have three children. Margaret is a member of the Skylarks of So. California and the San Gabriel Chapter of the Ninety-Nines.

#9

PILOT (R): MARY VIAL, Phoenix, Arizona
CO-PILOT (L): ALICE ROBERTS, Phoenix, Arizona
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: Ramada Inns, Phoenix, Arizona

This fourth TAR for Mary finds her with a Commercial license, Instrument rating and 1000 hours. Mary's flying is for pleasure when not on a CAP search and rescue. She adds in her log book, check-out in a T-34. Her husband, George, is a pilot and one of her four children is now licensed. Mary is a member of AOPA, CAP, NAA and is Chairman of the Phoenix Chapter of the Ninety-Nines.

Thirteen—that's the number of this TAR for Alice who has a Commercial license and 1700 hours. Alice works as office manager, secretary and treasurer of her pilot husband, Charles', business and they have two children. However, Alice must have occasionally neglected some of those business chores when she served as International President of the Ninety-Nines from 1965 to 1967. She is now on its Executive Board. She belongs to the Phoenix Chapter of the Ninety-Nines and is a member of Epsilon Sigma Alpha.



#10

PILOT (R): MARY LOU BROWN, Phoenix, Arizona
CO-PILOT (L): SUE MAPP HARPER, Phoenix, Arizona
AIRPLANE: Cessna 182D 230 h.p.

Mary Lou is flying in her second TAR and has a Commercial license with SMEL, Instrument rating and 650 hours. Her work in geological survey led to her flying activities and she has completed the physiological training program at Williams Air Force Base, including time in a T-34, T-33 Jet and helicopter. Her non-pilot husband, Price, is principal of the Garfield School. They have two children. Mary Lou is a member of the Phoenix Chapter of the Ninety-Nines.

Sue is also flying her second TAR and she has a Private license with 220 hours. Her husband, Dr. Wm. Hale Harper, was the one who urged her into flying and, with their four children, they have made many cross-country hops. Sue is working hard to have her Commercial by race time. Her memberships are AOPA and the Phoenix Chapter of the Ninety-Nines.



#11

PILOT (R): ARDELL HINN, Salinas, California
CO-PILOT (L): TRISH MARKS, Salinas, California
AIRPLANE: Cessna Super Skymaster 420 h.p.
SPONSOR: Salinas Air Service, Salinas, California

Ardell is flying her sixth TAR and has a Commercial license with SMELS, Flight Instructor and Glider ratings and 3000 hours. After 10 years of instruction, she now flies strictly for pleasure. Her husband, Dr. George J. Hinn, is not a pilot but is an ardent rooster for Ardell along with their two children. Ardell is a member of AOPA and the Monterey Bay Chapter of the Ninety-Nines.

Trish is a first time TAR and has a Private License with 410 hours. Her husband, Jim, is a pilot as well as the following in-laws: father, brother and sister. They have two children who are not yet of pilot age. Trish often flies business associates and is very active in Wing Scouts. She is a member of AOPA and the Monterey Bay Chapter of the Ninety-Nines.



#12

PILOT (R): GINI S. RICHARDSON, Yakima, Washington
CO-PILOT (L): MARIAN BANKS, San Diego, California
AIRPLANE: Cessna 182 230 h.p.

Gini is flying in her sixteenth TAR and has the following ratings: ATR, SMELS, Helicopter, Flight Instructor, Instrument, Instrument Instructor, Ground Instructor and 16,000 hours. With her pilot husband, Ralph, they own and operate Richardson Aviation and have flying contracts in far away Greece. They have one daughter. Gini is serving on President Johnson's Women's Advisory Committee on Aviation and is a member of AOPA, NPA and the Eastern Washington Chapter of the Ninety-Nines.

Another thirteenth TAR, this one for Marian who has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 1600 hours. Marian has been the Route Director for the AWTAR Board and is the West Coast Vice-Chairman. Her husband, Dr. Gerald F. Banks, is a pilot and they have four children and four grandchildren. Marian is on The Board of Directors of the San Diego Aerospace Museum and is a member of AOPA, NPA and the San Diego Chapter of the Ninety-Nines.





#13

PILOT (R): EMMA MCGUIRE, Santa Monica, California
CO-PILOT (L): DORIS MINTER, Santa Monica, California
AIRPLANE: Cessna 182K 230 h.p.

SPONSORS: Fireside Market, Santa Monica; Village Market, Palm Desert, California; "7" Eleven—Coast to Coast

Position number thirteen does not phase Emma who is flying in her eighth TAR. She has a Commercial license with Instrument and Instructor ratings and 1800 hours. To date, her flying has been for pleasure but the new instructor rating will now mean work for Emma when she is not tied down as a bookkeeper. Husband, Ralph, is not a pilot but is a "good co-pilot." They have three children and thirteen grandchildren. There must be luck in number thirteen. Emma is a member of AOPA, NAA and the Long Beach Chapter of the Ninety-Nines.

TAR number two for Doris finds her flying co-pilot again with Emma. She has a Private license with 200 hours and is working on her Commercial. Her pilot husband, Rex, and their three children have taken many cross country flights. Doris finds time to do some legal work in between flying and taking care of her family. She is a member of AOPA and the Long Beach Chapter of the Ninety-Nines.

#14

PILOT (L): MARGARET MEAD, Goleta, California
CO-PILOT (R): BILLIE HERRIN, Santa Barbara, California
AIRPLANE: Bellanca 14-19-2 230 h.p.

SPONSOR: Aero Products Research, Inc., Culver City, California

Margaret is flying in her fifth TAR and has the following ratings: ATR, SMEL, Flight Instructor, Ground Instructor, Instrument and FAA Examiner to which she adds 6000 hours. She was chief instructor for Aztec Aircraft Corp. in Long Beach and is now manager of the Santa Barbara branch. Margaret is hoping to better her previous records in the POWDER PUFF DERBY where she has placed well. Her memberships are AOPA, NAA and the Santa Barbara Chapter of the Ninety-Nines.

Flying her second TAR, Billie is again co-pilot for this team. She has a Private license with 500 hours. A licensed real estate broker, she has often used her flying in connection with business and flies her four children on pleasure trips. Billie is Chairman of the Santa Barbara Chapter of the Ninety-Nines.



#15

PILOT (R): CAROLINE N. "CONNIE" JONES, Painesville, Ohio
CO-PILOT (L): PATRICIA E. COLLIER, Bellville, Ohio
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: Concord Airpark, Painesville, Ohio

Connie, who is flying in her third TAR, has a Commercial license, SMEL, Ground Instructor ratings and 725 hours. When not working as a chemist, she is flying in many local races or giving speeches promoting aviation. Connie is a member of AOPA, American Chemical Society, American Meteorological Society, Painesville Flying Club and the All-Ohio Chapter of the Ninety-Nines.

This is the fifth TAR for Pat who has a Private license with 330 hours. She is a hosiery buyer and a housewife caring for pilot husband, Myron, and a teenage daughter. Pat is a member of AAA, NPA and the All-Ohio Chapter of the Ninety-Nines.

#16

PILOT: WENDY CARR MENDENHALL, Friendswood, Texas
CO-PILOT (Not Shown): VIVI ANDERSEN, Beaumont, Texas
AIRPLANE: Aero Commander 100 150 h.p.

Wendy is piloting this first TAR team and has a Commercial license, Ground Instructor rating and 504 hours. Wendy has been very active with the Girl Scouts in the aviation field and is presently chief ground instructor at Green Field Flyers, Inc. Her husband, Ted, is the chief pilot and they have three young children. Wendy is a member of AOPA, SSA, NAC.

Vivi is flying in her first TAR and has a Private license with Ground Instructor rating and 162 hours. She piled up 500 hours of co-pilot time when touring the U.S. and in the AOPA Europe Tour of 1965 with pilot husband, Donald, and daughter. Currently she is teaching ground school at the Beaumont Municipal Airport. Vivi is a member of AOPA and the Kentucky Blue Grass Chapter of the Ninety-Nines.



#17

PILOT (R): SOPHIA M. PAYTON, Indianapolis, Indiana
CO-PILOT (L): PAULINE MALLARY, Miami, Florida
AIRPLANE: Mooney Mark 20 C 180 h.p.

Sophia is flying her fifth TAR and has a Commercial license with Glider rating and 1350 hours. While she lists herself as housewife, she spends most of her spare time flying in local races. She has been a winner in several of them. In 1967, she received the NPA Award as "Pilot of the Year." Her husband, Neal, is an airline captain. Sophia is a member of NAA, NPA and the Indiana Chapter of the Ninety-Nines.

Pauline is flying in her third TAR and has a Commercial license, SELS, Instrument and Instructor ratings and 2170 hours. Her husband is also an airline pilot. Pauline has flown in several S.M.A.L.L. races and other local events.



#18

PILOT (L): ELLIE McCULLOUGH, Bay Shore, New York
CO-PILOT (R): DOROTHY GABLE BOCK, Smithtown, New York
AIRPLANE: Mooney Executive 200 h.p.
SPONSOR: Armstrong Cork Company, Lancaster, Pennsylvania

Ellie will be flying her fifth TAR and has a Commercial license with Instrument rating and over 900 hours. An active sport parachutist, she still finds time to be a busy secretary at Grumman Aircraft and spreads her memberships to Zonta, Grumman Flying Club, Long Island Sky Divers, Int'l. Order of Characters, Long Island Early Flyers. She was founder and first chairman of the Long Island Chapter of the Ninety-Nines.

While Dottie is flying her first TAR, with a Private license and 400 hours, she is not new to racing having entered and placed in several AWNEAR races. Her husband, Robert, and her father are both ardent pilots. She is a secretary at Airborne Instruments Laboratory, is a member of Eastern Star and a charter member of the Long Island Chapter of the Ninety-Nines.



#19

PILOT: FRAN BERA, Long Beach, California
AIRPLANE: Cessna 210 260 h.p.
SPONSORS: City of Signal Hill Chamber of Commerce, California;
T. W. Smith Aircraft, Cincinnati, Ohio

"The Collector" is a good title for Fran whose trophy shelf glistens with seven first place and four second place POWDER PUFF DERBY awards—quite a record for this diminutive pilot who has 16,500 hours and ratings of ATR, SMELS, Flight and Instrument Instructor, Hot Air Balloon and Helicopter. She is an FAA Flight and Instrument Examiner and holds the worlds altitude record for Class C-1-D. Fran is Director of Flight Operations for Aztec Aircraft Corp. where her husband, Robert Cenicerros, is Vice President. Her memberships are AAA, AOPA, NAA, NATA, NPA, Whirly Girls and the Long Beach Chapter of the Ninety-Nines.



#20

PILOT (L): ALICE H. HAMMOND, Millville, New Jersey
CO-PILOT (R): DORIS M. LANGHER, Denver, Colorado
AIRPLANE: Mooney Super 21 (M20E) 200 h.p.
SPONSOR: Airway Underwriters, Ann Arbor, Michigan

Alice hopes her fourteenth TAR will be her lucky one. She has a Commercial license, SELS, Instrument rating and over 4000 hours. Her 17 years of flying have brought her to many races, including pylons, CAP Search & Rescue and over all the Continental U.S. except Alaska. She has flown in Canada, Cuba and the Bahamas and has tried all types of planes, even small military jets. Her husband, John, is a pilot and they have three children and four and one-half grandchildren. Alice is a member of CAP, SPA, Cross and Cockade, a charter member of NPA and is a past president of the Ninety-Nines.

Doris is flying in her sixteenth TAR. Her ratings are numerous and include ATR, SMEL, Instrument, Flight and Instrument Instructor, Helicopter, Balloon and Ground Instructor. She has over 12,000 hours of flying time. Doris is employed by United Airlines at Stapleton Field as Flight Simulator Instructor and is currently serving on President Johnson's FAA Women's Advisory Committee on Aviation. She is a member of AAA, SSA, Zonta, Ox-5 and the Colorado Chapter of the Ninety-Nines.





#21

PILOT (R): WANDA STRASSBURG, San Luis Obispo, California
CO-PILOT (L): JUNE CUNNINGHAM, Morro Bay, California
AIRPLANE: Cessna Cardinal 177 150 h.p.

SPONSORS: Coastal Airlines Inc., Pacesetter Boutique both of San Luis Obispo, Calif.; Chamber of Commerce, Motel Association, Realtors, Marine Service & Equipment, Harbor Hut Restaurant, Cassera's Restaurant, Bob's Seafood, Horncraft, Swan's T.V., Moore's Sportwear, Bickfords Concrete, Hayward Lumber Co., Bay Medical, Mariners, and Friends—all of Morro Bay, Calif.

This is the third TAR for Wanda who has a Commercial license with Flight and Ground Instructor ratings and 900 hours. She is employed as a flight instructor for Coastal Airlines, Inc. She and her pilot husband, Don, have two daughters. Wanda is a delegate to the California Council of Aviation Associates and is a member of the Monterey Bay Chapter of the Ninety-Nines.

June is flying her first TAR and obtained her Private license to fly in this race. Her instructor is Wanda. While her husband, Sam, is not a pilot he is an ardent roter when not busy building a 72 foot schooner... a dream of his and June's.

#22

PILOT (L): MIRIAM S. DAVIS, Miami, Florida
CO-PILOT (R): GINNY VAN KESTEREN, St. Petersburg, Florida
AIRPLANE: Bellanca 14-13-2 230 h.p.

Miriam is piloting this, her third TAR, and has a Commercial license, SMEL and Instrument rating with 875 hours and flies an Aztec mostly on company business. With her pilot husband, C. Hubbard Davis, they were first place winners in the 1967 Bahama Treasure Hunt. Miriam is a member of AOPA, Int'l. Flying Farmers, Grasshoppers, Florida Women Pilots, Florida Air Pilots, Florida Aero Club and the Florida Goldcoast Chapter of the Ninety-Nines.

Ginny has a Private license with 500 hours for her first TAR. She and her pilot husband, Henry, operated Dallas Field in Alabama. He is now a Lt. Colonel in the USAF. Ginny flies the family Debonair and has raised three daughters. Recently she passed her Instrument written exam. She is a member of AOPA, Int'l. Flying Farmers, Grasshoppers and the Florida Suncoast Chapter of the Ninety-Nines.



#23

PILOT: VALERA G. JOHNSON, St. Clair, Missouri
AIRPLANE: Beechcraft Bonanza S 35 285 h.p.
SPONSOR: Belmont Industries, St. Clair, Missouri

Valera has chosen to fly solo in her third TAR. She has a Commercial license with Instrument and Instructor ratings and 1900 hours. Searching for every chance to fly, Valera now keeps busy with three jobs: flying customers for her sponsor, Belmont Industries; charter work for St. Clair Flying Service; Fire Patrol for U.S. Forestry Service. And when there is nothing else, she instructs. Valera was a WAVE gunnery instructor. Her husband, Belmont, is also a pilot. She is a member of AOPA, St. Louis Aero Club, Missouri Pilots Assoc. and the Greater St. Louis Chapter of the Ninety-Nines.



#24

PILOT (R): NANCY F. BEELAND, Greenville, Alabama
CO-PILOT (L): JUANITA B. HALSTEAD, Montgomery, Alabama
AIRPLANE: Piper Cherokee PA 28 160 h.p.
SPONSORS: Montgomery Aviation, Inc.; City of Montgomery; Millers & Harry Bellows, Montgomery, Alabama

Nancy, who is piloting this first TAR team, has a Commercial license with Instrument rating and 700 hours. She has twice flown in the IAR. Her husband, Jeff, is a pilot and they have three married daughters. Nancy is Chairman of the Alabama Chapter of the Ninety-Nines.

Juanita has a Private license with SMEL and 710 hours. She co-piloted for Nancy in the IAR. Her husband, Cecil, is a pilot and they have five married daughters. With all these daughters there should be much "hurrahing" for this team. Juanita is a member of the Business and Professional Women's Club and the Alabama Chapter of the Ninety-Nines.



#25

PILOT (R): SHIRLEY FADEL JUNKER, Palm Springs, California
CO-PILOT (L): ILIA MAE CAROSELL, Palm Springs, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: San Jacinto Country Club, Palm Springs; Aero Eng. & Mfg. Co., Glendale/Palm Springs, California

Shirley is flying her first TAR and has a Commercial license, SELS and Instrument ratings and 1500 hours. Her flying experiences include being a bush pilot in Northern California, a co-pilot on a PBY and a weekly commute between Burbank and Palm Springs. Shirley is Secretary-Treasurer and pilot for one of her sponsors, Aero Eng. & Mfg. Co. and she flies two to three coast-to-coast trips every year. Her husband, Richard, is a pilot and they have four children. Her memberships are AOPA and the Coachella Valley Chapter of the Ninety-Nines.

Ilia Mae is flying her second TAR and has a Private license with 900 hours. She has the dubious honor of having made a forced landing in Monument Center, Grand Canyon. That's a pretty rugged runway. She is owner of the Ilia Mae Beauty Salons and her pilot husband, Nick, is an eager supporter of this team. Ilia Mae is a member of AOPA and the Coachella Valley Chapter of the Ninety-Nines.



#26

PILOT (R): MARGE MITCHELL, Plainview, Texas
CO-PILOT (L): KATHY LONG, Irving, Texas
AIRPLANE: Bellanca 14-19-3A 260 h.p.
SPONSOR: Bellanca Aircraft Corporation, Alexandria, Minnesota

Marge is flying her fourth TAR and has a Commercial license with SMEL and Instrument rating and 2700 hours and beautiful purses emblazoned with Bellancas for both members of this team. She is secretary for this sponsor and also is secretary for National Oil & Butane Co. Her husband, T. E. Mitchell, is a pilot and they have one daughter and three grandchildren. Marge's memberships are AOPA, FFA, TSAA and the Top of Texas Chapter of the Ninety-Nines.

Kathy is flying in her fourth TAR, this time as co-pilot. She has a Commercial license with Instrument and Instrument Ground Instructor ratings and 1000 hours. Her husband, L. K. Long, is also a pilot and they have three children. Her memberships are AOPA, TSAA and she is Chairman of the Dallas Chapter of the Ninety-Nines.



#27

PILOT (L): JAN VAWTER GAMMELL, Denver, Colorado
CO-PILOT (R): HELEN MAXSON, Denver, Colorado
AIRPLANE: Piper Comanche PA 24 250 h.p.

Jan is flying her fifth TAR and has a Commercial license with SMEL and 1500 hours. She and her pilot husband, Hank, have four children. Jan has also flown in the IAR and placed fourth in 1967. She is a member of AOPA, NAA and the Colorado Chapter of the Ninety-Nines.

Helen is flying her first TAR and has a Commercial license with Instrument rating and 280 hours. She has three children. Helen is a member of AOPA and the Colorado Chapter of the Ninety-Nines.



#28

PILOT (L): DOROTHY LIMBACH, Los Angeles, California
CO-PILOT (R): RACHEL BONZON, Playa del Rey, California
AIRPLANE: Cessna Cardinal 177 150 h.p.

Dorothy is piloting this first TAR team and has a Commercial license with 240 hours. She is manager of the credit union—Revell, Inc. She has three children, and her hobbies are gardening, knitting, camping and singing. Dorothy is a member of AOPA and the Los Angeles Chapter of the Ninety-Nines.

Rachel has a Private license with SMEL, Instrument and Instrument Ground Instructor ratings and 500 hours. She is a teacher at the Santa Monica Unified School. Her husband, Larry, is a pilot and they have two children. Rachel is a member of AOPA and is Chairman of the Los Angeles Chapter of the Ninety-Nines.





#29

PILOT (R): MARGARET RINGENBERG, Grabill, Indiana
CO-PILOT (L): EVELYN BOWYER, Fort Wayne, Indiana
AIRPLANE: Mooney Ranger 180 h.p.

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This is the eleventh TAR for Margaret who has a Commercial license with SMEL and Instructor ratings and 7000 hours. She was a WASP in World War II. While her husband, Morris, is not a pilot, he is an ardent supporter of this team along with their two children. Daughter Marsha is a pilot and has flown the race with her mother. Margaret won the Illi-Nines Race, 1968. She is a member of AOPA, WASP and the Indiana Chapter of the Ninety-Nines.

Evelyn is flying her first TAR and has a Private license with 100 hours. She is a registrar at Indiana Institute of Technology. Her husband, John, is a student pilot and they have two children.



#30

PILOT: CAROLINE SCHUTT, Daly City, California
AIRPLANE: Beechcraft Bonanza S 35 285 h.p.

60

Caroline is flying her second TAR and has elected to go solo. She has a Private license with Glider and Instrument ratings and 950 hours. She is a Supervisor Statistical Analyst. Her husband, Henry, is not a pilot but will be loudly cheering Caroline on this flight. Caroline is a member of AOPA, NAA, NPA, SSA, IFF, APMO, Hamilton AFB Aero Club and the Bay Cities Chapter of the Ninety-Nines.



#31

PILOT (R): MARSOLIN N. BARNET, San Luis Obispo, California
CO-PILOT (L): GRACE M. McCHESNEY, San Luis Obispo, California
AIRPLANE: Cessna 172 145 h.p.
SPONSOR: Coastal Airlines, Inc., San Luis Obispo, California

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Marci is flying her third TAR and has a Commercial license with 220 hours, and this is her first time as pilot in command. She is active in promoting aviation in her local area. Her husband, Robert, is a pilot and they have four children. Marci is on the Board of San Luis Obispo Pilots Assoc. and is a member of the California Council of Aviation Assoc. and the Santa Barbara Chapter of the Ninety-Nines.

Grace is flying her first TAR and has a Private license with 200 hours. She has made eight cross-country trips as co-pilot and also to Alaska and Mexico. She was Queen of the California Chapter of Flying Farmers and is active in promoting aviation locally. Her husband, Leroy, is a pilot and they have three children. Grace is a member of the San Luis Obispo Pilots Assoc. and the Santa Barbara Chapter of the Ninety-Nines.



#32

PILOT (R): DOROTHY BIRDSONG, Temple Terrace, Florida
CO-PILOT (L): ETHEL C. GIBSON, St. Petersburg, Florida
AIRPLANE: Beechcraft Bonanza K 35 250 h.p.

SPONSORS: Birdsong Beechcraft Inc., Tampa; Dr. George S. Rothmeyer, St. Petersburg; Stewart Jones Motors, St. Petersburg, Florida

DNF

While this is her second TAR, Dorothy has landed in the pilot seat this year and has a Commercial license with Instrument rating and 660 hours. Her husband, Charles, is a pilot and one of their three children is a pilot. They have one grandson. Dorothy is a member of AOPA, FFA, NAA, Grasshoppers and the Suncoast Chapter of the Ninety-Nines.

Ethel is a first TAR pilot and has a Private license with 321 hours. She is head office nurse and surgical assistant to one of this team's sponsors, Dr. George S. Rothmeyer. Her husband, Walter, is a pilot and they have one son. Ethel is a member of AOPA, FFA, NAA, Grasshoppers and the Suncoast Chapter of the Ninety-Nines.

#33

PILOT (L): SHIRLEY W. MILLER, Stockton, California
CO-PILOT (R): ELAINE H. SMITH, Stockton, California

AIRPLANE: Cessna 182 230 h.p.

SPONSORS: Bayside Electronics, Inc. Hickinbotham Bros. Ltd., Hackett-Miller Co., Stockton, California

This first TAR team is piloted by Shirley who has a Private license with Instrument rating and 288 hours. Her flying is for pleasure, visiting friends and relatives, running errands for her husband and navigating on family trips with her pilot husband, Gary. They have three children. Occasionally, there are some flights for the Chamber of Commerce. Shirley is a member of the San Joaquin Valley Chapter of the Ninety-Nines.

Elaine, too, is a pleasure pilot with a Private license and 119 hours. As a housewife, she is kept busy taking care of her pilot husband, Dr. Lewis Smith, and their three children. Elaine is a member of the San Joaquin Valley Chapter of the Ninety-Nines.



#34

PILOT (L): JANE LAMAR, Rialto, California

CO-PILOT (R): MARY GRACE SEBELIUS, Riverside, California

AIRPLANE: Cessna 172 145 h.p.

SPONSOR: Wilden Pump & Engineering, Colton, California

Jane is flying in her fourth TAR and has a Commercial license with SMEL, Flight and Instrument Instructor, Ground Instructor ratings and 4800 hours. She is the chief pilot and instructor for Colton Flying Service. Her husband, Sam, is not a pilot but along with their two children this makes a good rooting team. Jane is a member of NAA.

Mary is flying her first TAR and has a Private license with 70 hours. Her flight instructor was Jane. Her husband, Bud, is a pilot and they have two children.



#35

PILOT (L): CARRIE G. AMSTER, Rockaway, New Jersey

CO-PILOT (R): MARGARET R. SHINN, Kearny, New Jersey

AIRPLANE: Cessna 177 150 h.p.

SPONSORS: Chatham Aviation, Morristown; Warner Lambert Pharmaceutical Co., Morris Plains, New Jersey

This first TAR team is piloted by Carrie who has a Commercial license with 265 hours. She was a 2nd Lt. in the Nurses Corp during WWII. Her husband, Sidney, is a pilot and they have one married daughter and a son about to enter college. Carrie is a member of the Garden State Chapter of the Ninety-Nines.

Peggy is flying in her first TAR and has a Commercial license with Flight Instructor rating and 730 hours. She is a part time flight instructor at Caldwell-Wright Airport and a full time home economist teacher at Kearny Junior High. Peggy is a member of AOPA and the Garden State Chapter of the Ninety-Nines.



#36

PILOT (L): MARY PEARSON, San Marcos, California

CO-PILOT (R): NELL CONNOLLY, Cardiff, California

AIRCRAFT: Navion Rangemaster H 285 h.p.

SPONSOR: Navion, Carlsbad, California

The third TAR for this team is piloted by Mary who has a Commercial license, SELS, Instrument and Flight Instructor ratings and 5300 hours and is an FAA Flight Examiner. She is co-owner and Chief Pilot for Flight Trails with her husband, Brad. They have one son. Mary is a member of NAA and the Palomar Chapter of the Ninety-Nines.

Nell has a Private license with 392 hours and works for Palomar Piper Aircraft Sales, along with her husband, Pat. She is a secretary and ferry pilot. Pat and Nell have four children. Nell is a member of the Palomar Chapter of the Ninety-Nines.





#37

PILOT (R): HELEN MCGEE, Sonora, California
CO-PILOT (L): LAVERNE GUDGEL, Chowchilla, California
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: Union Democrat Corp., Sonora; Gudgel's Aero-Ag Service, Chowchilla, California

Helen is pilot for this first TAR team and has a Private license with an Instrument rating and 303 hours. Her husband, Harvey, is a pilot and they have one son, four daughters and one grandson. Helen is a member of the San Joaquin Valley Chapter of the Ninety-Nines.

Laverne has a Private license with 350 hours and her pilot husband, Robert, is owner of one of the team's sponsors. They have two sons. Laverne is a member of AOPA and San Joaquin Valley Chapter of the Ninety-Nines.



#38

PILOT (L): JEANNE GIVEN, Omaha, Nebraska
CO-PILOT (R): PATRICIA M. DAVIS, Albuquerque, New Mexico
AIRPLANE: Beechcraft Debonair 225 h.p.

This sister team, flying its first TAR, is piloted by Jeanne who has a Commercial license with Flight Instructor rating and 850 hours. While her husband, Jerome, was a pilot for 25 years, Jeanne has only been flying for three, dashed into her extra ratings and is now a flight instructor at Sky Harbor. They have four children. Active in many sports such as water skiing and ice skating, Jeanne has been active in local flying and is a member of AOPA and the Nebraska Chapter of the Ninety-Nines.

Patricia is a Private pilot with 180 hours, and is working on her Instrument rating. She, too, is active in local flying having been a treasurer and served on the Board of Governors of the Sandia Military Flying Club. Patricia was a WAC in WWII. Her husband, Lt. Colonel John Davis, is a pilot and they have two children. She is a member of AOPA and the Albuquerque Chapter of the Ninety-Nines.



#39

PILOT: JERRY B. ROBERTS, Haddon Heights, New Jersey
AIRPLANE: Cessna 172 145 h.p.
SPONSOR: Volney G. Bennett Lumber Company, Camden, New Jersey

This is the first TAR for Gerry who has a Private license with an Instrument rating and 426 hours. She works as a secretary for her sponsor Volney G. Bennett Lumber Company. While this is her first flying race, she is not new to the POWDER PUFF DERBY having served at its start in 1967 in Atlantic City. Her husband, Harold, is a pilot and they have three children, and Gerry lists her flying as a "family fun." Gerry is a member of NSDAR and the Garden State Chapter of the Ninety-Nines.



#40

PILOT (R): MARY N. ABLE, Houston, Texas
CO-PILOT (L): MARY JANE NORRIS, Houston, Texas
AIRPLANE: Piper Arrow PA 28R 180 h.p.
SPONSORS: Colonel Howard Humphrey, Baytown; Gulf Oil Corp., Houston, Texas and Friends of Aviation

Mary is piloting this first TAR team and has a Commercial license with SMEL, Instrument and Ground Instructor ratings and 1500 hours. She is employed as a flight and ground instructor for Hazelhurst Aviation and flies a twin Bonanza as her father's personal pilot. Her husband, Conover, is a pilot and Mary taught their two sons to fly. She spends much of her spare time working on air marking projects. Mary is a member of AOPA, Petticoat Pilots, Houston Aviation Advisory Council and the Houston Chapter of the Ninety-Nines.

Mary Jane has a Commercial license with Instrument rating and 322 hours. Her aim is to be an instrument instructor. Her husband Robert is a pilot and they have two children. Mary is President of the Petticoat Pilots, is a member of the Houston Aviation Advisory Council and the Houston Chapter of the Ninety-Nines.

#41

PILOT (L): BARBARA F. SCHIEBEL, Durham, North Carolina
CO-PILOT (R): JUANITA M. MELVIN, Raleigh, North Carolina
AIRPLANE: Beechcraft Travel Air 360 h.p.

While this is the second TAR for Barbara it is her first as pilot in command and she has a Commercial license with an Instrument rating and 1920 hours. She flew to Alaska in 1965 with the Flying Physicians and has done quite a bit of cross-country flying. She is employed as a Kelly Girl. Her memberships are AOPA, Petticoat Pilots, N.C. Aero and the Carolinas Chapter of the Ninety-Nines.

Juanita is flying her first TAR and has a Private license with 240 hours. Her husband, William, Asst. Attorney General of North Carolina was a pilot with the USAF in the 40's but now sits back and navigates for Juanita. She is a nurse anesthetist at the Dorothy Dix Hospital in Raleigh. Her memberships are AOPA, Petticoat Pilots, N.C. Aero, Triangle Flying Club and the Carolinas Chapter of the Ninety-Nines.

#42

PILOT (R): PAULA JOYCE SOX, Decatur, Georgia
CO-PILOT (L): ESTHER P. WRIGHT, Thomasville, Georgia
AIRPLANE: Cessna P206 285 h.p.
SPONSOR: Davis House, Atlanta, Georgia

Paula is pilot for this first TAR team and has a Private license with Instrument rating and 250 hours. Her graduation present from her parents in 1962 from Florida State University was flying lessons and she has put them to good use. She is a laboratory technician for the National Communicable Disease Center in Atlanta. She is a "snow" skier and has a brown belt in Judo with the rating of Sankyū. Her memberships are AOPA, CAP, NAA and the Georgia Chapter of the Ninety-Nines.

Esther has a Private license with 330 hours and hopes to have her Instrument rating by race time. She is listed as Innkeeper of the Holiday Inn in Thomasville, Ga. and her Inn has won national recognition. She is active in church work, civic work and politics. Her husband, Mikous, is not a pilot but along with their two children is an eager rooter for this team. Esther is a member of AOPA and the Georgia Chapter of the Ninety-Nines.

#43

PILOT (R): REGINA M. (GINA) JORDAN, Calgary, Alberta, Canada
CO-PILOT (L): Dr. JEAN A. BLENKINSOP, Calgary, Alberta, Canada
AIRPLANE: Beechcraft Debonair C33 225 h.p.
SPONSORS: Beltone Hearing Aids, Alberta; Quarter Century Club, Alberta; Dr. E. Johnson, Jim Sundberg, Tom Ford, Andy Gray, Bob Low—all of Alberta, Canada

This Canadian team, flying its second TAR, was not daunted by last year's bad weather. Gina is pilot in command and has a Commercial license, ATR, SMEL, Instrument and Instructor ratings and 7100 hours. She is employed as an instructor for Chinook Flying Service, Ltd. of Calgary. Gina is a member of the Flying Instructors Association of Canada and the Montana Chapter of the Ninety-Nines.

Dr. Jean has a Commercial license with Instructor rating and 450 hours. Jean is a medical doctor as is her husband, Dr. Peter R. Blenkinsop. Their hobbies are skiing and photography and they have one child. Jean is a member of COPA and the Montana Chapter of the Ninety-Nines.

#44

PILOT (R): CHARLOTTE S. KELLEY, Phoenix, Arizona
CO-PILOT (L): BEVERLY NAN SCHEER, Scottsdale, Arizona
AIRPLANE: Bellanca 260 B 260 h.p.
SPONSORS: Lauer & Augustine, Phoenix, Arizona; Ed Garner of Falls City Airport, Nebraska

Charlotte is flying in her second TAR and has a Commercial license with SMELS, Instrument, Rotorcraft and Helicopter ratings and 2500 hours. Charlotte was the first State Woman Aeronautics Commissioner (10 years in Massachusetts), a charter member of the FAA Women's Advisory Committee and a charter member of the Phoenix Air Museum, Inc. She has flown the IAR, AWNEAR and has two children. Her memberships are AHS, AOPA, NAA, NPA and the Phoenix Chapter of the Ninety-Nines.

Beverly is flying her first TAR and has a Private license with 100 hours. Her dad is an ardent pilot but the thought of flying the POWDER PUFF DERBY really put the impetus into her flying. She has two children. Beverly is a member of AOPA, Flying Farmers and the Phoenix Chapter of the Ninety-Nines.





#45

PILOT (R): BERYL YOUNG, Queensland, Australia
CO-PILOT (L): OLGA TARLING, Queensland, Australia
AIRPLANE: Piper Arrow PA 28 R 180 h.p.

SPONSORS: Australian Women Pilots Association; Ansett General Aviation Pty., Ltd., Australia

A first TAR for Beryl finds her with a Commercial license, SMEL, Instrument and Instructor ratings and 4000 hours. She has been a co-pilot with a commercial airline in Australia, an English instructor, chief flying instructor at a N.S.W. club, United Nation Geophysical Survey pilot and is currently a charter pilot for Hawker De Havilland. A member of the Australian Women Pilots Association, Beryl is the Vice Governor of the Australian Section of the Ninety-Nines.

Olga is flying her second TAR and has a Commercial license with 1400 hours. She too has an active aviation history, having been a radio operator/co-pilot for an Australian airline; a traffic control officer and is now radar controller at Brisbane Airport. Her flying is mostly pleasure. Olga is a member of the Royal Queensland Aero Club, Australian Women Pilots Association, Civil Air Operations Officers Association of Australia and is Governor of the Australian Section of the Ninety-Nines.



#46

PILOT (L): RUTH C. BLISS, Chappaqua, New York
CO-PILOT (R): BARBARA S. BROTHERTON, Limehouse, Ontario, Canada

AIRPLANE: Piper Cherokee PA 28 180 h.p.

This is the second TAR for Ruth who has a Commercial license with Instrument rating and 1900 hours. Her first flight was in a Jenny and then she remained grounded until 1958. She and her pilot husband, Elliott, have three children and five grandchildren. Ruth is President of the Westchester Children's Assn. and is a member of AOPA, NAA and the Greater New York Chapter of the Ninety-Nines.

Barbara is flying her second TAR and has a Private license with Instrument rating and 500 hours. She is no stranger to the Powder Puff Derby having worked on Inspection at three termini. She learned to fly when her husband, Thomas, brought home their first plane. They have two sons. Barbara moved to Canada two years ago and is a member of the first Canadian Chapter of the Ninety-nines.



#47

PILOT (L): VIRGINIA WEGENER, West Covina, California
CO-PILOT (R): MARILYN NORTON, Cucamonga, California
AIRPLANE: Cessna Cardinal 177 150 h.p.

SPONSOR: Ginny's Flying School, La Verne, California

Ginny is flying her fourth TAR and has a Commercial license with Flight and Instrument Flight Instructor ratings and 2000 hours. For two and a half years, she has operated her own flying school and is very interested in aerobatics and is re-building a T-craft at her flight school. Her husband, Jack, is involved with sales at the flight school and they have three children. Ginny is a member of Experimental Aircraft Association and the San Gabriel Valley Chapter of the Ninety-Nines.

Marilyn is flying her third TAR and has a Private license with 200 hours. Her housewife duties consist of taking care of pilot husband, John, and their four children and sometimes water skiing. Marilyn is a member of Cas Colina Auxiliary and the San Gabriel Valley Chapter of the Ninety-Nines.



#48

PILOT (R): RUTH JOHNSON RENTON, Wichita Falls, Texas
CO-PILOT (L): SHIRLEY MILLER WESBROOKS, Wichita Falls, Texas
AIRPLANE: Piper Comanche PA 24 400 h.p.
SPONSOR: King Flight Services, Inc., Wichita Falls, Texas

Ruth is flying her second TAR and has a Commercial license with SMEL, Instructor, Instrument and Ground Instructor ratings and 950 hours. Her husband, Dr. Paul N. Renton, is a pilot and they have two children. Ruth is a member of AOPA, NAA and is Chairman of the new Wichita Falls Chapter of the Ninety-Nines.

Shirley is flying in her second TAR and has a Private license with 180 hours. Her husband, Perry, is a pilot and they have two children. Shirley is a member of the Wichita Falls Chapter of the Ninety-Nines.

25 #49

PILOT (shown) CLEO S. SHERBOW, Baltimore, Maryland
CO-PILOT: JANE RALSTON, Washington, D.C.
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSOR: Friendship Flying Service, Baltimore, Maryland

Cleo, flying in her first TAR, has a Commercial license with SMEL and Instrument rating and 950 hours. Her husband, Theodore, is not a pilot but along with their seven children, ranging from 18 to 7, make a noisy rooting section for mother. Cleo is a member of AAA, AOPA, WNAA and the Maryland Chapter of the Ninety-Nines.

This is the second TAR for Jane who has a Commercial license with SMEL, Instrument and Instructor ratings and 6500 hours. While flying started out as a hobby, it quickly changed to take in 7 years instructing and doing charter work in Louisville, Ky. She is now a Computer Programmer for the U.S. Census Bureau. Jane is a member of the Washington, D.C. Chapter of the Ninety-Nines.



44 #50

PILOT: DORIS BAILEY, Anaheim, California
AIRPLANE: Cessna 172 H Skyhawk 145 h.p.
SPONSORS: Sky Rovers of San Jose, Truck & Auto Supply, Anaheim; Freeway Machine Shop, Santa Ana, California

Doris has elected to fly solo in her second TAR and has a Commercial license with Flight Instructor rating and 505 hours. Flying is a "fun thing" for Doris, her husband, Louis, and their two sons who are all pilots. Doris plans now to put her instructor rating to work and hopes to enter lots of races and do charter work. Her memberships are AOPA, Skylarks, Golden Birds and the San Gabriel Valley Chapter of the Ninety-Nines.



40 #51

PILOT: COLENE GORDON, Prairie Village, Kansas
AIRPLANE: Piper Arrow PA 28 R 180 h.p.
SPONSOR: King's Flying Service, Inc., Olathe, Kansas

The first TAR for Colene finds her with a Commercial license, SMEL and Instrument rating and 465 hours. She is an instructor at her sponsor's airport—King's Flying Service in Olathe. Her three children and painting take up her time. Colene is a Director of the Kansas City Aero Club and is a member of the Greater Kansas City Chapter of the Ninety-Nines.



32 #52

PILOT (L): ELLEN TRINDLE, Sherman Oaks, California
CO-PILOT (R): LIBBY SVENSON, Van Nuys, California
AIRPLANE: Cessna 182 K 230 h.p.
SPONSORS: Van Nuys Chamber of Commerce; Southland Aviation, Inc., Burbank, California

Ellen is flying her third TAR and has a Commercial license with Instrument and Ground Instructor ratings and 575 hours. Flying is a family fun with pilot husband, Jim, and their three children. Ellen is an advisor to a Girl Scout Wing group and is a member of AOPA, NPA and San Fernando Valley Chapter of the Ninety-Nines.

Libby is flying her second TAR and has a Private license with 205 hours. She was a stewardess with United Air Lines. Her husband, Hal, who is not a pilot and their four children will be at the start to wave this team off. Libby is a member of AOPA and the San Fernando Valley Chapter of the Ninety-Nines.





#53

PILOT (R): MARION P. JAYNE, Palatine, Illinois *(Solo)*
CO-PILOT (L): ARLENE H. ODEGAARD, Elmhurst, Illinois
AIRPLANE: Piper Cherokee PA 28 150 h.p.

Marion, flying her first TAR, has a Commercial license with SMEL and Instrument rating and 770 hours. Both Marion and her pilot husband, George, are professional horsemen and are members of the American Horse Shows Association. They have four children. Marion is a member of AOPA.

Arlene is also flying her first TAR and has a Commercial license with SMELS and Instrument rating and 525 hours. She is a registered nurse. Her husband, Dr. J. Arden Odegaard, is not a pilot. Arlene is a member of AOPA and the Chicago Area Chapter of the Ninety-Nines.



#54

PILOT: POLLY DUNCAN, Memphis, Tennessee
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: Hi-Air, Inc., Memphis, Tennessee

This is the sixth TAR for Polly who has a Commercial license with Instrument and Flight Instructor ratings and 4950 hours. Her husband, Howard, is a pilot. In addition to flying the Powder Puff Derby she has flown in the IAR. Polly is a member of AOPA, NAA and the Memphis Chapter of the Ninety-Nines.



#55

PILOT (L): PATRICIA GLADNEY, Los Altos, California
CO-PILOT (R): ALICE D. TAYLOR, Palo Alto, California
AIRPLANE: Cessna 182 230 h.p.
SPONSORS: Courtesy Aviation Company, Livermore; Inca Cattery-Persians, Los Altos; Margaret's Fashions, Playa Del Rey, California

This is the sixteenth TAR for PAT who has a Commercial license with SMELS, Instructor and Instrument ratings and over 10,000 hours. Pat taught in the CPT program and later joined the WASPS in WW II. She now is a flight instructor for three flying clubs and she was the first winner of the AE Scholarship Fund and is now a Trustee of that Fund. Her husband, Jack, is an airline captain and they have two children. Her memberships are AOPA, NAA, WASP and the Santa Clara Valley Chapter of the Ninety-Nines.

Alice is flying her first TAR and has a Private license with 550 hours. She is currently working on her commercial rating and is self employed in the real estate investment field. Her hobbies are music, travelling, reading, golf and she is a member of AOPA and the Santa Clara Valley Chapter of the Ninety-Nines.



#56

PILOT: MARYA H. GIESY, Worthington, Ohio
AIRPLANE: Beechcraft Bonanza V 35 285 h.p.
SPONSOR: Leah Shoemaker, The Wallace Ackley Co., Columbus, Ohio

Solo in her first TAR, Marya has a Commercial license with Flight Instructor, Ground Instructor and Instrument ratings and 470 hours. She is a member of the 1st violin section of the Columbus Symphony Orchestra. Her husband, Robert, is a pilot and they have four children. Marya is a member of AOPA and the All-Ohio Chapter of the Ninety-Nines.

23

#57

PILOT: TRINA ADELA JARISH, Wethersfield, Connecticut
AIRPLANE: Piper Arrow PA 28 R 180 h.p.
SPONSORS: Cromwell Steak House, Inc., Cromwell; Hartford
 Airmotive, Hartford, Connecticut

This is a first TAR for Trina who has a Commercial license with an Instructor rating and 475 hours. Trina placed second in the AWNEAR in 1967 and third in the 1968 IAR. She is a partner in the Cromwell Steak House, Inc., one of the sponsors. She is a member of AOPA, NAA and the Connecticut Chapter of the Ninety-Nines.



49

#58

PILOT (R): JOANN STYPE, Wooster, Ohio
CO-PILOT (L): RUBY M. MENSCHING, Akron, Ohio
AIRPLANE: Cessna 210 285 h.p.
SPONSORS: Astro-Metallurgical Corp. and Stype's Drug Store, Wooster, Ohio

JoAnn is flying in her third TAR and has a Commercial license with Instrument, Instrument Instructor and Ground Instructor ratings and 630 hours. She is a flight instructor and ground instructor at Orrville Air Service when not busy taking care of her four children, youngest, 4 months, and her pilot husband, Roy. JoAnn is a member of AOPA and the All-Ohio Chapter of the Ninety-Nines.

Ruby is flying her second TAR and has a Commercial license with SMEL, Flight Instructor and Instrument ratings and over 5000 hours. Ruby was a WASP during WWII and is presently owner-manager of Mensching Electronics & Aviation. Her husband, James, is a pilot and they have one daughter. Ruby's memberships are CAP, NAA, WASP, Zonta and the All-Ohio Chapter of the Ninety-Nines.



53

#59

PILOT (R): VIRGINIA RAINWATER, Reseda, California
CO-PILOT (L): SHIRLEE KAY, Encino, California
AIRPLANE: Cessna 182K 230 h.p.
SPONSOR: LAMBERT-KAY, Inc.; Los Angeles, California

Virginia is flying her Third TAR, first as pilot in command. She has a Commercial license with 350 hours. She works for her non-pilot husband, Clyde, who owns the night club "Mardi Gras." They have two children. Virginia is attending Pierce College and is studying for her instructors rating. She is a member of AOPA and the San Fernando Valley Chapter of the Ninety-Nines.

Shirlee is flying in her first TAR and has a Private license with 150 hours. Her husband, Julius, is a pilot and they make many flights in their Cessa 182 to Mammoth to their "home away from home" and a little snow skiing. They have three children. Shirlee is a member of AOPA and the San Fernando Valley Chapter of the Ninety-Nines.



54

#60

PILOT (R): DOTTIE SANDERS, Santee, California
CO-PILOT (L): MARY RAMBO, Georgetown, Louisiana
AIRPLANE: Cessna 177 Cardinal 150 h.p.
SPONSORS: Cenla Skyways, Inc. Alexandria; W. L. Rambo Drilling, Inc., Georgetown, Louisiana

Will this be a lucky thirteenth TAR for Dottie who has a Private license with Instrument rating and 1425 hours? She is an Escrow Officer for LaMesa-Lemon Grove and most of the racers know her husband, "Bob" as the man who has flagged off many a start. Dottie has flown in many local races and is a member of the El Cajon Valley Chapter of the Ninety-Nines.

Mary is flying her first TAR and has a Private license with 90 hours. She flies for pleasure and to help out in her pilot husband's business—oil drilling and one of this team's sponsors. They have three children. Mary works as office manager for her husband when not flying and running her home.





#61

PILOT (R): PAT FAIRBANKS, Cincinnati, Ohio
CO-PILOT (L): JANICE R. KUECHENMEISTER, Cincinnati, Ohio
AIRPLANE: Mooney M20 C 180 h.p.

SPONSORS: Sportys Pilot Shop; Charles Johnson, T. W. Smith Aircraft; Bemerer Roofing; General Tool; Harry Riggs & Al Passell; Cardinal Air Training; Rixey & Proctor Ins.; Maier Aviation; John Kuechenmeister—all of Cincinnati, Ohio.

Pat is flying in her second TAR and has a Commercial license with SMELS, Flight and Instrument Instructor, Ground Instructor and Glider ratings and 2060 hours. She is chief instructor at Cardinal Air Training and just returned from an AOPA clinic in Anchorage, Alaska. Her husband, Don, is a pilot and they have three children and two grandchildren. Pat is a member of AOPA, NAA, NATA, Zonta, NAFL, O.E.S., and the All-Ohio Chapter of the Ninety-Nines.

This is the first TAR for Janice who has a Private license with 375 hours and a Glider rating. Her gliding interest started back at Ohio State University where she helped found the gliding club. She is an engineering assistant for General Electric. Her memberships are AOPA, SSA, Central Ohio Soaring Society, Ohio State Univ. Alumni & Alumnae, Xavier Univ. Alumnae and the All-Ohio Chapter of the Ninety-Nines.



#62

PILOT (R): ESTHER L. PHIPPS, Sacramento, California
CO-PILOT (L): MARILYN JAKS, Wheatland, California
AIRPLANE: Piper Comanche PA 24 250 h.p.

Esther is flying in her fourth TAR and has a Commercial license with SMEL, Instrument, Rotorcraft and Helicopter ratings and 1450 hours. Her flying is "fun flying" with her pilot husband, Dr. Lewis E. Phipps, and the Lady Bugs, a local group of women pilots. She has two children. Her memberships are AOPA, Whirly Girls and the Sacramento Valley Chapter of the Ninety-Nines.

This is the first TAR for Marilyn who has a Private license with 360 hours. Her flying is pleasure flying with her pilot husband, Carl, and their six children, ranging in ages from 17 to 7. Marilyn is a member of the A.M. Club and the Sacramento Valley Chapter of the Ninety-Nines.



#63

PILOT (R): BETTY LOU HENRY, Odessa Texas
CO-PILOT (L): BILLIE JO HOLMES, Borger, Texas
AIRPLANE: Piper PA-28 Cherokee 180 h.p.

SPONSORS: Southwest Air Rangers of El Paso, Texas; Everlovin' and generous Husbands; Panhandle Air Taxi and Freight, Borger, Texas

Betty Lou is flying her fourth TAR. She has a commercial license, SMEL, and 1150 hours. Her flying is both for pleasure and business with her pilot husband, James (Shot Gun). They have three children including twin daughters. Betty Lou is a member of PBAA and the High Sky Chapter of the Ninety-Nines.

Billie Jo has a commercial license, ASEL, with 450 hours. She is a charter member and present Chairman of the Top-of-Texas Chapter of the Ninety-Nines. She flies with her husband, (R.L.), a physician, and four children, both for pleasure and to medical meetings. She was Chairman of the Amarillo Powder Puff Derby Stop in 1967.



#64

PILOT: IRENE YOUNG, Harlingen, Texas
AIRPLANE: Piper Tri Pacer PA 22 160 h.p.

SPONSORS: Harlingen International Airport; Mobil Oil Co.; Young Flying Service; Tex-Steel Corp.; Hertz Rent-A-Car; Harlingen, Texas

Solo in her third TAR, Irene has a Commercial license with 350 hours. She is bookkeeper at the Young Flying Service, one of her sponsors, where her husband, E. O. Young, is a Piper Dealer. They have three children. Irene is a member of Zonta and the Tip of Texas Chapter of the Ninety-Nines.

Interview
#65

PILOT (L): BERNICE STEADMAN, Montrose, Michigan
CO-PILOT (R): MARY E. CLARK, Jackson, Michigan
AIRPLANE: Beechcraft Travel Air 360 h.p.

Bea is flying in her twelfth TAR and has the following ratings: ATR, SMEL, Flight Instructor and over 10,000 hours. For over 10 years she operated her own flight school but now her flying is for pleasure. Bea and her co-pilot were the winners of the 1966 race. Her husband, Robert, is a pilot and they have one child. She is a member of AOPA, the Michigan Chapter of the Ninety-Nines and its International Vice-President.

Mary is flying in her ninth TAR and has a Commercial license with 800 hours. She is an office and production manager in a Jackson, Mich. firm, and is a member of Zonta and the Michigan Chapter of the Ninety-Nines.



8th
#66

PILOT (L): SAMMY McKAY, Grand Blanc, Michigan
CO-PILOT (R): MARGE ASHTON, Birmingham, Michigan
AIRPLANE: Cessna 210B 260 h.p.
SPONSORS: Superior Pontiac Cadillac, Flint; Dear Ole' Dad, Michigan

This is the eleventh TAR for Sammy who has a Commercial license with 1215 hours. Her work is "housewife—jack of all trades and master of none." While her husband, George, is not a pilot, you can see that Dear Ole' Dad is earnestly behind this team as a co-sponsor. They have one child. Sammy is a member of AOPA and the Michigan Chapter of the Ninety-Nines.

Marge is flying her first TAR and has a Private license. She is an administrative secretary at Cadillac Motor Company. Her husband, Charles, is a pilot and they have one son. Marge is a member of AOPA and the Michigan Chapter of the Ninety-Nines.



59
#67

PILOT (L): LEE REIS, Hinesville, Georgia
CO-PILOT (R): VIRGINIA D. PREETORIUS, Savannah, Georgia
AIRPLANE: Piper Arrow PA 28R 180 h.p.
SPONSORS: Statesboro Bulloch County Chamber of Commerce; Glyn-naire Aviation Inc., Statesboro, Georgia

This first TAR team is piloted by Lee who has a Commercial license with 248 hours. Her flying is for pleasure when is is not working as a retail manager for the Army & Air Force Exchange Service. Her husband, Manuel, is not a pilot and they have one son. Lee is a member of AOPA and PIA.

Virginia has a Commercial license with 310 hours and her flying, too, is pleasure flying. She is a school teacher at the Savannah High School and her husband, William, is also a pilot. Virginia is a member of AOPA and the Georgia Chapter of the Ninety-Nines.



9th
#68

PILOT (L): PAULINE GLASSON, Corpus Christi, Texas
CO-PILOT (R): BARBARA LEWIS, Corpus Christi, Texas
AIRPLANE: Cessna 175 175 h.p.

Sixteen is the number of this TAR for Pauline who has a Commercial license with SMELS, Flight and Instrument Instructor, Glider and all Ground Instructor ratings and 16,970 hours. She is self-employed as a flight instructor and aerial photographer but takes time off to help raise money from the Ninety-Nines for the POWDER PUFF DERBY, serving her second year as its Ways & Means Chairman. Her husband, Claude, is also a pilot. Pauline is a member of the Tip of Texas Chapter of the Ninety-Nines.

Barbara is flying her first TAR and has a Private license with 78 hours. Her flying is for pleasure as she is kept busy taking care of her pilot husband, Dr. J. A. Lewis, and their four children. Barbara is a member of the Tip of Texas Chapter of the Ninety-Nines.





#69

PILOT (L): MARGARET CALLAWAY, San Pedro, California

CO-PILOT (R): MARGARET A. ROSS, Torrance, California

AIRCRAFT: Bellanca 260 260 h.p.

SPONSOR: Hunt-Spiller Manufacturing, San Francisco, California

37

Thirteen is the number of this TAR for Margaret who has been in fourth and fifth place in previous races and placed in the top ten in other years. She has a Commercial license with SELS, Instructor, Instrument and Instrument Instructor ratings and 9000 plus hours. She is employed as a flight instructor at Peninsula Aviation and taught her two daughters to fly. Her husband, Richard, is also a pilot. Margaret is a member of AOPA, NAA, Nat'l. Organization of Flight Instructors and the Long Beach Chapter of the Ninety-Nines.

Co-pilot, Margaret, is flying in her second TAR. She has a Commercial license with 500 hours and served on the AWTAR Board from 1961 to 1965. She is a dental technician and office manager. Her husband, Robert, is not a pilot but will be at the start to wave off this team along with their five-year-old son. Margaret is Chairman of the Long Beach Chapter of the Ninety-Nines.



#70

PILOT: BILLIE B. STRINGER, Sulphur, Louisiana

AIRPLANE: Mooney Super 21 200 h.p.

24

Billie is flying solo in her first TAR and she has a Commercial license with just over 200 hours. Billie just started flying in November of 1967 and bought her own plane. Her hobby is showing quarter horses, and she is a member of AOPA.



#71

PILOT (R): LUCILLE H. WOLFE, Greenville, Mississippi

CO-PILOT (L): PEGGY McKIE, Greenville, Mississippi

AIRPLANE: Piper PA 28 180 h.p.

SPONSORS: Wolfe Electric Company, Lake Annette Fish Hatcheries, Pepsi Cola Company—Greenville, Mississippi

22

Lucille is flying her second TAR, first as pilot in command, and has a Commercial license with Instrument rating and 301 hours. She was initiated into flying back in 1956 with her pilot husband, Bob, but did not obtain any license until 1965. They have three children and one son has a Commercial license. She is a claims representative, an aviation columnist for local newspaper and makes speeches on aviation. Lucille is a member of AOPA and Chairman of the Mississippi Chapter of the Ninety-Nines.

Peggy is flying her first TAR and has a Private license with 83 hours. Her husband, Gerald, is a pilot and they have one son. Family hobbies are boating, hunting, fishing and auto racing. Peggy is a member of the Mississippi Chapter of the Ninety-Nines.



#72

PILOT (L): AUDREY M. SCHUTTE, Canoga Park, California

CO-PILOT (R): MARJORIE L. MORONG, Tarzana, California

AIRPLANE: Cessna 172 145 h.p.

SPONSORS: Kappair—and Reluctant Husbands, Van Nuys; Fleetwood Machine Products, No. Hollywood, California

✓

Audrey is flying in her sixth TAR and has a Commercial license with the following ratings: SMEL, Flight Instructor, Glider, Instrument and Ground Instructor ratings and 3800 hours. She is employed as the chief flight instructor at one of the team's sponsors, Kappair. Her husband, Ray, is a helicopter pilot and they have two children and a Mooney Mite. Audrey is a member of AOPA, NAFI, American Bonanza Society and the San Fernando Valley Chapter of the Ninety-Nines.

Marjorie is flying in her first TAR and has a Private license with Glider rating and 150 hours. She is a Customer Service Officer with the United California Bank. Her husband, Norman, is a pilot and they have one child. Her hobby is learning to fly a Bonanza. She is a member of AOPA, American Bonanza Society and the San Fernando Valley Chapter of the Ninety-Nines.

21 #73

PILOT (R): MAYBELLE FLETCHER, Houston, Texas
CO-PILOT (L): JACKIE KELLY, Houston, Texas
AIRPLANE: Mooney M20A 180 h.p.
SPONSORS: Viking Sales of America, Inc., Houston; Pennzoil Aircraft Oil, Conroe, Texas

Maybelle is flying her first TAR and has a Commercial license with SMEL, and Flight Instructor rating and 3800 hours. Her husband, James, is an Executive pilot and Safety Engineer and they have three children. Maybelle has flown in the IAR and local races. She is a member of the Houston Chapter of the Ninety-Nines.

Jackie is flying in her first TAR and has a Private license with 76 hours. Her husband, Tom, is a pilot and they have five children ranging from 18 to 7. Jackie is a member of NPA, Petticoat Pilots and the Houston Chapter of the Ninety-Nines.



28 #74

PILOT (R): JEAN P. ROSE, Palos Verdes Estates, California
CO-PILOT (L): DONNA BASANTA, Manhattan Beach, California
AIRPLANE: Cessna 172 E 145 h.p.
SPONSORS: Rose Aviation, Inc., Hawthorne, California; Bob Beckley Aircraft Engines

Jean, flying in her sixth TAR, has a Commercial license with Instrument, Flight and Instrument Instructor ratings and 17,000 hours. Jean was a WASP during WWII. Jean won the 1950 AWTAR. She is the chief pilot for her sponsor, Rose Aviation, Inc. Her memberships are AOPA, WASP and the San Fernando Valley Chapter of the Ninety-Nines.

Donna is flying her first TAR and has a Private license with 60 hours. She is a cocktail waitress at Tony's in Redondo Beach.



10 #75

PILOT (R): LORRAINE M. JENCIK, No. Franklin, Connecticut
CO-PILOT (L): BARBARA THOMAS, Ledyard, Connecticut
AIRPLANE: Mooney M 20 C 180 h.p.
SPONSORS: Holiday Inns of Groton and New London; Coastal Airways, Groton, Connecticut

This first TAR team is piloted by Lorraine who has a Commercial license with an Instrument rating and 400 hours. She was co-pilot for the third place team in the 1968 IAR. She is employed as an administrative assistant at General Dynamics Electric Boat. Her memberships are AOPA, Connecticut Women's Flying Club and the Connecticut Chapter of the Ninety-Nines.

Barbara has a Private license with 90 hours and is employed at the Holiday Inns, one of the team's sponsors. Her husband, John, is not a pilot but is an ardent admirer of this team along with their daughter.



33 #76

PILOT (L): MARY C. PINKNEY, Torrance, California
CO-PILOT (R): MARY R. WENHOLZ, Peninsula, California
AIRPLANE: Cessna 182 230 h.p.
SPONSORS: Gravel Mary's; Checkerboard Rentals; Torrance, California

Mary is flying her third TAR and has a Commercial license with 385 hours. She is owner of one of the team's sponsors, Gravel Mary's. Her husband, Robert, is a pilot and owner of the Checkerboard Rentals. They have three children and the son has a Private license. Mary is a member of CAP, NAA, Las Vecinas Woman's Club, Walteria Business Woman's Club and the Long Beach Chapter of the Ninety-Nines.

Mary is flying her first TAR and has a Commercial license with SELS and 375 hours. Her husband, J. R. (Bob), is a pilot with Continental Airlines. They have two sons. Mary is a member of the Long Beach Chapter of the Ninety-Nines.





#77

PILOT (R): DOROTHY F. GEDDES, Arcadia, California
CO-PILOT (L): ROSE ANN FORD, San Gabriel, California
AIRPLANE: Cessna 182 C 230 h.p.
SPONSOR: In-Sink-Erator Mfg. Co., Racine, Wisconsin

Dorothy is flying her third TAR but her first as pilot in command. She has a Commercial license with 464 hours. She is secretary-treasurer to Geddes Company, owned by her pilot husband, Merlin, who introduced her to flying on their first date. Her memberships are AOPA, Skylarks of So. California, Pomona Valley Pilots Assoc. and the San Gabriel Valley Chapter of the Ninety-Nines.

Rose is flying in her first TAR and has Private license with 350 hours. She is an executive secretary at International Paper Co. She is working on her Commercial rating, having already passed the written exam and hopes to become an instructor. Rose is a member of AOPA and the San Gabriel Valley Chapter of the Ninety-Nines.



#78

PILOT (L): GENE FITZPATRICK, Miraleste, California
CO-PILOT (R): DOLORES REED, Woodland Hills, California
AIRPLANE: Piper Arrow PA 28 R 180 h.p.
SPONSOR: R. B. Furniture, Gardena, California

This is the first TAR for Gene who has a Commercial license with Flight Instructor rating and 805 hours. Gene and her co-pilot were both WASPS during WWII and both had given up flying for 20 years. Working as Publicity Chairman for the 1967 Terminus started her dreaming of flying the POWDER PUFF DERBY. Gene is now a flight instructor at Rose Aviation and her two children and non-pilot husband, James, will be waving this team off. Gene is a member of AOPA, NAA, WASP, Surfwriters and the Long Beach Chapter of the Ninety-Nines.

After watching the terminus of the 1967 POWDER PUFF DERBY, Dolores turned to Gene and said—"How about us?" And here they are! Dolores has a Commercial license with 980 hours. She and her pilot husband, Robert, are also ardent golfers, sailors and soars. They have three children. Dolores is a member of NAA, WASP and the San Fernando Valley Chapter of the Ninety-Nines.



#79

PILOT (L): MADINE PARSEL, Newport Beach, California
CO-PILOT (R): VIRGINIA COFFEE, Costa Mesa, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Air California, Newport Beach, California

This will be the third TAR for Madine who has a Commercial license with SMEL, Flight Instructor, Ground Instructor and Instrument ratings and 1200 hours. A part time instructor, Madine is a stewardess for Air California, the team's sponsor. She has also taught ground school at Orange Coast College and flown air cargo. She has one daughter. Madine placed 8th in the 1965 AWTAR. She is a member of AOPA and Orange County Chapter of the Ninety-Nines.

Virginia is flying in her first TAR and has a Private license with 89 hours. She is a Hygienist for Dr. Jerry Doan. Virginia is a member of AOPA and Orange County Chapter of the Ninety-Nines.



#80

PILOT (L): MARY ANN NOAH, Mission, Kansas
CO-PILOT (R): PATRICIA KEENEY, Overland Park, Kansas
AIRPLANE: Piper Comanche PA 24 260 h.p.

Mary Ann is flying in her ninth TAR and she was the winner in 1964 and 1965. She has a Commercial license with SMEL, Instrument and Rotorcraft ratings and 2200 hours. Her flying is for fun, for transportation and for competitions. Mary Ann has four children and one grandchild. Mary Ann is a member of AOPA, CAP, NAA and the Greater Kansas City Chapter of the Ninety-Nines.

Patricia is flying in her first TAR and has a Private license with 200 hours. Her flying is strictly for fun. She teaches piano and sometimes plays commercially. Her husband, Jack, is a pilot and they have four children ranging in ages from 16 to 5. Patricia is a member of AOPA and the Greater Kansas City Chapter of the Ninety-Nines.

DNS #81

PILOT (R): BERTHA ZERON DE GARCIA, Mexico City, D. F. Mexico
CO-PILOT (L): NOEMI MONDRAGON NUNEZ, Mexico City, D. F., Mexico
AIRPLANE: Cessna 172 145 h.p.

Last, but not least, is our first team from South of the Border Down Mexico Way. Bertha, who is piloting this first TAR team has a Commercial license with Flight Instructor rating and 1200 hours. Bertha is a flight instructor at Aviones. Her husband, Felipe, is a pilot and a parachutist. She is a Member-at-Large of the Ninety-Nines.

Noemi has a Commercial license with 300 hours and is a secretary at Centro Internacional de Adies, in the aviation field. She flies as a co-pilot in a Cessna 320 whenever the opportunity arises.

Bertha y Noemi, "bienvenidas a los Estados Unidos." Les deseamos mucha suerte en la carrera, igualmente a todas las muchachas que participarán!



OPENING DAY ENTRIES DRAWING

On the day entries opened, April 15, thirty eager crews from 14 different states, hopeful of gaining the coveted #1 position for take-off in the 22nd Annual 2469 mile POWDER PUFF DERBY posted their applications.

The drawing to determine race number positions was performed at the NBC Studios, New York City, by HUGH DOWNS, the very durable host of the popular "TODAY" show.

Mr. DOWNS, one of the top personalities in television, defies the talents of lesser figures with his wide range of topics, guests and features on the "TODAY" show. A native of Ohio, he attended Bluffton College, Wayne University in Detroit and more recently Columbia University, New York. He has hosted and announced for the "Home" show, "Caesar's Hour," "The Jack Paar" show (for five years), and "Concentration".

He has endeared himself to aviation enthusiasts with his accomplishments as a pilot. In addition to his single engine rating, he holds a center-line thrust twin rating and is working towards his instrument rating. Aircraft he has flown range from the smallest Cessnas and Pipers to executive and military jets. This past February he received the Amelia Earhart Medal for outstanding contribution to aviation. He is in great demand as a banquet speaker.

With his wife, the former Ruth Shaheen, and son, Hugh Raymond, and daughter, Deirdre Lynn, he resides in New York City.



Left to Right: Barbara Evans, Hugh Downs, Kay Brick, Lois Fairbank

Official Starters, Jack London and Bob Cenicerros



Alice H. Hammond flying a Mooney Super 21 trail-blazed part of the route and is doing the entire final route survey. She is a former AWTAR Board Member and past-International President of the Ninety-Nines.



Résumé of Past Races

YEAR	START AND TERMINUS	TOTAL MILES	PLANES ENTERED	WINNERS PILOT & CO-PILOT	AIRCRAFT	AVERAGE (Mph) GROUND SPEED
1947	Palm Springs, Cal. to Tampa, Florida	2242	1	P—Carolyn West CP—Beatrice Medes	Ercoupe	102.0
1948	Palm Springs, Cal. to Miami, Florida	2540	6	P—Frances Nolde	Navion	148.0
1949	San Diego, Cal. to Miami, Florida	2544	16	P—Lauretta F. Savory CP—Sue Kindred	Piper Clipper	121.1
1950	San Diego, Cal. to Greenville, S.C.	2460	33	P—Jean P. Rose CP—"Boots" Seymour	Taylorcraft	123.0
1951	Santa Ana, Cal. to Detroit, Mich.	2348	44	P—Claire Walters CP—Frances Bera	Cessna 140	121.16
1952	Santa Ana, Cal. to Teterboro, N.J.	2355	41	P—Shirley Froyd CP—Martha Baechle	Cessna 140	104.05
1953	Lawrence, Mass. to Long Beach, Cal.	2678	49	P—Frances Bera CP—Marcella Duke	Stinson 165	119.37
1954	Long Beach, Cal. to Knoxville, Tenn.	1986	51	P—Ruth Deerman CP—Ruby Hayes	Cessna 140A	121.99
1955	Long Beach, Cal. to Springfield, Mass.	2787	47	P—Frances Bera CP—Edna Bower	Cessna 180	175.0
1956	San Mateo, Cal. to Flint, Mich.	2366	50	P—Frances Bera CP—Edna Bower	Beechcraft Bonanza E35	183.0
1957	San Mateo, Cal. to Philadelphia, Pa.	2567	49	P—Alice Roberts CP—Iris Critchell	Beechcraft Bonanza C35	188.53
1958	San Diego, Cal. to Charleston, S.C.	2177	69	P—Frances Bera CP—Evelyn Kelly	Beechcraft Bonanza A35	177.87
1959	Lawrence, Mass. to Spokane, Wash.	2470	66	P—Aileen Saunders CP—Jerelyn Cassell	Cessna 172	127.2
1960	Torrance, Cal. to Wilmington, Del.	2509	85	P—Aileen Saunders CP—June Douglas	Cessna 172	136.0
1961	San Diego, Cal. to Atlantic City, N.J.	2709	101	P—Frances Bera	Beechcraft Bonanza E35	182.2
1962	Oakland, Cal. to Wilmington, Del.	2546	54	P—Frances Bera CP—Edna Bower	Beechcraft Bonanza F35	196.41
1963	Bakersfield, Cal. to Atlantic City, N.J.	2460	47	P—Virginia Britt CP—Lee Winfield	Piper Cherokee 180	158.8
1964	Fresno, Cal. to Atlantic City, N.J.	2573	61	P—Mary Ann Noah CP—Mary Aikins	Piper Cherokee 160	130.17
1965	El Cajon, Cal. to Chattanooga, Tenn.	2407	79	P—Mary Ann Noah CP—Mary Aikins	Piper Cherokee 160	144.2
1966	Seattle, Wash. to Clearwater, Fla.	2876	91	P—Bernice Steadman CP—Mary Clark	Piper Comanche 260	208.37
1967	Atlantic City, N.J. to Torrance, Calif.	2497	76	P—Judy Wagner	Beechcraft Bonanza K35	200.24

Official Results

21st ANNUAL POWDER PUFF DERBY - 1967

Place	Name	Airplane	Average Speed	Score	Place	Name	Airplane	Average Speed	Score
1	Judy Wagner	Beechcraft Bonanza K-35—250 hp	174.01671	+11.01	27	Sally Buegeleisen Ray Janks	Piper Twin Comanche PA30—2-160's	164.73371	-4.26
✓ 2	Frances Bera Barbara London	Mooney M20 150 hp	140.03650	+9.03	28	Martha Gaunce Susanne Roscoe	Piper Cherokee PA28-140—150 hp	112.60141	-4.39
3	Tig Pennock Virginia Chandler	Piper Comanche PA24—260 hp	168.29065	+5.29	29	Pat McEwen Marilyn Copeland	Beechcraft Bonanza S35—285 hp	166.67440	-5.32
✓ 4	Gini Richardson Marion Banks	Mooney M20C 180 hp	147.10018	+5.10	30	JoAnn Stype Mildred Klayman	Cessna Skyhawk 172—145 hp	106.67234	-5.34
5	Margaret Callaway Virginia Seaver	Cessna Skyhawk 172—145 hp	113.05947	+4.05	31	Ruth Bliss Barbara Brotherton	Piper Cherokee PA28—180 hp	123.49297	-5.50
✓ 6	Margaret Mead Billie Herrin	Piper Comanche PA24—260 hp	165.89901	+2.89	32	Kathy Long Helen Wilke	Bellanca 14-19-3A 260 hp	148.47613	-5.52
7	Jean Rose Nancy Crews	Cessna Skyhawk 172B—145 hp	116.31437	+2.31	33	Lois Feigenbaum Margie Hall	Mooney M20E 200 hp	147.46404	-5.53
✓ 8	Mary Ann Noah Peggy Wright	Piper Comanche PA24—260 hp	164.96337	+1.96	34	Polly Duncan	Cessna Skylane 182—230 hp	129.32101	-5.67
9	Lois Miles	Piper Comanche PA24—180 hp	140.92854	+1.92	35	Christine Henderson Ruth Hodges	Cessna Skylane 182—230 hp	129.17555	-5.82
10	Betty Curran Hazel McKendrick	Beechcraft Bonanza K-35—250 hp	164.58096	+1.58	36	Alice Hammond Jean Pearson	Mooney M20E 200 hp	147.09464	-5.90
11	Elaine Loening Katharine Gahagan	Piper Comanche PA24—250 hp	157.21265	+1.21	37	Betty Henry Jan Bryant	Piper Comanche PA24—260 hp	156.79916	-6.20
12	Joyce Funsch Dorothy Birdsong	Beechcraft Debonair 35 C33A—285 hp	171.89479	+.89	38	Patricia Gladney Jeanne McElhatton	Piper Cherokee PA28—235 hp	133.98232	-7.01
13	Jacquelyn Markham Linda Markham	Piper Comanche PA24—180 hp	139.60843	+.60	39	Gina Jordan Jean Blenkinsop	Beechcraft Debonair 35 C33A—285 hp	163.31442	-7.68
14	Betty Jean Fry Frosty White	Mooney Mark 21 180 hp	141.65450	-.34	40	Valera Johnson Ruth Taksel	Beechcraft Bonanza S35—285 hp	164.11406	-7.88
15	Dorothy Julich Fay Kricek	Piper Comanche PA24—180 hp	138.42806	-.57	41	Marge Mitchell Helen Hewitt	Bellanca 14-19-3A 260 hp	145.58377	-8.41
16	Margaret Ringenberg	Piper Cherokee PA28—160 hp	120.16210	-.83	42	Pat Jetton Joan Huckeba	Piper Comanche PA24—260 hp	153.03527	-9.96
17	Grace Page Phyllis Walker	Piper Cherokee PA28-140—150 hp	118.03007	-.96	43	Anne Carter Carmel Pam Brown	Cessna Skylane 182—230 hp	123.88084	-11.11
18	Jan Yawter Gammell Carol Tilford	Piper Comanche PA24—250 hp	155.01887	-.98	44	Mary Shumway Geraldine Krause	Cessna U206 285 hp	136.19979	-12.80
19	Marian Burke Irene Young	Piper Cherokee PA28-140—150 hp	115.93106	-1.06	45	Lois Shafer Amy Laws	Piper Cherokee PA28—235 hp	127.96906	-13.03
20	C. (Mac) Huntington Julia Hellman	Piper Comanche PA24—250 hp	154.87746	-1.12	46	Phyllis Pierce Charlene Taylor	Piper Twin Comanche PA30—2-160's	151.00537	-17.99
21	Nancy Lynam Eleanor Starkey	Piper Cherokee PA28—180 hp	127.43242	-1.56	47	Helen Greinke Jeanne Crocker	Piper Cherokee PA28—180 hp	107.86872	-19.13
22	Nancy Fairbanks Virginia Tooper	Mooney M20C 180 hp	140.07167	-1.92	48	Kay Nisbet Corrine Druce	Piper Twin Comanche PA30—2-160's	148.07637	-20.92
23	Sammy McKay Kris Lundington	Cessna 210B 260 hp	150.98493	-2.01	49	Laura Zerener Maryanne S. Jessup	Piper Comanche PA24—260 hp	141.28547	-21.71
24	Ina Walker Virginia Proctor	Mooney M20C 180 hp	139.06401	-2.93	50	Wanda Strassburg Marci Barnett	Beechcraft Bonanza P35—260 hp	144.11426	-21.88
25	Connie Jones Patricia Collier	Piper Cherokee PA28—180 hp	124.95713	-4.04	51	Marilyn Dickson Nona Martin	Cessna Skylane 182—230 hp	111.79546	-23.20
26	Betty Jo Reed Marge Blue	Mooney M20E 200 hp	148.75611	-4.24	52	Mary Pearson Neil Connolly	Piper Cherokee PA32 (six)—260 hp	111.65481	-32.34



1967 POWDER PUFF DERBY WINNERS

From left to right: Virginia Chandler, co-pilot, Tig Pennock, pilot—3rd place; Marian Banks, co-pilot, Gina Richardson, pilot—4th place; Judy Wagner—1st place; Barbara London, co-pilot, Fran Bera, pilot—2nd place; Margaret Callaway, pilot, Virginia Seaver, co-pilot—5th place.

Seventy-one sleek race aircraft in the 21st All-Woman Transcontinental Air Race were flagged off from Bader Field, Atlantic City, N.J. on July 10 headed for the terminus in Torrance, California. A steerman towing a banner announcing the 21st birthday of the POWDER PUFF DERBY preceded the take-offs, which were completed in 31 minutes.

For the second year in a row there was a two-day delay in the scheduled take-off due to weather conditions. Out of Seattle in 1966, weather necessitated an identification fly-by at Portland, Oregon. In 1967, a restricted area between Atlantic City and Martinsburg, W. Va. could not be held open, necessitating an identification fly-by at Friendship Int'l Airport, Baltimore, Md.

Flight to the first designated stop at Martinsburg was VFR, but after refueling there and taking off for Cincinnati, Ohio, many planes were forced by existing weather conditions, involving thunderstorms, to land at undesigned stops in the mountains of W. Va., and to remain overnight, resulting in disqualifications. However, the majority of these continued the flight to Torrance.

Weather continued to plague the racers and some withdrew at Amarillo, Texas when they could not hope to make the deadline of 5 P.M., PDT July 13. The Awards Banquet at the Airport Marina Hotel, Los Angeles, Calif. was moved from July 13 to 14. Mr. Bob Hoover, North American Aviation, Inc., Mr. Don Fairchilds, Continental Motors, Corp., Mr. Bob Blodgett, Flying Magazine, and Mr. Norman Smith, Smith Trucking Co., assisted with the presentation of awards.

The race was one requiring great skill and good judgment. Officials flying the route during the same period reported that an unusual degree of sportsmanship was exhibited. More experienced pilots taking off first from the designated refueling stops called back first-hand reports to those still on the ground, thus contributing to the safety of the 42 percent of the pilots who had never before flown the race. Contestants streamed across the finish line at Torrance Municipal Airport the last afternoon up to a few seconds before the deadline. No race since 1961 has brought such a challenge from the weather.

SPECIAL AWARDS

Foreign Pilot Making Highest Score—Christine H. Henderson and Ruth Hodges.

Crew Flying AWTAR for First Time with Highest Score—Joyce Funsch and Dorothy Birdsong.

Highest Score of Crew with Combined Time less than 500 Hours—Phyllis Pierce and Charlene Taylor.

Highest Score by Pilot Flying Solo—Judy Wagner.

Highest Score of Entry Piloting a Plane Powered by a Continental Engine—Judy Wagner.

Champion Spark Plug Awards—Judy Wagner, Tig Pennock and Virginia Chandler, Gini Richardson and Marian Banks.

BEST SCORE CLASS AWARDS

145-164 hp—Fran Bera and Barbara London

166-199 hp—Gini Richardson and Marian Banks

200-239 hp—Betty Jo Reed and Marge Blue

240-284 hp—Judy Wagner

285-400 hp—Joyce Funsch and Dorothy Birdsong

AWARDS

FIRST PLACE

AWTAR Trophy for pilot and co-pilot.
\$1000 Cash.

Name inscribed on Perpetual Rotating Trophy on display in National Air Museum, Washington, D.C. (Donated in 1950 by the San Diego Chapter of The Ninety-Nines.)

*FC-2 The Executive Flight Case to pilot.

*RWP Weather for Pilots to co-pilot.

SECOND PLACE

AWTAR Trophy for pilot and co-pilot.
\$800 Cash.

*Set of Blue Books (East, Central and West) to pilot.

*CR-1 Computer to co-pilot.

THIRD PLACE

AWTAR Trophy for pilot and co-pilot.
\$600 Cash.

*Pilots Digest with Binder to pilot.

*CR-1 Computer to co-pilot.

FOURTH PLACE

AWTAR Trophy for pilot and co-pilot.
\$400 Cash.

*A & E Log Book Folder Kit to pilot.

*CSG-1P Plastic Computer to co-pilot.

FIFTH PLACE

AWTAR Trophy for pilot and co-pilot.
\$200 Cash.

*CSG-1P Plastic Computer to pilot and co-pilot.

SIXTH PLACE

\$100 Cash.

*CSG-1P Plastic Computer to pilot and co-pilot.

SEVENTH PLACE

\$50 Cash (Donated by SMITH TRUCKING CO., L.A., Calif.)

*These items presented by JEPPESEN and CO., Denver, Colo.

Highest Score for a Pilot Flying Solo

\$100 Cash.

Highest Score of a Crew from a Country other than the U. S.

\$100 Cash.

Highest Score by a Crew Flying the AWTAR for the First Time.

\$200 AWTAR Scholarship (Donated by ASTRO AERO CORP.)

Trays (Donated by "A friend of The Ninety-Nines through the Central Illinois Chapter.")

Highest Score by a Crew Whose Combined Time is 700 Hours or Less.

\$100 Cash.

*PGT-3 Instrument Rating Book.

*IH-1-W White Instrument Hood.

CHAMPION Spark Plug Awards

(To be presented to the winners if they are using CHAMPION Spark Plugs.)

First Place	\$300 Cash
Second Place	200 Cash
Third Place	100 Cash
Fourth Place	50 Cash
Fifth Place	25 Cash

(Presented by the CHAMPION SPARK PLUG CO., Toledo, Ohio.)

Highest Score of Entry Piloting a Plane Powered by a CONTINENTAL Engine.

\$100 Cash and a Revere Bowl.

(Presented by CONTINENTAL MOTORS CORP.)

For Best Score Made in Each Class of Aircraft of Which There are at Least Three in Competition.

145-165 hp	{Trophy to each winning pilot and co-pilot, a Nova Tech Pilot II. 4 band VHF portable radio and direction finder with appropriate plaques.
166-199 hp	
200-239 hp	
240-284 hp	
285-450 hp	

(Presented by FLYING MAGAZINE)

Leg Prizes

Leg #	From	To	Award
1	Van Nuys	Phoenix	{Chrome Portable Oxygen Unit 3 White Sidewall Plane Tires \$ 50.00
2	Van Nuys	El Paso	\$100.00
3	Phoenix	Del Rio	\$100.00 50.00
4	El Paso	Corpus Christi	\$100.00
5	Del Rio	Beaumont	\$100.00
6	Corpus Christi	Greenville	\$ 50.00
7	Beaumont	Birmingham	\$100.00
8	Greenville	Savannah	\$100.00
9	Birmingham	Savannah	\$100.00

Thanks to:

Sky-Ox Mfg. Co., Phoenix, Ariz.

Goodyear Tire and Rubber Co.

Phoenix Chamber of Commerce.

Cutter Beechcraft, International Airmotive, Southwest Air Rangers, all of El Paso, Texas.

Del Rio Flying Service and Mobil Oil Corp.
Holiday Inn of Del Rio.

Cutter Beechcraft, International Airmotive, Southwest Air Rangers, all of El Paso, Texas.

Tip of Texas Chapter of The Ninety-Nines.

Tip of Texas Chapter of The Ninety-Nines.

Houston Chapter of The Ninety-Nines.

Mississippi, Carolinas and Georgia Chapters of The Ninety-Nines.

Phillips Hamilton, President, Coastal Airservice, Inc., Savannah, Ga.

A PILOT'S PRAYER

Oh Lord,

Send me sunshine and smooth streams to steady my path and speed my journey; and turbulence to teach me.

Send me tailwinds for encouragement, and headwinds for determination.

Help me to remember that struts belong on planes and not on pilots; that roosters crow and eagles fly; that the sparrow soars while the peacock struts.

Provide me with beauty to keep my head in the clouds, and work to keep my feet on the ground.

Send me pride in small doses, for perfection; and guard me from the treacherous overdose.

Teach me the difference between fear and caution, that I might not flounder as the chicken in his clumsy attempts to fly, or, like the do-do, end up extinct.

Let me never err without learning; let me never repeat a mistake.

Teach me the difference between satisfaction and smugness; keep my mind, as my wheels, out of ruts; let me never be staggered at what I must learn, or staggered by all that I feel I know.

Give me seriousness of purpose, but let me laugh at myself.

Throw obstacles in my path; let nothing come easy; let the game never become so old and familiar that I cease to enjoy it.

Give thrust to my plane, and lift to my spirit. Let me never succumb to drag. Let me carry my weight, but give me the wisdom to consider my limits.

Let flying make me a better person; let it strengthen my inner resources; let its lessons and disciplines and insights carry over to everyday living; let it teach me humility by its greatness.

Make me a better person, Lord, that I may be a better pilot.

— Rose Moore

