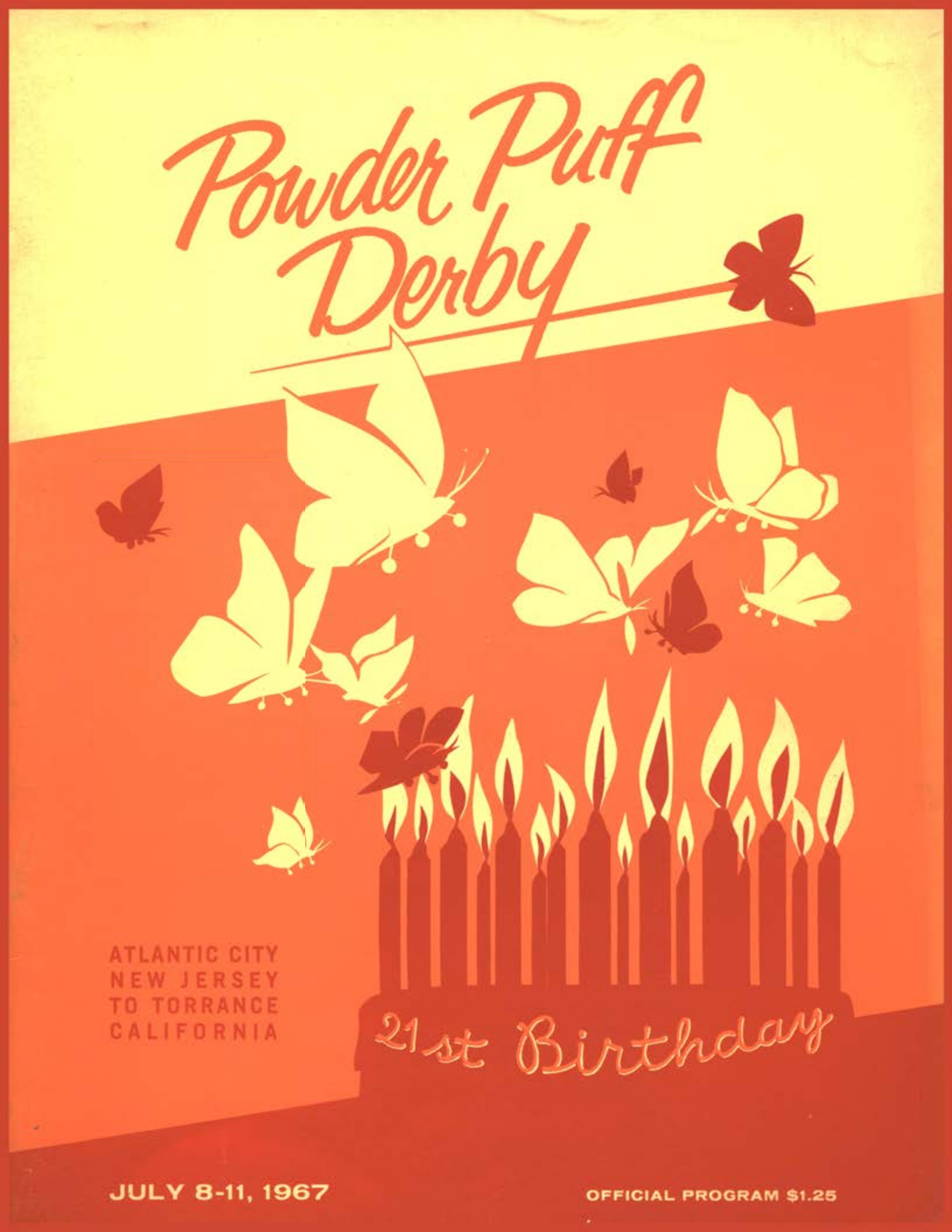


Powder Puff Derby



ATLANTIC CITY
NEW JERSEY
TO TORRANCE
CALIFORNIA

21st Birthday

JULY 8-11, 1967

OFFICIAL PROGRAM \$1.25

**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
DAVIS, Arlene	1951 - 52
EVANS, Barbara	1961 -
FAILING, Joyce	1955 - 56
FAIRBANK, Lois	1963 -
GILLIES, Betty H.	1950 - 61
HAMMOND, Alice	1961 -
HART, Jane	1961 - 63
HYDE, Louise	1961 - 63
KEAVENY, Ruby	1966 -
LANGHER, Doris	1959 - 60
LOCKWOOD, Gertrude	1960 - 61
LONDON, Barbara	1951 - 65
LOPEZ, Marion	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
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, ELLEN GILMOUR, ANNE SMITH, VIVIAN ROPES, HELEN DICK, ANN ROSS, MARY RING, AMALIE STONE, MARIAN BERTRAM.

*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.
Arnold, Pat	57	40	Hewitt, Helen	7	27
Avis, Pracilla (Pert)	69	43	Hodges, Ruth	72	43
Bailey, Doris	55	39	Hortman, Yvette J.	2	26
Banks, Marian E.	22	31	Huckeba, Joan	4	26
Barnet, Marci	49	38	Huntington, C. (Mac)	35	34
Beck, Jean	5	27	Hyde, Louise J.	65	42
Benning, Bernadine	48	37	Janks, Ray	10	28
Bera, Fran	50	38	Jessup, Maryann Shelley	67	42
Betzler, Marion S.	11	28	Jetton, Pat	4	26
Birdsong, Dorothy	28	32	Johnson, Valera G.	19	30
Black, Kay E.	6	27	Jones, Carolina N.	16	29
Blenkinsop, Dr. Jean A.	30	33	Jordan, Regina M.	30	33
Bliss, Ruth C.	42	36	Julich, Dorothy	56	39
Blue, Marge	32	33	Kentley, Margaret	54	39
Brotherton, Barbara	42	36	Klayman, Mildred L.	18	30
Brown, Carmel Pam	33	34	Knoop, Patricia A.	21	31
Brown, Mary Lou	70	43	Krause, Geraldine H.	17	30
Bryant, Jan	23	31	Kricek, Fay J.	56	39
Buegeleisen, Sally	10	28	Langher, Doris	6	27
Burke, Marian	64	41	Laws, Amy R.	3	26
Callaway, Margaret	63	41	Loening, Elaine	20	30
Carter, Anne Cristine	33	34	London, Barbara E.	50	38
Chandler, Virginia	40	35	Long, Kathy	25	32
Collier, Patricia E.	16	29	Ludington, Kris	68	42
Connolly, Nell	45	37	Lykes, Mason M.	39	35
Copeland, Marilyn	1	26	Lynam, Nancy E.	59	40
Crane, Margaret	74	44	Markham, Jacquelyn R.	46	37
Crews, Nancy B.	66	42	Markham, Linda C.	46	37
Crocker, Jeanne	60	40	Martin, Nona P.	47	37
Csaszar, Mary J.	34	34	Mead, Margaret A.	41	36
Curran, Betty Burke	52	38	Miles, Lois	14	29
Dawson, Thelma	39	35	Miller, Betty	36	34
Dickson, Marilyn	47	37	Minter, Doris	12	28
Druce, Corrine	75	44	Mitchell, Marge	7	27
Duncan, Polly	58	40	Montero, Louise	53	39
Fairbanks, Nancy M. (Pat)	44	36	McCarty, Lorraine	76	44
Feigenbaum, Lois	13	29	McCullough, Ellie	31	33
Fry, Bettye Jean	24	31	McElhatton, Jeanne	62	41
Funsch, M. Joyce	28	32	McEwen, Pat	1	26
Gahagan, Katharine	20	30	McGuire, Emma	12	28
Gammell, Jan Vawter	38	35	McKay, Sammy	68	42
Gaunce, Martha B.	15	29	McKendrick, Hazel Henson	52	38
Gladney, Patricia	62	41	Nicholson, Alberta	71	43
Glasson, Pauline	5	27	Nielson, Maxine	71	43
Greinke, Helen	60	40	Nisbet, Kathyrn	61	41
Hall, Margie	13	29	Noah, Mary Ann	8	27
Hammond, Alice	26	32	Norton, Marilyn	51	38
Hanson, Betty Jane	75	44	Page, Grace	73	44
Harper, Sue Mapp	70	43	Pearson, Jean	26	32
Haydu, Bee	54	39	Pearson, Mary	45	37
Hedges, Helen	55	39	Pennock, Tig	40	35
Hellman, Julia A.	35	34	Pierce, Phyllis A.	43	36
Henderson, Christine M.	72	43	Pike, Maxine	48	37
Henry, Betty	23	31	Pinkney, Mary C.	69	43
Herrin, Billie E.	41	36	Proctor, Virginia	27	32

Name	Tar No.	Page No.	Name	Tar No.	Page No.
Reed, Betty Jo	32	33	Tilford, Carol	38	35
Renton, Ruth Johnson	37	35	Tooper, Virginia O.	44	36
Richardson, Gini	22	31	vanVanten, Ida	76	44
Richardson, Marie	76	44	Wagner, Judy	9	28
Ringenberg, Margaret	29	33	Walker, Ina	27	32
Roscoe, M. Susanne	15	29	Walker, Phyllis	73	44
Rose, Jean P.	66	42	Wegener, Virginia	51	38
Sawant, Chanda	76	44	Wesbrooks, Shirley Miller	37	35
Seaver, Virginia	63	41	White, Frosty	24	31
Shafer, Lois	3	26	Wilke, Helen	25	32
Shumway, Mary R.	17	30	Willis, Barbara R.	21	31
Starkey, Eleanor Echols	59	40	Worstell, Betty	53	39
Strassburg, Wanda	49	38	Wright, Peggy	8	27
Struzinski, Kathleen P.	2	26	Wymans, Dr. Lucie	76	44
Stype, JoAnn J.	18	30	Young, Irene	64	41
Taksel, Ruth	19	30	Yous, Capt. Carole J.	34	34
Tarling, Olga	36	34	Zerener, Laura T.	67	42
Taylor, Charlene G.	43	36			

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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 and contribute their services.

KAY A. BRICK, Chairman, is serving her 17th year on the Board, her 6th 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 26 years and is a past International President.

MARIAN BANKS, Vice Chairman and Route Director, is serving her eighth year on the Board. She is flying her eleventh TAR. She Trail Blazed part of the 1967 race route and is doing the final Route Survey. She has a commercial license SMEL, ground instructor and instrument ratings, and 1400 hours. She has a B.S. in accounting from San Diego State College and belongs to the San Diego Chapter of the 99's.



RUBY KEAVENY, serving her second year on the Board, is West Coast Representative. She has flown eight TARs and holds a commercial license. She has served as secretary, vice chairman and chairman of the San Diego Chapter of the 99's, and on the nominating committee of the Southwest Section. She was Chairman of the race start in 1961 and she assisted with the Trail Blazing this year.

LOIS FAIRBANK, Secretary, is serving her fourth year on the Board and is handling the promotion aspects. She has a commercial license. Lois has served as Chairman and Governor of the 99's, N.Y.-N.J. Section, and in 1962 chairmanned the 99's International Convention held in Princeton, N.J. She received her B.A. in Education from N.Y. University. She has been a 99 for 26 years.



BARBARA EVANS, Treasurer, is serving her sixth 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 17 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 five years.

ALICE HAMMOND, serving her sixth year on the Board, has been a 99 for 35 years, is a past International President and is now Permanent Trustee of the Amelia Earhart Scholarship Fund. She was a C.A. P. Lt. Col. in WWII. Alice attended Wellesley College and received her B.A. from U. of Michigan and is currently a member of the F.A.A. Women's Advisory Committee on Aviation. She is flying her 13th TAR and Trail Blazed portions of this race.



THERESA VASQUES is serving her eighth year on the Board in charge of Handicapping. She has flown four TARs. She has been a Senior Research Engineer with the Electronics Division of General Dynamics since 1955. She holds a Commercial license with SMEL and Instrument ratings and 1200 hours. She obtained her B.A. from Hunter College, her M.A. in math from Columbia and did graduate work in aeronautics. She has been Chairman of the San Diego Chapter 99's.

MARIAN ANDREWS LOPEZ is serving her third year on the Board. She has been a 99 for 13 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 12 years, the First Day Cover for AE Commemorative Stamp and the 20th Anniversary cachet. In 1965 she was assigned by the Navy to do paintings of the Blue Angels. Marian received her B.S. in Education from Mass. College of Art.



BETTY M. WHARTON is serving her first 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 Ninety-Nines and a charter member of the San Diego Aerospace Museum.

THE CANDLES' WORTH

When the 21st birthday candle is lighted for the 21st running of the race known around the world as the POWDER PUFF DERBY, the All-Woman Transcontinental Air Race will reflect two decades of successful competitions.

In my Grandmother Swift's home in New England hung a sampler which read,:

"How far that little candle throws its beam
So shines a good deed in a naughty world."

The ancestral candlepower of the Powder Puff Derby has accumulated its influence through the 1662 entries and race stops in 122 different cities. Miles flown during the competition itself have equalled 135 trips around the world!

What does a birthday represent? It signifies experience, recognition, friendships.—In order to enter the race, participants must already have made substantial achievements in aviation. The imagination and interest in the communities touched by the race have been captured. They become aware of women pilots, of Ninety-Nines in their area who are members of this organization of licensed women pilots whose first President was Amelia Earhart. Each year hundreds of Ninety-Nines give their devoted attention toward the smooth operation of this national activity. Radio and TV cover all aspects of racers and workers/officials as well, benefiting the community through this opportunity to expose the airport and the extent of general aviation to the public. Also the community is proud

to display its own assets to racers and outside visitors attracted by the derby.

As one mid-west Ninety-Nine expresses it: "To me the really great thing the Powder Puff Derby has done is to make every one, not just the people who have airplanes, aware of general aviation and how important it is to the growth of a community. Not until this event could you possibly have gotten everyone to think AVIATION. This city now has a VOR, and a previously defeated bond issue for an instrument runway has been passed."

The candles have flickered beyond the boundaries of the United States, danced across the seas, served as a stimulus to other women and those sponsoring them. With two more weeks until the entry closing date, there are already ten pilots from countries other than the United States entered. In addition to the two Australian and one Canadian teams entered to date, there are four U.S.-Australian and U.S.-South African international teams. Ninety-Nines across the country are offering the hospitality of their homes, both before, during and post race.

KAY A. BRICK
Chairman



Board of Directors, AWTAR, INC.

The POWDER PUFF DERBY

thanks...

*The following Ninety-Nine Chapters and Sections for
their contributions to the 1967 Powder Puff Derby . . .*

Alabama
Alaska
*All-Ohio
\$*Bakersfield
*Bay Cities
British Section
\$*Cape Girardeau Area
Carolinas
*Central Illinois
\$Central Pennsylvania
*Chicago Area
Dallas
Eastern Idaho
*Eastern New England
*Eastern Pennsylvania
\$*Eastern Washington
\$El Cajon

Far West
Florida Space Port
\$Greater Kansas City
\$*Greater New York
Greater St. Louis
High Sky
*Indiana
Iowa
\$Long Beach
\$*Long Island
Los Angeles
Memphis
\$*Michigan
Minnesota
*Montana
Monterey Bay
Orange County
Ozark
Redwood Empire

Sacramento
San Antonio
\$San Diego
San Fernando
\$San Gabriel
\$*San Joaquin
*Santa Clara Valley
South Dakota
Southern Oregon
Top of Texas
Tulsa
Utah
*Wisconsin
\$*Wyoming
Middle East Section
North Central Section
Southeast Section

* Denotes Chapter and individual contributions.

\$ A special thanks to these Chapters who gave at the rate of \$5.00 per member or better.

Also our thanks to individual members of the following Chapters who
contributed:

Arizona
Canada
Coachella Valley
Colorado
Connecticut
El Paso

Fort Worth
Garden State
Georgia
Iowa
Northern New England
Phoenix

Tennessee
Tip-of-Texas
Washington D.C.
Western New York
Western Washington
Members-at-Large

AIR AIDS Co.

Garden State Chapter of the Ninety-Nines



Rudy's Airport/Chalow

Breise and Johnston Flying Service
Santee, Calif.



FLYING

Long Beach Chapter of the Ninety-Nines



El Cajon Flying Service
Santee, Calif.



Airflite, Inc.
Long Beach, Calif.

Pacific Mooney, Long Beach, Calif.

Wing Scouts

Hangar Flying
Bloomington, Ill.



Vitality Brand, Orange Juice Div.
Pascoe Packing Co., Dade City, Fla.

Southern Illinois Airport

Astro-Aero Corp.



Cessna

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AVIATION

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CORPORATION

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AVIATION INSURANCE MANAGERS, INC.

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Norman Smith Trucking Co.

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California Mooney, Inc.
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TRW SYSTEMS

HUMBLE
OIL & REFINING COMPANY

Sanderson Films, Inc.

THANKS YOU

The
Powder Puff
Derby

PIPER



Test Pilots: Jack London, John Mullin
Robert Sanders

U.S. Weather Bureau



AVCO LYCOMING DIVISION
WILLIAMSPORT, PA. 17701

City of Atlantic City
Torrance Municipal Airport
Cities and Chambers of Commerce
of the South Bay Area

AIR AIDS Co.

Garden State Chapter of the Ninety-Nines

The Board of Directors of The All-Women Transcontinental Air Race wishes to thank the above for the help they have given. Without their loyal support and financial assistance, this race would not be possible. When you are buying products, please remember to patronize these friends who have contributed to the race.

Official Timers and Judges

Judge/Chief Timer, Terminus
Comm. SMEL—WASP
Flown TAR
Timer 11 years

Private License
Flown TAR
Accountant



MARGARET GERHARDT
California



FRANCES GUSTAVSON
Nevada

SMEL, Flight Instructor
Instrument, Flown 4 TAR's
Timer Twice



MAXINE SMITH
California



FLORENCE DITTMAR
California



POWDER PUFF DERBY
Jul 8 7:39 PM '67

SHIRLEY THOM
California



Pvt. License
ASEL

Com'l License
Flown 4 TAR's

ELSIE McBRIDE
Pennsylvania

SELMA CRONAN
New Jersey

KAY HILBRANDT
New Jersey

Com'l License
SMEL
Flown 3 TAR's



Com'l License
Ground Instructor
Flown 4 TAR's



BETTY GILLIES
NAA Judge

Com'l, Flight Instructor
Flown TAR

THON GRIFFITH
NAA Chief Judge



Com'l Instrument
Former AWTAR Board Chairman
and Ninety-Nine President

Not shown: HELEN KELTON, Calif.
Pvt. License ASEL
Computer Programmer

Com'l, ASEL
Flown TAR

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 fourteenth consecutive year Simplex clocks are used throughout the race.



Helen Mennitto
Chief Inspector
Flight Instructor
Com'l, SMELs—Flown IAR



Mary Lock, New Jersey
Com'l, SMEL
Flight Instructor
Instrument 750 hrs.



Madeline Wilcox
New Jersey
Private 120 hrs.



Marge Bryant
Commercial License
225 hrs.



Barbara Farquharson
Pennsylvania
Private 250 hrs.



Joan Bensing Bertles
Commercial, Instrument,
Instructor 270 hrs.

These five girls completed the Engine Course at AVCO/Lycoming

↑
START

INSPECTORS

↓
FINISH



Margaret Ross, California
Former AWTAR Board Member
Flown TAR



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



Louciel Freeman, Fresno, Cal.
Private License 400 hours
Certificate of Proficiency
Aircraft Maintenance Mechanic
Files own Navion



Fran Johnson, Las Vegas
Commercial License
500 hours
Files own Cessna 180



Chairman — Terminus
Ruth Reinhold, Arizona
Commercial with SMEL
Instructor & Instrument
ratings, 12,000 hours.

FIRST-DAY ENTRY DRAWING

Thirty-three "hopefuls" posted their application for entry in the 1967 Powder Puff Derby on the opening day. Those so postmarked were drawn for race number position in Cleveland, Ohio by Mr. Charles Hubbell, famous aviation artist and pilot. The #1 spot is highly coveted, as are all the low numbers.

Mr. Hubbell's paintings of aircraft and aviation subjects are especially noted for his strict adherence to detail. An aviation magazine given him when he was 10 years of age started him on his outstanding career. He swapped his paintings for flight time with barnstormers and received his pilot license in 1925. The famous Thompson Calendars and now the TRW Calendar feature his work and are coveted by all collectors. Collections of his works have been viewed by many and include a showing at the Smithsonian Institute.

Mr. Hubbell is going "all-out" for women in aviation this year. As the theme for the '68 TRW Calendar, he is featuring "Women With Wings" which will include some of the women who have pioneered in aviation history.



STARTER

Royal "Roy" F. Ryder
Official Starter —
For 22 years, engineering
test pilot, The Bendix Corp.



ROUTE SURVEY TEAM

Marian Banks and Gini
Richardson plotting
their course for the
final route survey



1967 AWTAR HAMS



Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the Tenth year. This is the 16th 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.



Atlantic City, N.J.

Chairman-Silas F. Clark WB2 ZVM
NAFEC Amateur Radio Club

Martinsburg, W.Va.

Chairman-William Weller W8 AEC
Martinsburg Amateur Radio Club

Cincinnati, Ohio

Chairman-Philip Winters K8 THT
Greater Cincinnati Amateur Radio
Assn.

Carbondale, Ill.

Chairman-Peter Sawyer W9U WL
Shawnee Radio Club

Springfield, Mo.

Chairman-Paul Schmitz WOTE
Southwest Missouri Amateur Radio
Club

Tulsa, Okla.

Chairman-Mark DeGross WA5 FLE
Tulsa Amateur Radio Club

Amarillo, Texas

Chairman-Ted Williams W5 FN

Albuquerque, N.M.

Chairman-Irene Henderson K5 WZA
Albuquerque Amateur Radio Club

Flagstaff, Arizona

Chairman-Dorothy Trumpp K7 UHN
Coconino County Amateur Radio
Club

Palm Springs, Cal.

Chairman-Mortimer Swingler K6 LFK
Desert Radio Amateur Transmitting
Society, Inc.

Torrance, Cal.

Chairman-Myrtle Cunningham WA6
ISY
Co-Chairman-Tom Cunningham W6
PIF
Los Angeles Young Ladies Amateur
Radio Club

Sponsors of Contestants



#3 Lois Shafer and Mr. Dudley Howard
of St. Louis Flying Service,
sponsor along with R. L. Pohlman Armament Company



#17 Gerry Krause and Mary Shumway
Lots of sponsors



#23 Jan Bryant and Betty Henry with Bill Mueller
of Southwest Air Rangers.
Standard Oil of Texas is also a sponsor



#4 Pat Jetton and Joan Huckeba sponsored by Airhaven



#45 Mary Pearson and Nell Connolly with Ernest J. Gentle, President of Aero Publishers, Inc.



#51 Virginia Wegener and Marilyn Norton



#2 Kathleen Struzinski and Yvette Hortman sponsored by E. W. Bowers Associates and Hortman Aviation, Inc. Clothes by Vi Brown

Sponsors



#63 Margaret Callaway and Virginia Seaver on either side of Jan Browne, agent for La Cura Cosmetics, sponsor, along with Perfumes by Louis D'or France



#41 Santa Barbara Mayor Don MacGillivray, Billie Herrin, Margaret Mead and Mayor Edward W. Warynick, President Santa Barbara Chapter Air Force Assoc. Sponsors: Airforce Assoc. of Santa Barbara and Aviation-minded merchants

Sponsors



#64 Marian Burke and Irene Young sponsored by Confederate Air Force Flying Museum, Harlingen Municipal Airport, Refrigeration Engineering Corp., "LeBijou" Corp., and Young Flying Service



#7 and #25 Kathy Long and Marge Mitchell with Bob Humphreys, President and James Miller, Vice Pres. in charge of Sales, Bellanca Aircraft Corporation, sponsor of both entries



#38 Jan Vawter Gammell and Carol Telford with Bob Florence, President Radair, Inc.



#54 Bee Haydu with husband Joe. Sponsors: Haydu Meats and Grahame Denham, t/a Aero Service Co., Inc.



#55 Doris Bailey and Helen Hedges with the Enco Tiger—Walter

Sponsors



#61 Kay Nisbet sponsored by Aero Plantation



#49 Marci Barnet and Wanda Strassburg sponsored by San Luis Obispo Pilots Assoc. and friends of San Luis Obispo



#35 Mac Huntington with Bill Walker.
Sponsor: Mac's Aviation



#36 Betty Miller with Bert Rosenblum and Lou Fisher. Sponsor: R. F. Associates, Inc.



#34 Carole J. Yous, Mary J. Cszasz, with Leo Kilmer, Gen'l Mgr. Gen-Aero, Inc., and Col. T. S. Swain, Pres. Kelly AFB Aero Club, both sponsors along with City of San Antonio



#39 Thelma Dawson and Mason Lykes sponsored by Vitality Orange Juice, division of Pasco Packing Co.

Sponsors



#24 Bettye Fry and Frosty White with Mayor Dan Patacchia of City of Culver City



#27 Ina Walker and Virginia Proctor with Perry N. Burton, President of Brewer Air Sales



#14 Lois Miles sponsored by Trylon Products Corporation



#13 Lois Feigenbaum and Margie Hall with Ralph Dunn. Sponsors: Industry and Businesses of City of Du Quoin, Ill.



#47 Nona Martin and Marilyn Dickson with Checo Rubini of Black Angus Steak House, sponsor



#18 Mildred Klayman and JoAnn Stype with L. E. Gigay, Vice President of Rubbermaid

Start Committee

Judith Meltsner
Chairman

Barbara Cubbison
Secretary

Annette Ginsburg
Treasurer

Doris Renninger
Hotel Hospitality

Jewel vom Saal
Gay Maher
Publicity

Ruth Hill
Youth Support

Donna and Bill Joss
Transportation

Nancy Smyth
Social

Chickie Alper
Program Sales

Ann Whiston
Florence Walsh
Mina Elschner
Operations

Ann Shields and
Dr. Helen Zubrow
Education

Nancy Diemand
"Goody" Bags



Program

Sunday, July 2nd Impound and Inspection of Aircraft, Bader Field
Free afternoon and evening

Monday, July 3rd Impound and Inspection of Aircraft, Bader Field
8:00 a.m. to 1:00 p.m. Complimentary Coffee at the Hotel
11:00 a.m. Continental Breakfast on the Terrace
Free afternoon — Shop on the Boardwalk, Sunbathe on the Beach, Swim in the Pool at the Colony Resort Motel. (Yachting and fishing parties available to those interested.)
8:00 p.m. Dinner

Tuesday, July 4th Impound and Inspection of Aircraft, Bader Field. Impound deadline, 5:00 p.m.
8:00 a.m. to 1:00 p.m. Complimentary Coffee at the Hotel
11:00 a.m. Continental Breakfast on the Terrace
Free afternoon — Shop on the Boardwalk, Sunbathe on the Beach, Swim in the Pool at the Colony Resort Motel. (Yachting and fishing parties available to those interested.)
7:00 p.m. Get Acquainted Night — Cocktail Party at the Claridge Hotel sponsored by Atlantic Aviation and Bayshore Airmotives, Inc.
8:00 p.m. July 4th Barbecue at the Claridge Hotel featuring the POWDER PUFF REVUE

Wednesday, July 5th Aircraft Inspection until noon.
8:00 a.m. to 1:00 p.m. Complimentary Coffee at the Hotel
10:00 a.m. Tour of National Aviation Facilities Experimental Center
12:00 p.m. International Luncheon at Hackney's Restaurant sponsored by Atlantic City Chamber of Commerce
5:00 p.m. New England Clam Bake and Cocktails at the Flying "W" Ranch, Medford, New Jersey

Thursday, July 6th 8:00 a.m. to 1:00 p.m. Complimentary Coffee at the Hotel
10:00 a.m. Tour of Renault Winery
12:00 p.m. Hors d'oeuvres and Luncheon plus village shopping at Historic Smithville Inn
Afternoon—Complimentary make-up demonstration and personal consultation by Holiday Magic
8:00 p.m. 1967 Powder Puff Take-Off Banquet, Colony Resort Motel

Friday, July 7th 8:00 a.m. to 1:00 p.m. Complimentary Coffee at the Hotel
9:00 a.m. to 11:30 a.m. Omni Clinic by Pat Murphy of Airwork (open to all)
Weather Briefing and Flight Planning
12:00 p.m. Luncheon sponsored by the State of New Jersey, "The Emphasis on Safety"
2:00 p.m. to 5:00 p.m. Pilots briefing.
Free evening

Saturday, July 8th 6:00 a.m. Take-Off Breakfast sponsored by Bendix Radio Corporation
9:00 a.m. Take-Off from Bader Field

WELCOME TO ATLANTIC CITY

Atlantic City is literally "tickled pink" on being selected as the site of the start of the Twenty-First Annual Powder Puff Derby.

Having been host to the finish in three of the past 8 years (1959-63-64) we regard the 99's and the AWTAR as cherished friends, and look forward to meeting not only those of you who will be flying the race, but to the scores of others who are the "workhorses" of the event long before the first engine is revved up for take off to Torrance, California.

We are especially proud that the race will start at Bader Field, which was the first flying field in the nation to be called "airport"—a title that was coined when the field was opened back on May 10, 1919.

For you who will be racing, the best of luck on all counts—weather, safety and success. Win or lose, however, you have been and will be contributing greatly to the advancement of women in aviation.

Whenever your wings may be carrying you anywhere near Atlantic City, drop down to Bader and say "hello". The red carpet will always be out for flying femmes as well as those on the distaff side.

Mall Dodson
MALL DODSON



Our special thanks go to:

City of Atlantic City, Mall Dodson, Department of Public Relations, Atlantic City
Mrs. John Alton, a Director of the Miss America Pageant and Chairman of the Official Atlantic City Hostesses

Mrs. Benjamin Brick, Vice-Chairman, Official Atlantic City Hostesses

State of New Jersey, Colonel Francis Gerard, Director of the Division of Aeronautics

Wendell Leach, State Division of Aeronautics

F. A. A. (weather, control tower, Flight Service Stations, Air Traffic Control, etc.)

Southern Jersey Airways, Curt Young and Joe Trappy

N. A. F. E. C. personnel

C. A. P., Wing Scouts, Boy Scouts and Girl Scouts

Mr. Herb Fisher

Mr. Curt Young
(Southern Jersey Airways, Bader)

Mrs. Judith Meltsner
Mayor Richard S. Jackson
of Atlantic City

Mr. Jack Webb,
Director, NAFEC, Pomona

Atlantic Aviation
Bayshore Airmotive
Flying "W" Ranch

Bendix Radio Corporation

Eastern Airlines

Pan American Airlines

Ronson

Mitchell Industries, Inc.

Skywatch Engineering

Daniel and Charles, Inc.

V. G. Bennett Lumber Company,

Camden

Holiday Magic

Smithville Inn

Zabers

Philco-Ford Corporation

Clairol

Faberge

Chelsea Milling Company

New Jersey Gas Company

Joe Bennett Chevrolet

Gasko Pontiac

I. Alper & Sons

The Route

The POWDER PUFF DERBY will come of age when it is waved off for its 21st running on July 8, 1967 from Bader Field, ATLANTIC CITY, New Jersey, just a few blocks from the Atlantic Ocean, where the word "airport" was coined in 1919.

The route of close to 2500 miles will top the hills of West Virginia after MARTINSBURG in the Berkley Springs area, thence on to Lunken Airport, CINCINNATI, Ohio on the banks of the Ohio River. Racers will still be able to fly low avoiding anticipated headwinds into CARBONDALE, Illinois, the home of Southern Illinois University which recently established an aviation technology program; then into SPRINGFIELD, Mo. with its typical mid-west hospitality; and on into TULSA, Oklahoma, site of the Will Rogers Memorial. Interest mounts with a necessary rise in altitude as contestants approach the Texas Panhandle and AMARILLO situated at 3,604 feet. Settled in 1887, it thrives on agriculture, cattle, oil and gas. From here the noses of the airplanes will incline higher to reach ALBUQUERQUE Sunport, N.M. at 5,283 feet. Albuquerque, on the banks of the Rio Grande River which progresses many miles southward to separate Mexico and the U.S., was founded in 1706 as a Spanish Villa. Its Sunport is one of the busiest airports in the nation.

Highest point en route is Pulliam Airport, FLAGSTAFF, Ariz. at 7,012 feet in the beautiful Ponderosa Pines, close to Oak Creek Canyon grandeur. The racers can then dive on down to 448 feet into the oasis known as PALM SPRINGS, sheltered by towering Mount San Jacinto, and for the final hop into TORRANCE, Calif. with its South Bay beaches, Marineland of the Pacific Oceanarium and King Harbor Marina in close proximity. Across Torrance Municipal Airport all planes will flash over the finish line under tower control.

The 9 en route stops have been officially designated as refueling and overnight stops and will be equipped with Simplex Time Stamps so that after the fly-by of the timing lines, time will not be counted in the final scoring until the plane starts on its take-off roll. Participants may select stops as needed for refueling or overnight accommodations, but no specific ones are mandatory.

Left to Right:
Adelaide Tinker,
Gloria Durham.



MARTINSBURG MUNICIPAL AIRPORT

MARTINSBURG MUNICIPAL AIRPORT, Martinsburg, West Virginia, is located on the edge of the beautiful Blue Ridge Mountains and is one of the best equipped airports for general aviation on the east coast.

It has two runways, 26-8 is 7,000 feet and 35-17 is 5,001 feet. There is an omni approach at 112.1. The airport elevation is 506 feet and because of the mountains is an ideal stop for any westbound aircraft. All runways, taxi-ways and ramps are paved and complete service facilities are available. The maintenance staff is equipped to handle annual and phase inspections and welcomes all inquiries.

East Coast Flying Service, Inc. leases the airport and is also the fixed base operator. All gas octanes are available for use in aircraft. Mr. Charles H. Miller, General Manager of East Coast in Martinsburg, welcomes all Powder Puff entrants.

The Ninety-Nines Stop Chairman is Hazel Bartolet, official NAA timers are Adelaide Tinker and Gloria Durham, FAA Supervisor is Frederick A. Faffley.

Left to Right:
Virginia Tooper, Jane Weislogel,
Pat Fairbanks, Joan Hrubec

CINCINNATI LUNKEN AIRPORT, is located 4 miles south-east of the city on the banks of the Ohio River. This general aviation airport has an elevation of 488', four runways, the longest being 6100', a control tower, FSS, and FAA District Safety Office. Complete service facilities are available.

Founded in 1788, Cincinnati now has over 498,000 population. Cincinnati is noted for her soap, jet engine, and machine tool industries; excellent universities; professional baseball and basketball teams and symphony.

The Ninety-Nines Stop Chairman is Jane Weislogel, Airport Superintendent is Robert Brown, FAA Supervisor is Clarence Wilson and the NAA official timers are Joan Hrubec and Janice Kuechenmeister.



CINCINNATI MUNICIPAL LUNKEN AIRPORT

STANDING—
Left: Mary Elders
Center: Nadine Heuer
Right: Mary Evans
*SITTING—*Millie Limbaugh

SOUTHERN ILLINOIS AIRPORT, Carbondale, Illinois is located three miles NNW of Carbondale and three miles ENE of Murphysboro at an elevation of 410' above sea level. It has two runways, one 4400' and one 4100', with complete service facilities. The field is equipped with an approved ADF instrument approach.

Air Institute and Service serves as the fixed base operator on the airport and is an educational and service organization of Southern Illinois University. Its function is to provide for the area residents and the university, a base of operations for the air age, which will play an increasingly important role in the daily lives of the American people in the years ahead. It serves a fourfold purpose—Education, Aviation Research, Community Service and Air Transportation for the community.

The Ninety-Nines Stop Chairman is Nadine Heuer. Airport Manager is C. Gene Seibert. The official NAA timers are Mildred Limbaugh and Mary Elders; The FAA Supervisor is David C. Detamore.



SOUTHERN ILLINOIS AIRPORT

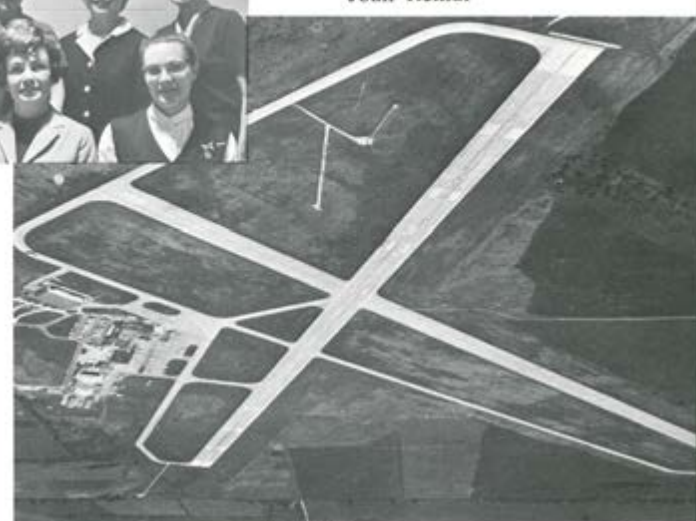
SPRINGFIELD MUNICIPAL AIRPORT, elevation 1267', is located 3 miles WNW of the city. Two concrete runways 150' wide and 5600' in length plus ample taxiways and parking aprons. Plans to lengthen runways to adequately meet the Jet Age is underway. Delta and Ozark Airlines share the attractive terminal building with the U.S. Weather Bureau, FAA Flight Service Station, Airport Manager's office, Pilot's Lounge and waiting room, and Ladonna's Skyroom. Adjacent to the terminal building is the FAA Air Traffic Control Tower. Serving general aviation in two large nearby hangers are Rapidair and Ozark Skyways.

Springfield is one of the midwest's fastest growing metropolitan areas and is the major distribution point in the midwest due to its strategic location being almost equal distance to Kansas City, St. Louis, Wichita, Tulsa, Little Rock, and Memphis. It is in the very heart of the vast Ozark playground area.

The stop is being manned by the Ozark Chapter of the Ninety-Nines. Hazel Matz, chairman of stop. Lester Jones is manager of the airport. Official NAA timers: Sarah Gorelick and Joan Reindl; FAA Supervisor is Bernard A. Geier; FAA coordinators—Hugh Hayes and Charley Pfander.



BACK—Left to Right: Hazel Matz,
Sarah Gorelick, Mayme Buntin
FRONT—Left to Right: Jean Fuldner,
Joan Reindl



SPRINGFIELD MUNICIPAL AIRPORT



Left to Right: Velma Woodward, Broneta Evans, Agnes Hellman

TULSA RIVERSIDE AIRPORT is six miles south of downtown Tulsa, "Oil Capital of the World" and home of the International Petroleum Exposition. Elevation is 624 feet. Designed to accommodate private and corporate aircraft by taking them out of the heavy commercial and military traffic at Tulsa International Airport, Tulsa Riverside was opened for business in the fall of 1957. This general aviation airport is owned and operated by the City of Tulsa under the jurisdiction of the Tulsa Airport Authority. Of the two paved runways, the N/S is the longest, 4,000', and is 100' wide. Complete service facilities are available and there is a FAA Control Tower as well as Unicom Radio.

The Tulsa Stop Chairman is Agnes Hellman, a Tulsa 99. The Airfield Foreman is Leroy L. Huff who operates Riverside Airport under the supervision of Pat Combs, Airports Manager for the City of Tulsa. FAA Supervising Inspector is Desmond Harms and official NAA timers are Velma Woodward and Broneta Evans.

TULSA RIVERSIDE AIRPORT

AMARILLO AIR TERMINAL, Amarillo, Texas, "A Young City Going Places", is in fact the fastest growing metropolitan market in the Southwest. Despite its bustling economy based on agriculture, cattle and distribution, the city still retains the old-fashioned hospitality of the West; here you will find a pleasant mixture of high-rise buildings looking down on rodeos, cowboys and cattlemen. The Airport is located nine miles east of the center of the city on a flat plain 3,605 feet above sea level. It has two runways; the Northeast-Southwest Runway oriented into the prevailing wind direction is 13,500 feet long and 300 feet wide—one of the longest in the United States. Navigational aids, radar, tower, weather, Flight Service Station, and the Fixed Base Operator services are available on the joint Air Force—City Airport.

The Ninety-Nines Stop Chairman is Billie Holmes; NAA timers Ann Piggott Mentzer, Pauline Rainwater; FAA Supervisor Philip Cramer.

*Left: Billie Holmes
Right: Billie Faye Ham*



AMARILLO AIR TERMINAL

Left to Right: Irene Kay, Naida Border, Lily Sandoval, Virginia Cutter, Elizabeth Hawes, Marguerite Fricks, Margaret Perez

ALBUQUERQUE METROPOLITAN AIR TERMINAL, "SUNPORT", Albuquerque, New Mexico. The "Sunport" is one of the busiest in the nation, serving the Air Force Weapons Command Base (the major support arm for the Albuquerque Operations Office of the Atomic Energy Commission), Manzano Base, sprawling Sandia Corporation (prime contractor in the nation's nuclear program), and commercial traffic. Approximately one-third of the total air traffic at the "Sunport" is of a military nature. The "Sunport" is 3½ miles southeast of Albuquerque at an altitude of 5,283 feet.

The Ninety-Nines Stop Chairman is Virginia Cutter; NAA timers are Naida Border, Irene Kay; FAA Supervisor is Sam A. Lewis.



ALBUQUERQUE AIR TERMINAL

Left to Right:

Jean Knott, Mary Ellen Liken, Ruth Smith

PULLIAM AIRPORT, Flagstaff, Arizona has an elevation of 7012' and one nice long 7000' runway and is located four miles south of Flagstaff. Humphrey's Peak, 12,000 plus, snow-capped until late July, is the highest point in the state and a land mark to pilots who fly the Western States. The air is so fresh and clear in this beautiful pine country and we enjoy warm days and cool nights. The scenic Grand Canyon is north of Flagstaff—just as breath-taking from the air as from the ground. Flying to Prescott Omni from Flagstaff takes you over the most beautiful spot in Arizona, the Red Rocks of Oak Creek Canyon.

The airport manager is Francis Shamrell. His office is next door to the Weather Bureau and Frontier Airlines. Wright Flyte Service is nearby with a very efficient maintenance department and flying service.

The Ninety-Nines Stop Chairman is Mary Ellen Liken, NAA timers are Juanita Newell and Melba Beard, and the FAA Supervisor is George E. South.



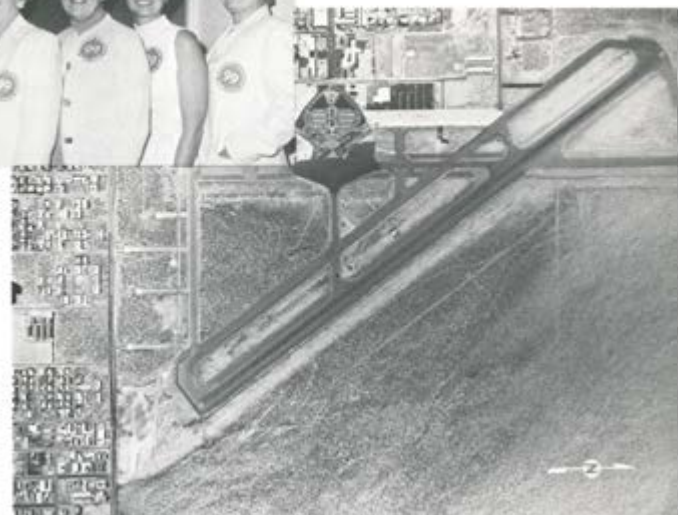
PULLIAM AIRPORT, FLAGSTAFF, ARIZONA

Left to Right:

Eleanor Wagner, Bobbi Trout,
Gail Glass and
Ilia Mae Carosell.

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 Ilia Mae Carosell: NAA timers are Elsie Watson and Ruth Ebey; FAA Supervisor is Roy Outcen.



PALM SPRINGS MUNICIPAL AIRPORT

TORRANCE, CALIFORNIA—ALL AMERICAN CITY



TERMINUS HOST COMMITTEE

Standing: Jack Egan, Operations & Impounds—Manager of Torrance Municipal Airport. Dick Fitzgerald, Social Events and Intercity Coordination—Manager Redondo Beach Chamber of Commerce. Clint Meadway, Finance & Budget—CPA. Van Noble, Assistant for Transportation.

Sitting: Bob Reis, Registrations & Accommodations—Manager Plush Horse Inn—Redondo Beach. Lee Center, General Co-Chairman—Chairman of Los Angeles County Aviation Advisory Commission. Joe M. Doss, General Chairman—Member City of Torrance Airport Commission. J. Walker Owens, Social Events & Intercity Coordination.

Not Pictured: Mary Ellen Perry, Publicity. Marshall Chamberlain, Transportation.

THANKS TO:

Aeronca Inc. — Aerocal Division
Airesearch Mfg. Co. — Division of the Garrett Corp.
Air Explorers Squadron 377A
Arba, Inc.
Aviation Clubs — South High & West High Schools
Brittain Industries
Civil Air Patrol — South Bay Group 17
Douglas Aircraft — Long Beach Division
F.A.A. — Los Angeles Area Services
Fansteel Advanced Structures — Div. of Fansteel Metallurgical Corp.
Harbor Savings & Loan Co.
Pittsburg Plate Glass Co.
Plush Horse Inn
T.R.W.
Torrance:
 City of Torrance
 Chamber of Commerce
 Chief Controller & Airport Traffic Controllers
 Fire Department
 Airport Maintenance Crew
Union Oil Co.
Wing Aircraft Co.





TERMINUS COMMITTEE—Long Beach Chapter Ninety-Nines.

Standing: Mary Pinkney, Impounds; Juanita Tanger, Operations; Barbara London, Publicity.
Sitting: Ruth Nitzen, Co-Chairman; Judy Wagner, General Chairman; Lee Title, Social Events.
Not Pictured: Pat Noble, Transportation; Katee Moskow, Registration & Accommodations.

TERMINUS SCHEDULE OF EVENTS

HEADQUARTERS: PLUSH HORSE INN, REDONDO BEACH

JULY 8-11

Arrival and Registration of AWTAR Contestants

SUNDAY:

8:00 PM "Early Birds" Cocktail Party and Dinner

MONDAY:

12:00 Noon Luncheon and Tour of TRW Systems, Redondo Beach

6:00 PM "Swim 'N Fun Barbecue Party"

TUESDAY:

11:30 AM Cocktails and Luncheon at the Harbor
Stroll the Pier, Shops and Outdoor Markets

2:00 PM Scenic Yacht Cruise

7:00 PM "Nite-on-the-Town" Cocktails and Dinner
Contestants will be escorted by Public and Industrial
Officials of the South Bay Communities.

WEDNESDAY:

11:30 AM Old Fashioned Beer Party

12:30 PM "Honky-Tonk" Buffet Luncheon

5:00 PM PILOTS MEETING

8:30 PM "Polynesian Night" Happy-Hour, Dining, Dancing
and Floor Show

THURSDAY:

Free Day To Enjoy

6:30 PM Reception and Cocktail Hour

8:00 PM 21st Awards Banquet

Contestants, 99's, 49½'s and guests are welcome to attend activities on program.



Nancy Bird Walton

99's - International Organization of Women Pilots

It is appropriate that the first truly International Convention of Women Pilots should be held in Washington, D.C. America is the home of light aircraft and American women have sufficient emancipation and economic independence to fly—a combination of qualities rare in any country.

I first flew into Washington in 1939 on board a DC4 on its maiden flight to the Capital, flown by Jacqueline Cochran. Much adverse publicity and rumour had surrounded the production of such an enormous aircraft—"it was dangerous to fly—it would burst its tires every time it landed—they would never build an aerodrome big enough for it to land on." During the flight Jackie let me take over the docile old darling which was rejected by the industry and sold to Japan.

It is 33 years since I learned to fly. Amelia Earhart of America, Amy Johnson of England, Jean Batten of New Zealand, Elly Beinhorn of Germany, Lores Bonney of Australia, Ossipanka of Russia and others were writing their names in the sky. They were courageous women who have inspired many to fly. Although engines and aircraft have changed, people have not. Nothing can detract from the personal capacity and courage of women like Joan Merriam Smith, Jerrie Mock and Betty Miller of America, Sheila Scott of England and Ross Merrifield of Australia.

During the 33 years I have enjoyed the friendship of this band of individualists, it has been my privilege to hand down traditions to another generation of winged women. By constantly travelling around the world (you might as well, once you leave Australia), I have sought out flying girls everywhere—in Kenya, South Africa, Germany, Switzerland, India, Japan, Israel and New Zealand—all identified with women who fly. Albert Pleasman, founder of KLM, once said—"the birds have no nationality." Surely this is true of aviatrixes. Life-long friendships have been built on the shortest acquaintance.

With the stepping up of aircraft production in the early war years and the Battle of Britain, women pilots were needed to help fly aircraft from the factory doors. Names like Pauline Gower of England come to mind. Pauline gathered the women pilots into the Air Transport Auxiliary, joined by 25 American girls. Nancy Love and Betty Gillies started the same thing in the U.S. Later Jacqueline Cochran formed America's Women's Airforce Service Pilots (WASP).

No adequate history of these magnificent girls has yet been written. They flew everything that came off the assembly line and disproved for all time that physical strength was essential to handle a few tons of aeroplane. In addition to ferrying and engineering flight testing, they trained the anti-aircraft by towing targets, flying search lights, strafing, laying smoke screens, flying photographic and radio controlled missions. Outstanding feats have been performed in setting altitude, speed and distance records by Americans Jacqueline Cochran, Jerrie Cobb, Fran Bera; Jacqueline Auriel of France, while Hanna Reitsch of Germany led the world in gliding and helicopter flying. A French woman Doctor, Valrie Andre, found rotary blades the best way of dropping in to give medical aid to soldiers in the Indo China war.

Experience convinced me that a world-wide linking of these individuals would be of mutual benefit. However, because of dollar restrictions and the difference in currencies and constitutions, we could not all be Ninety-Nines. So in 1950 I formed the Australian Women Pilots Association, "cousin of the Ninety-Nines", now 303 strong, in a country whose population is only 11,000,000. From it has grown the British Women Pilots Association and the New Zealand organization. Since then England and South Africa have formed 99's sections; Members-at-Large include 17 countries. Today three British women have become First Officers on passenger airlines. Women are used in Air Traffic Control, as ferry pilots, crop dusters, instructors, in sales and demonstrations—this in a world where many women still wear the veil. Can you imagine the tremendous impact of the "POWDER PUFF DERBY", or the fact that 14,000 U.S. women pilots have the economic independence and social freedom to fly.

There is still a lot of pioneering work to do which is being ably tackled by people like Kim of Korea and Rina Livingston in Israel. The 99's are an inspiration throughout the world which watches wide-eyed all your achievements.

Pioneer days have passed. The present is charged with opportunity. Women eagerly await their chance into space. The future ?—Endless possibilities.

Nancy



William T. Piper

As the 21st All Woman Transcontinental Air Race gets under way, it is fitting to note that not only has the AWTAR come of age, but the general aviation industry as a whole has also come to full maturity. The airplanes the "Powder Puffers" will be flying, the vast array of services they will be using from Atlantic City to Torrance are prime examples of the fact that general aviation has arrived.

Just think of the equipment and facilities in use and available today which were in their infancy when the first Transcontinental Race was held. The tricycle landing gear was just being introduced. Now it's become the "conventional gear" and only a few special purpose airplanes still have a tail wheel.

Radio navigation was primitive and unreliable. Communications were equally uncertain and the weight and cost of the equipment made its installation impractical in smaller airplanes. Now we have Omni stations blanketing the country, crystal clear VHF communications, DME, transponders, and a vast array of ground services to make cross-country flight so routine and dependable. The airplanes are faster, quieter, more comfortable; are dependably powered and long ranged.

This year the AWTAR contestants will be landing on long, smooth paved runways, many of which didn't exist a few years ago. Airport facilities have, indeed, come a long way, but this is perhaps the area of development and progress which has not kept pace with other developments in aviation—aeronautical and electronic.

We are, in some respects, just holding our own. There are three major areas regarding airport development where the help of every person interested in the growth of aviation is needed:

Guest Page

1. We must halt the decline in the number of airports serving the larger metropolitan areas. Every segment of aviation must help in fighting for the preservation of existing airports, and improvement of those that are in existence, to handle the increasing number of new aircraft which the general public is buying in increasing numbers. Fortunately we are witnessing an important trend. FAA, the airlines, city planners now recognize that adequate general aviation facilities are absolutely essential to relieve congestion at terminal airports. In New York, for instance, where the problem has been completely ignored for years, there are now active plans for new airports.
2. We must help keep people sold on the importance of airports which are already in existence in many cities and towns.
3. We must sell towns and communities, which today do not have landing facilities, on the importance to them of having some form of landing strip—no matter how simple—to link themselves to the air age.

I can think of no group who can be so helpful and so useful to the betterment of these goals than the Ninety-Nines. Their activities in this regard, and their many other contributions have been most influential toward the advancement of aviation in general, and general aviation, in particular.

And of all these contributions, the AWTAR has been, year in and year out, one of aviation's finest "show cases"—a powerful demonstration to the general public of the safety, utility and pleasures which modern flying can mean to so many different people.

We in the general aviation industry owe you ladies a vote of thanks. Good luck to each and all of you.

W. T. Piper

#1

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

First in line to feel the excitement as the flag goes down at the start of this 21st POWDER PUFF DERBY is Pat McEwen who is flying in her sixth TAR. Pat has a Commercial license, SMEL, Instrument and Instructor ratings and 1460 hours. Her large "Let's Go Mom" rooters consist of pilot husband, Owen, and seven children from 18 to 7 years of age—the 7 year olds being twins. Pat is a member of FFA, NAA, NATA, NPA, EAA, Aerobatic Club of America and the Kansas Chapter of the Ninety-Nines.

Marilyn is flying her second TAR and has a Private license with Instrument rating and 334 hours. Her husband, Dr. John W. Copeland, is a past president of the Flying Dentists and they have two children. Her special interests are in Dental Health Education and she is a past president of the Kansas State Dental Auxiliary. Marilyn is a member of AOPA, FFA and is Chairman of the Kansas Chapter of the Ninety-Nines.



#2

PILOT (L): YVETTE J. HORTMAN, Titusville, New Jersey
CO-PILOT (R): KATHLEEN P. STRUZINSKI, Riverside, New Jersey
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: E. W. Bowers Associates, West Trenton, New Jersey;
Hortman Aviation, Morrisville, Pennsylvania

Yvette is flying her third TAR. She has a Commercial license, SMEL, Instrument, Instructor and Advanced Ground Instructor ratings and 800 hours. Yvette is a French citizen and was a TWA hostess where she met her Captain husband, Norman. They have two sons and manage the Morrisville Airport where they also re-build old airplanes. Yvette is a member of AOPA, NAA, NATA, Zonta, and The Eastern Pennsylvania Chapter of the Ninety-Nines.

Kathleen is flying as co-pilot in her first TAR. She has a Private license with 64 hours. She is employed by one of the team's sponsors, E. W. Bowers Associates who were instrumental in getting her airborne. Her other hobbies are skating and sewing.



#3

PILOT (R): LOIS SHAFER, Collinsville, Illinois
CO-PILOT (L): AMY R. LAWS, St. Louis, Missouri
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: St. Louis Flying Service, St. Louis, Missouri; R. L. Pohlman Armament Co., Maryland Heights, Missouri

Here is the first of our new teams with Lois as pilot. She has a Commercial license with SMEL and 700 hours. Lois is company pilot for one of her sponsors, R. L. Pohlman Armament Co. She and her flight instructor husband, Edward, have four children. Lois is a member of AOPA, CAP and the St. Louis Chapter of the Ninety-Nines.

This is the first TAR for Amy who has a Commercial license and 300 hours. During WWII she was a WAVE and today is a bookkeeper/Vice President of Laws Enterprises of which her pilot husband, Andrew, is owner. They have three children. Amy is a member of WNAA and the Greater St. Louis Chapter of the Ninety-Nines.



#4

PILOT (L): PAT JETTON, Dallas, Texas
CO-PILOT (R): JOAN HUCKEBA, Dallas, Texas
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Airhaven, Dallas, Texas

Back in 1961 this team flew in its first TAR and scored highest for a team in its first race. Pat has a Commercial license, SMEL, Instrument and Instructor ratings with 1500 hours. She has also been a Link instructor for the USAF. Her husband, Clyde, is the owner of her sponsoring firm and they have two children. Pat is a member of AOPA, NAA, NATA, Texas Private Flyers Assn. and the Dallas Chapter of the Ninety-Nines.

Joan has a Private license with Glider and Instrument ratings and 600 hours. She is a draftswoman for the Southwestern Bell Telephone. Joan is a member of AOPA and SSA.





#5

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

This is the fifteenth TAR for Pauline who served both the Ninety-Nines and the Powder Puff Derby raising funds for the 1968 race. She has a Commercial license with Instrument, Instructor, Link and all Ground Instructor ratings and the massive total of 15,940 hours. Pauline is self-employed as instructor and aerial photographer. Her husband, Claude, is also a pilot. She has placed well in her previous TARs. She is a member of the Tip-of-Texas Chapter of the Ninety-Nines.

Jean is flying her first TAR. She has a Private license and 70 hours. She and her pilot husband, O. J. Beck, have two teenagers. Their other hobby is skeet shooting. Jean is a member of the Tip-of-Texas Chapter of the Ninety-Nines.



#6

PILOT (R): DORIS LANGHER, Denver, Colorado
CO-PILOT (L): KAY E. BLACK, Littleton, Colorado
AIRPLANE: Beechcraft Debonair 35-C 33-A 285 h.p.
SPONSOR: Andrews D. Black, Littleton, Colorado

Doris is flying her fourteenth TAR. She has a Commercial license with ATR, SMEL, Instructor, Ground Instructor and Helicopter ratings and 11,000 hours. She is currently serving on President Johnson's Womens Advisory Committee on Aviation. Doris is employed by United Airlines as a Flight Simulator Instructor. Her memberships include AAA, AOPA, CAP, NAA, NPA, SSA, Zonta, OX-5 and the Colorado Chapter of the Ninety-Nines.

This is the second TAR for Kay who co-piloted with Doris last year. She has a Private license with 425 hours. Her husband, and the teams sponsor, is Andrews D. Black, Headmaster of the Denver County Day School. They have three daughters.



#7

PILOT (L): MARGE MITCHELL, Plainview, Texas
CO-PILOT (R): HELEN HEWITT, Shreveport, Louisiana
AIRPLANE: Bellanca 14-19-3A 260 h.p.
SPONSOR: Bellanca Aircraft Corp., Alexandria, Minnesota

Marge is flying her third TAR. She has a Commercial license with SMEL and Instrument ratings and 2000 hours. She is secretary for her sponsor and uses her plane for business, charter and sales. She and her pilot husband, T. E. Mitchell, have one daughter and three grandchildren. Marge is a member of FFA, Texas Flying Farmers, Texas State Aviation Assn. and is Chairman of the Top-of-Texas Chapter of the Ninety-Nines.

Helen is flying her first TAR. She has a Commercial license with SMEL, Instrument, Instructor and all Ground Instructor ratings and 800 hours. Her husband, Forrest, is also a pilot and they have four sons. Helen taught Number One Son to fly and now is teaching Son Number Two. She is a member of the Shreveport Chapter of the Ninety-Nines.



#8

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

Mary Ann is flying her eighth TAR and she has been a winner twice. She has a Commercial license with SMEL, Instrument and Helicopter ratings and 1900 hours. Mary Ann has placed in several of the TARs. She and her husband, Brooks, have four children and one grandson. The OX-5 Club presented her with the AE Award after winning the Powder Puff Derby. Mary Ann is a member of AOPA, CAP, NAA, KC Aero Club and the Greater Kansas City Chapter of the Ninety-Nines.

Peggy is flying her first TAR. She has a Private license with 250 hours, and flies for the Sky-Divers in her home area. Her husband, John, is also a pilot and they have three children. Peggy is a member of the Greater Kansas City Chapter of the Ninety-Nines.

#9

PILOT: JUDY WAGNER, Palos Verdes Estates, California
AIRPLANE: Beechcraft Bonanza K 35 250 h.p.

This is the sixth TAR for Judy and she has placed second and third in previous races. She has a Commercial license with Instrument rating and 2700 hours. This has been a busy year for Judy who has Chairmanned the Teminus at Torrance. Her pilot husband, Ellis, is an Oral Surgeon. Judy has flown in several closed course races and was first in the Washington National in 1966. Her memberships are AOPA, NAA, NWPRA and she is Chairman of the Long Beach Chapter of the Ninety-Nines.



#10

PILOT (R): SALLY BUEGELEISEN, Larchmont, New York
CO-PILOT (L): RAY JANKS, Johannesburg, South Africa
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

This is the first TAR for Sally who is known to many for her column "Skirts Flying" of Flying Magazine. She has a Commercial license, SMEL and 970 hours. She and her pilot husband, Abbot, have flown the U.S., Bahamas and Canada. They have two children. Sally is a member of AOPA, ASWA and the Greater New York Chapter of the Ninety-Nines.

Ray is the first to be listed of our foreign entries. During WW II she was an instructor and radio operator for the RAF. She and her pilot husband, Lionel, have just purchased a Cherokee Six and will fly into the wild game reserves of Africa. They have four children. Ray is a member of the South African Section of the Ninety-Nines.



#11

PILOT: MARION S. BETZLER, Columbus, Ohio
AIRPLANE: Cessna Skyhawk 172 145 h.p.

Marion is flying her ninth TAR solo. She has a Commercial license with SMEL, Instrument and Instructor ratings and 4000 hours. Marion was a 1st Lt. in the WASPS. Presently she is a flight instructor for the Lane Aviation Corp. She and her pilot husband, Chuck, have two children. Marion has also flown in all the IAR's. She is Chairman of the All-Ohio Chapter of the Ninety-Nines.



#12

PILOT (L): EMMA MCGUIRE, Santa Monica, California
CO-PILOT (R): DORIS MINTER, Santa Monica, California
AIRPLANE: Cessna Skylane 182K 230 h.p.
SPONSORS: Fireside Market, Santa Monica, California,
"7" Eleven Food Stores, Coast to Coast

Emma is flying her seventh TAR. She has a Commercial license with Instrument rating and 1505 hours. Her flying is for pleasure when she is not busy working as bookkeeper for one of her sponsor's, Fireside Market. Her husband, Ralph, is not a pilot. They have three children and twelve grandchildren. Emma is a member of the Long Beach Chapter of the Ninety-Nines.

This is the first TAR for Doris who has a Private license with 130 hours. She is a legal secretary for her pilot husband, Rex, who lists among his other activities the Mayor of Santa Monica. They have three children. Doris is a member of the Long Beach Chapter of the Ninety-Nines.





#13

PILOT (R): LOIS FEIGENBAUM, Carbondale, Illinois
CO-PILOT (L): MARGIE HALL, Cape Girardeau, Missouri
AIRPLANE: Mooney M 20E 200 h.p.
SPONSOR: Industry & Businesses of City of Du Quoin, Illinois

Here is another first TAR team with Lois as pilot. She has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 1150 hours. She and her pilot husband, Robert, have three children. Lois and Robert were instrumental in organizing the St. Louis Civic Ballet and Lois taught dancing for many years. Besides being active in CAP and planning for this flight, Lois has set up the Carbondale Stop. She is Chairman of the Cape Girardeau Area Chapter of the Ninety-Nines.

Margie has a Private license with 267 hours. Her husband, Dr. Frank W. Hall, is an instrument pilot and their two sons are avid pilots. As a family they are active in showing Boxers and belong to many organizations. Margie is a registered anesthetist and is a member of the Cape Girardeau Area Chapter of the Ninety-Nines.



#14

PILOT: LOIS M. MILES, Woodland Hills, California
AIRPLANE: Piper Comanche PA 24 180 h.p.
SPONSOR: "Bathe N' Glow", Chicago, Illinois

Lois is flying in her sixth TAR. She has a Commercial license with SMEL, Instrument, Flight Instructor and Advanced Ground Instructor ratings with 1700 hours. She is currently a flight instructor and writes a column called "Listen to Lois" for Popular Aviation Magazine, a new publication of Ziff-Davis. She has two sons and lists flying as her work and her hobby. Lois is a member of AOPA and the San Fernando Valley Chapter of the Ninety-Nines.



#15

PILOT (R): MARTHA B. GAUNCE, Williston, North Dakota
CO-PILOT (L): SUSANNE ROSCOE, M.D., Aurora, Illinois
AIRPLANE: Cessna Skylane 182 230 h.p.

Martha is flying her first TAR. She has a Commercial license with a Flight Instructor rating and 1000 hours. Martha, an ex-WASP, keeps busy as a free lance photographer. She and her flying dentist husband, Dr. Dean L. Gaunce, have three children. Her memberships are in NAA, and the Montana Chapter of the Ninety-Nines.

Dr. Susanne is flying her second TAR. She has a Private license with 600 hours. Her Doctor husband is also a pilot and they have one child. Susanne is a member of CAP, NAA, Zonta and is Chairman of the Chicago Area Chapter of the Ninety-Nines.



#16

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 Air Park, Painesville, Ohio

Connie is flying in her second TAR and has a Commercial license with 550 hours. She is a Senior Chemist with Standard Oil Co. of Ohio and is a Ground Instructor at Concord Airpark, her Sponsor. Her memberships include AOPA, American Chemical Society, American Meteorological Society, Painesville Flying Club, and the All-Ohio Chapter of the Ninety-Nines.

Pat is flying her fourth TAR. She has a Private license with 295 hours. Pat is a hosiery buyer and she and her pilot husband, Myron, have one child. Her memberships are AAA, NPA, and the All-Ohio Chapter of the Ninety-Nines.

#17

PILOT (R): MARY R. SHUMWAY, Batavia, Illinois
CO-PILOT (L): GERALDINE H. KRAUSE, Chicago, Illinois
AIRPLANE: Cessna Super Skywagon 285 h.p.
SPONSORS: Lambert-Kay, L.A.; Pemco, Inc., Gardena, Cal.; Lowe's Kitty Litter & Petpak, Cassopolis, Mich.; Long Life Fish Food, NYC; DuPage Aviation Corp., St. Charles, Ill.; M.P. Krause & Sons, Chicago; Halvin Aquarium Prod., Brooklyn; Item's Rawbone, St. Louis, Mo.

Mary is flying in her second TAR. She has a Commercial license with 517 hours. Mary started flying upon the gentle urging of her husband, John, and their five children. She and her co-pilot have flown in many local races and Mary received the 1967 achievement award in the Chicago area. She is a member of AOPA, NAA, Suburban Aviation and the Chicago Area Chapter of the Ninety-Nines.

Gerry was co-pilot for this team last year and is flying with a Private license, an Instrument rating and 410 hours. She learned to fly when her teenage sons took it up even though her husband, Ralph, had been a pilot for many years. She works as manager for her husband's firm. Gerry placed second in the Chicago Area Achievement Award. She is a member of NAA, Suburban Aviation and the Chicago Area Chapter of the Ninety-Nines.



#18

PILOT (R): JoANN STYPE, Wooster, Ohio
CO-PILOT (L): MILDRED L. KLAYMAN, Columbus, Ohio
AIRPLANE: Cessna Skyhawk 172 145 h.p.
SPONSOR: Rubbermaid, Inc., Wooster, Ohio

This team is flying its second TAR. JoAnn has a Commercial license with Instrument and Ground Instructor ratings and 465 hours. JoAnn is kept busy taking care of her pilot husband, Ray, and their three children. She is a member of AOPA, The Wayne County Aero Society, and the All-Ohio Chapter of the Ninety-Nines.

Mildred has a Private license with 180 hours. While her husband, Ivan, was a pilot for twenty years, Mildred has been flying only four years, starting when their three children showed a desire to fly. She works as a clerk for the Defense Supply Center. Mildred is a member of the All-Ohio Chapter of the Ninety-Nines.



#19

PILOT (R): VALERA G. JOHNSON, St. Clair, Missouri
CO-PILOT (L): RUTH TAKSEL, Ferguson, Missouri
AIRPLANE: Beechcraft Bonanza S-35 285 h.p.

This is the third TAR for Valera who has a Commercial license with Instrument and Instructor ratings and 1500 hours. Valera was a U.S. Navy Gunnery Instructor. Her husband, Belmont, is also a pilot. She is a member of AOPA, Missouri Pilots Assn. and the Greater St. Louis Chapter of the Ninety-Nines.

Ruth is the flying member of her family. She has a Commercial license with an Instrument rating and 450 hours. Her husband, Nathan, and their four children are her ardent rooters. Ruth is a member of AOPA, Aviation Writers Assoc., Missouri Pilots Assn. and the Greater St. Louis Chapter of the Ninety-Nines.



#20

PILOT (L): ELAINE LOENING, Half Moon Bay, California
CO-PILOT (R): KATHARINE GAHAGAN, Sands Point, New York
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSOR: Gahagan Dredging, Tampa, Florida

Elaine is flying in her eighth TAR, and she has placed twice. She has a Commercial license, SELS and 800 hours. Elaine studies sculpture while her two children are in school. She has plans to fly in some of the pylon races as well as the Cross Country ones. Her memberships are NAA, PRPA, NWPRA, and the Bay Cities Chapter of the Ninety-Nines.

Kay is flying her fourth TAR as co-pilot for her sister. She has a Private license, SELS and 300 hours. Kay spends her flying time transporting her four children and her non-pilot husband, William, for winter skiing and summer sports. Kay is a member of AOPA.





#21

PILOT (L): BARBARA R. WILLIS, Santa Monica, California
CO-PILOT (R): PATRICIA A. KNOOP, Kettering, Ohio
AIRPLANE: Cessna Skylane 182 230 h.p.

Barbara is flying her seventh TAR. She has a Commercial license, SMEL, Instrument and Instructor ratings and 1360 hours. Barbara and her pilot husband, James, have two sons. She is a member of AOPA and the Los Angeles Chapter of the Ninety-Nines.

Pat is flying her third TAR. She has a Private license with 350 hours. Pat is a Computer Programmer and Mathematician at the Wright-Patterson Air Force Base in Ohio. She is a member of AOPA.



#22

PILOT (R): GINI RICHARDSON, Yakima, Washington
CO-PILOT (L): MARIAN E. BANKS, San Diego, California
AIRPLANE: Mooney Mark 21 M20C 180 h.p.

This is the fifteenth TAR for Gini who is an Instructor for Instrument, Ground and Link and has ratings for Helicopter, SMELs and 15,800 hours. With her pilot husband, Ralph, they have a fixed base operation and do industrial spraying and have one daughter. Gini has flown commercial operations in U.S., Canada, South America, Mexico, and Greece. She is presently serving on President Johnson's Womens Advisory Committee on Aviation. She belongs to AOPA, NAA, and the Eastern Washington Chapter of the Ninety-Nines.

Marian is flying her twelfth TAR. She has a Commercial license, SMEL, Instrument and Ground Instructor ratings and 1400 hours. Marian serves as Route Director on the AWTAR Board and will do the final Route Survey this year. Her husband is Dr. Gerald F. Banks who is also a pilot. They have two sons. Marian is a member of AOPA, NPA, and the San Diego Chapter of the Ninety-Nines.



#23

PILOT (R): BETTY HENRY, Odessa, Texas
CO-PILOT (L): JAN BRYANT, Odessa, Texas
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Southwest Air Rangers of El Paso, Inc., Richard Hinkle, Warfield, Texas

This crew is flying its third TAR. Betty has a Commercial license, SMEL and 850 hours. Her flying is both for pleasure and business with her pilot husband, James. They have three children including twin daughters. Betty is a member of PBAA and the High Sky Chapter of the Ninety-Nines.

Jan has a Private license and 290 hours. She and her pilot husband, Bob, do pleasure flying along with their twin daughters. With these twins rooting along with the twin daughters of Betty, there will be lots of enthusiasm. Jan is a member of AOPA, PBAA, and the High Sky Chapter of the Ninety-Nines.



#24

PILOT (L): BETTYE JEAN FRY, North Hollywood, California
CO-PILOT (R): FROSTY WHITE, Culver City, California
AIRPLANE: Mooney Mark 21 180 h.p.
SPONSOR: City of Culver City, California

Bettye is flying her second TAR. She has a Commercial license with 700 hours. An ex-WAVE, Bettye is very active in many flying clubs and is a promoter of the 20th Hole program (an airport for every golf course). She and her pilot husband, Al, are doing a great deal of cross-country flying. Bettye is a member of the Valley Airmen's Assn. and the San Fernando Valley Chapter of the Ninety-Nines.

This is the first TAR for Frosty who has a Private license with 125 hours. She and her pilot husband, Daniel, and their two children spend many relaxing hours in their plane and are frequent visitors South of the Border. Frosty is a member of AOPA, The Culver City Women's Division of the Chamber of Commerce, her sponsor, and the Long Beach Chapter of the Ninety-Nines.

#25

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

While Kathy is flying her third TAR, this is her first time as pilot-in-command. She has a Commercial license with Instrument and Instrument Ground Instructor ratings and 900 hours. Kathy works for her sponsor, Bellanca, in sales and charter. She and her pilot husband, L. K. Long, have three children. Kathy is a member of the Texas State Aviation Assn. and the Dallas Chapter of the Ninety-Nines.

Helen is flying her first TAR and has a Commercial license with Instrument rating and 600 hours. Her Doctor husband, J. E. Wilke, is also a pilot and they have two sons. Helen is a member of the Dallas Chapter of the Ninety-Nines.

**#26**

PILOT (L): ALICE HAMMOND, Millville, New Jersey
CO-PILOT (R): JEAN PEARSON, Grosse Pointe, Michigan
AIRPLANE: Mooney Super 21 M20E 200 h.p.
SPONSOR: Mooney-Insurance

Alice is flying her thirteenth TAR. She has a Commercial license, SELS and Instrument ratings and 3,800 hours. Alice, in addition to serving on the AWTAR Board, is a member of the Women's Advisory Committee on Aviation and is an active Lt. Colonel in CAP. Her 36 years of flying include numerous races, cross-country and pylon. She is a past president of the Ninety-Nines and is a Permanent Trustee of its AE Scholarship Fund. She and her pilot husband, John, have three children and two grandchildren. Her memberships, in addition to above, are NPA and with her husband, SPA and Air Pilots Assoc.

This is Jean's eighth TAR. She has a Private license with 1000 hours. Jean was a WASP and served as Lt. Commander, USNR. She is an Aero-space and Science writer for the Detroit News. Her husband, Morton, is not a pilot. She is a member of NAA, ASWA, Nat'l. Assn. of Science Writers, Air Force Assn., and the Michigan Chapter of the Ninety-Nines.

**#27**

PILOT (R): INA WALKER, Memphis, Tennessee
CO-PILOT (L): VIRGINIA PROCTOR, Wynne, Arkansas
AIRPLANE: Mooney Executive M20C 200 h.p.
SPONSOR: Brewer Air Sales, West Memphis, Arkansas

This team is flying its first TAR. Ina has a Commercial license, SMEL and 300 hours, and was taught to fly by her husband, John. She has been ferrying planes for her sponsor and also does pleasure flying with her two daughters enroute to their grandparents. She has also been active in getting CAP cadets into the air. Ina is a member of the Memphis Chapter of the Ninety-Nines.

Virginia has a Commercial license and 265 hours. She is working for her Instructor's rating so she may teach her three sons to fly. This will complete a flying family as her husband, Everett, is also a pilot. Virginia is a member of the Wynne Airport Commission and the Memphis Chapter of the Ninety-Nines.

**#28**

PILOT (R): M. JOYCE FUNSCH, Wichita, Kansas
CO-PILOT (L): DOROTHY BIRDSONG, Temple Terrace, Florida
AIRPLANE: Beechcraft Debonair 35-C 33A 285 h.p.
SPONSOR: Birdsong Beechcraft, Inc., Tampa, Florida

Another first TAR team is piloted by Joyce who has a Commercial license with Flight Instructor and ATR ratings and 2000 hours. Taught by her father, Joyce soloed on her 16th birthday. For three years she won AAA Women's Aerobic Championships in her "Pitts Special". Her pilot husband, John, is associated with her sponsoring firm. She is a member of AAA, AOPA, ACA, EAA, International Flying Farmers and the Kansas Chapter of the Ninety-Nines.

Dorothy has a Commercial license with an Instrument rating. Her pilot husband, Charles, is an ardent sponsor of this team along with their three children. Her oldest son is a pilot and the second boy is now serving in Viet Nam. Dorothy is a member of AOPA, Grasshoppers, International Flying Farmers, and is Chairman of the Florida Suncoast Chapter of the Ninety-Nines.





#29

PILOT: MARGARET RINGENBERG, Grabill, Indiana
AIRPLANE: Piper Cherokee PA 28 160 h.p.

Margaret is flying her tenth TAR Solo. She has a Commercial license, SMEL and Instructor ratings and 6000 hours. Margaret was a WASP in WW II. Her daughter, Marsha, is a pilot but husband, Morris, and son, Mike, still are willing to let mother do the flying. Margaret is a member of AOPA, Aerospace Assn. of Indiana and the Indiana Chapter of the Ninety-Nines.



#30

PILOT (L): REGINA M. (Gina) JORDAN, Calgary, Alberta, Canada
CO-PILOT (R): DR. JEAN A. BLENKINSOP, Calgary, Alberta, Canada
AIRPLANE: Beechcraft Debonair 35 C 33A 285 h.p.
SPONSORS: Field Aviation Co., Ltd.; Partin and Associates, of Calgary Alberta, Canada

An all-Canadian team is piloted by Gina who has Instrument, Flight Instructor and SMEL ratings and 5,600 hours. To all this she adds an ATR rating. Gina is kept busy as a flight instructor for the Chinook Flying Service, Ltd. She is a member of Flying Instructors Assn. of Canada and the Canadian Section of the Ninety-Nines.

Jean, a medical doctor, has a Private license with 140 hours. Her husband, Dr. Peter R. Blenkinsop, is also a pilot and they have one child. Jean is a member of C.O.P.A.; Canadian Medical Assn., Calgary Medical Society and the Canadian Section of the Ninety-Nines.



#31

PILOT: ELLIE McCULLOUGH, Bay Shore, New York
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSORS: Maxson Electronics, Great River, New York; Dayton T. Brown, Trans-Country Van Lines, Richelieu Corp., Franklin National Bank, Security National Bank, Teetor-Dobbins, Mr. Donald Kuss, all of Bohemia, New York; Airport Industries, Ramey Air Services, Ronkonkoma, New York; Grumman Flying Club, Bethpage, New York

Ellie is flying her fourth TAR. She has a Commercial license with 800 hours and is an active sport parachutist. Ellie is a member of NAA, Zonta, Long Island Early Flyers, Long Island Sky Divers, Parachute Club of America, Grumman Flying Club, Long Island Airport Council and the International Order of Characters. Her airplane is called "The Spirit of Long Island." She organized the Long Island Chapter of the Ninety-Nines.



#32

PILOT (R): BETTY JO REED, Littleton, Colorado
CO-PILOT (L): MARGE BLUE, Denver, Colorado
AIRPLANE: Mooney Super 21 M20E 200 h.p.
SPONSORS: Mountview Aircraft Corp., Broomfield, Colorado; McDonalds Drive-In of Denver, Colorado

Betty Jo is flying her third TAR. She has a Commercial license, SMEL and 932 hours. A WASP in WW II, she retired from flying only to be called back to the air in 1960. She and her student-pilot husband, Carl, have four children. Her flying is now for pleasure with her family. Betty Jo is a member of AOPA, NAA, and the Colorado Chapter of the Ninety-Nines.

Marge is flying her first TAR and she has a Private license with 210 hours. Most of her flying is for pleasure with her pilot husband, Ted, and their three children but she has taken time out to ferry both Cessnas and Mooneys. Marge is a member of AOPA, NAA, and the Colorado Chapter of the Ninety-Nines.

#33

PILOT (R): ANNE CHRISTINE CARTER, Balgowlah, N.S.W., Australia
CO-PILOT (L): CARMEL PAM BROWN, Rutherford, N.S.W., Australia
AIRPLANE: Cessna Skylane 182 230 h.p.
SPONSOR: Rex Aviation, Ltd., Australia

Anne, flying in her first TAR, has a Commercial license with an Instructor rating and 850 hours. She is employed as a full time instructor and charter pilot for her sponsor, Rex Aviation. Her early training as a train waitress, with its sideways and up and down motions, were a good training for her flying reflexes. She is a student of Yoga — but still has to reach the point where she can stand on her head. Her memberships are AOPA, Australian Federation of Air Pilots, Australian-American Assn., Royal Aero Club of N.S.W. and the Australian Section of the Ninety-Nines.

Carmel, who comes from Down-under to fly her first TAR, has a Commercial license with an Instructor rating and 1400 hours. A former French and English teacher, she is now employed as a senior flight instructor for the Royal Newcastle Aero Club of N.S.W. She is a member of the Australian Women Pilots Assn., AOPA and the Australian Section of the Ninety-Nines.

**#34**

PILOT (R): MARY J. CSASZAR, San Antonio, Texas
CO-PILOT (L): CAPT. CAROLE J. YOUS (USAF), San Antonio, Texas
AIRPLANE: Cessna 172 145 h.p.
SPONSORS: Kelly AFB Aero Club; Gen-Aero Inc.; City of San Antonio; all of San Antonio, Texas

Mary is piloting this first TAR team and has a Commercial license with Instrument rating and 380 hours. Mary is employed at the Kelly AF Base. Her husband, Charles, is not a pilot but he and their daughter are avid rooters for Mary. She is a member of the Kelly A.F.B. Aero Club, one of the team's sponsors.

Carole, a Captain nurse with the USAF, has a Private license and 80 hours. Her early interest in flying was started when she won the Girl Scout Aviation Award at the age of fourteen. Carole is a member of the Kelly A.F.B. Aero Club and the American Nurse Assn.

**#35**

PILOT (L): C. (Mac) HUNTINGTON, El Cajon, California
CO-PILOT (R): JULIA A. (Judy) HELLMAN, Palm Springs, California
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSOR: Mac's Aviation, Santee, California

This is the seventh TAR for Mac who holds the following ratings: ATR, SMELS, Instrument, Instrument Instructor, Ground Instructor and 9900 hours. She is part owner and Chief Pilot for her sponsoring firm, Mac's Aviation at Lindbergh Field. Mac, an ex-WAVE, is a member of the National Assn. of Flight Instructors and the El Cajon Valley Chapter of the Ninety-Nines.

Judy is flying her first TAR. She has a Commercial license with advanced Flight Instructor, Glider and Instrument ratings and 2200 hours. Judy is a member of the Tulsa Chapter of the Ninety-Nines.

**#36**

PILOT (L): BETTY MILLER, Los Angeles, California
CO-PILOT (R): OLGA TARLING, Brisbane, Australia
AIRPLANE: Cessna 182K 230 h.p.
SPONSOR: R.F. Associates, Inc., Los Angeles, California

Betty is flying her 11th TAR. Betty has an ATR, Instrument Certified Flight Instructor, Helicopter and SMELS ratings and over 9000 hours. Betty is the first woman to fly the Pacific solo and has made ferry flights to Holland, South Africa, Manila and Saigon. She is employed as Assistant Manager and flight instructor by the Santa Monica Flyers of which her husband, Chuck, is owner/operator. She has been awarded the Harmon Trophy and the FAA Gold Medal. Betty is a member of Zonta and the Long Beach Chapter of the Ninety-Nines.

Olga comes from Australia to fly in her first TAR. She has a Commercial license and 1382 hours. Olga started flying in 1951 and has served as copilot/hostess for an Australian feeder line. She became the first woman air traffic control officer in 1959 and has worked in this capacity at some of Australia's busiest fields. She is a member of Royal Queensland Aero Club, Australian Women Pilots Assn., the Civil Air Operations Officers Assn. of Australia and is Secretary/Treasurer of the Australian Section of the Ninety-Nines.





#37

PILOT (L): RUTH JOHNSON RENTON, Wichita Falls, Texas
CO-PILOT (R): SHIRLEY MILLER WESBROOKS, Wichita Falls, Texas
AIRPLANE: Piper Comanche PA 24 250 h.p.

Ruth is pilot for this team flying its first TAR. She has a Commercial license with Instrument and Instructor ratings and 717 hours. Her husband, Dr. Paul N. Renton, is also a pilot and they have two children. Ruth is a member of the Fort Worth Chapter of the Ninety-Nines.

Shirley has a Private license with 76 hours. She and her pilot husband, Perry, have two children and fly for pleasure. Shirley is a member of the Fort Worth Chapter of the Ninety-Nines.



#38

PILOT (L): JAN VAWTER GAMMEL, Denver, Colorado
CO-PILOT (R): CAROL TILFORD, Denver, Colorado
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSOR: Radair, Inc., Littleton, Colorado

While Jan is flying her fourth TAR, this is her first as pilot-in-command. She has a Commercial license, SMEL and 1525 hours. She and her pilot husband, Hank, have four children. Jan is a member of AOPA, NAA and the Colorado Chapter of the Ninety-Nines.

Carol is flying her first TAR. She has a Private license with 90 hours. She works in the office of Cole's Aviation. Carol and her non-pilot husband, Vernon, have three children. She is a member of the Colorado Chapter of the Ninety-Nines.



#39

PILOT (R): MASON M. LYKES, Tampa, Florida
CO-PILOT (L): THELMA DAWSON, Brooksville, Florida
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: Vitality Brand, Dade City, Florida

This is the first TAR for this team piloted by Mason. She has a Commercial license and 380 hours. She started flying in 1944 but took time out to raise six children. For her 19th wedding anniversary, her pilot husband, Charles, gave her flying time and that started her on the way to the Powder Puff Derby. Mason is a member of AOPA and the Florida Suncoast Chapter of the Ninety-Nines.

Thelma has a Private license and 483 hours. Her husband, Thomas, got her started flying to help him in his cross-country flights, and with their three daughters, the family has made four trips from coast to coast. Thelma is a member of the Florida Suncoast Chapter of the Ninety-Nines.



#40

PILOT (R): TIG PENNOCK, Irving, California
CO-PILOT (L): VIRGINIA CHANDLER, Capistrano Beach, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Martin Aviation Inc., Santa Ana, California

Tig is flying her third TAR. She has a Commercial license, SMEL, Instrument and Flight Instructor ratings and 3800 hours. She is employed as a flight instructor for her sponsor, Martin Aviation, Inc. Her oldest son, Bill, has 60 glider hours and Chris flies with Mom until old enough to pilot. Tig is a member of SSA, Dusty Wings and the Orange County Chapter of the Ninety-Nines.

This is the second TAR for Virginia who has a Commercial license, SMEL and Instrument ratings and 400 hours. In the 1966 AWTAR, Virginia piloted her team to win Flying Magazine's Award for best score for team with under 500 hours. She works as a nurse for her pilot husband, Dr. Swithin Chandler. They have three children. She is a member of AOPA, NPA, Skylarks, Orange Co. Pilots Assn., American and Calif. Nurses Assn. and the Orange County Chapter of the Ninety-Nines.

#41

PILOT (L): MARGARET A. MEAD, Goleta, California
CO-PILOT (R): BILLIE E. HERRIN, Santa Barbara, California
AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSORS: Air Force Assn.; H. C. Elliott Inc.; North American Weather Consultants; Aerospace Lines; Aztec Aircraft Sales, Inc.; Santa Barbara Women's Bowling Assn.—all of Santa Barbara, California; Orchid Bowl, Goleta, California; Scotty Moffet Ford, Carpinteria, California.

This is the fourth TAR for Margaret, first as pilot-in-command, who has a Commercial license, SMEL, Instrument Instructor and all Ground Instructor ratings, ATR and 4900 hours. She is the Chief Pilot for one of her sponsors, Aztec Aircraft Sales, Inc. and is active in sales for them. She also taught her co-pilot to fly. Margaret is a member of AOPA, NAA and is Chairman of the Santa Barbara Chapter of the Ninety-Nines.

Billie is flying her first TAR. She has a Private license with 450 hours. She is self-employed in real estate and uses her plane for business, taking her four children on several of these trips. Her older children are now learning to fly under the same instructor as Billie. She is a member of the Santa Barbara Chapter of the Ninety-Nines.

**#42**

PILOT (R): RUTH C. BLISS, Chappaqua, New York
CO-PILOT (L): BARBARA BROTHERTON, Limehouse, Ontario, Canada
AIRPLANE: Piper Cherokee PA 28 180 h.p.

This is the first TAR for Ruth who has a Commercial license with Instrument rating and 1700 hours. Her first flight was in 1920 in a Jenny and she remained grounded until 1958. She and her pilot husband, Elliott, have three children and five grandchildren. Ruth is current President of Westchester Children's Assn.; and is a member of AOPA, NAA, and the Greater New York Chapter of the Ninety-Nines.

This is the first TAR for Barbara who has a Private license with Instrument rating and 310 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. Now it's cross-country for them and their two sons. Barbara has recently moved to Canada and has become an active member of the first Canadian Chapter of the Ninety-Nines.

**#43**

PILOT (R): PHYLLIS A. PIERCE, Palo Alto, California
CO-PILOT (L): CHARLENE G. TAYLOR, Los Altos, California
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSORS: Taylor Construction Company; Pierce Products, of Palo Alto, California

This is the first TAR for Phyllis who has a Commercial license, SMEL, Helicopter ratings and 352 hours. A professional ceramist, Phyllis has taught Senior Citizens and given lectures on ceramics. Her pilot husband, Fred, owns Pierce Products, makers of ceramic tools and co-sponsor of this team. They have three children and one grandchild. Phyllis is a member of AOPA, Santa Clara Airmen's Assn., the Whirly Girls and is Chairman of the Santa Clara Chapter of the Ninety-Nines.

Charlene, flying her first TAR, has a Private license, SMEL and 140 hours. Charlene and her pilot husband, Robert, have seven children and she lists her activities as Boy Scouts, Girl Scouts, PTA (what else?) and teaching Sunday School. Her husband's firm is co-sponsor of this team. She is a member of the Santa Clara Valley Chapter of the Ninety-Nines.

**#44**

PILOT (L): NANCY M. (PAT) FAIRBANKS, Cincinnati, Ohio
CO-PILOT (R): VIRGINIA O. TOOPER, Cincinnati, Ohio
AIRPLANE: Mooney Mark 20C 180 h.p.

This team is flying its first TAR with Pat as pilot, who has a Commercial license, SMEL, Instrument and Flight Instructor ratings. She is employed as a flight instructor for Cardinal Air Training, where her pilot husband, Charles, is President and Director of Training. They have three children and one granddaughter. Pat is a member of AOPA, NAFI and the All-Ohio Chapter of the Ninety-Nines.

Virginia has a Private license with 113 hours. She is self-employed as lecturer, entertainer and puppeteer. Her husband, Edward, is also a pilot and they have one child. During high school days, Virginia was active in the CAP. She is a member of the All-Ohio Chapter of the Ninety-Nines.





#45

PILOT (L): MARY PEARSON, San Marcos, California
CO-PILOT (R): NELL CONNOLLY, Cardiff, California
AIRPLANE: Piper Cherokee PA 32 260 h.p.
SPONSOR: Aero Publishers, Inc. Fallbrook, California

This is the second TAR for this team piloted by Mary who has a Commercial license, SELS, Instrument and Flight Instructor ratings and 5200 hours. An FAA examiner, she is co-owner with her pilot husband, Brad, of Flight Trails. They have one son. Mary is a member of SPAC and is Chairman of the Palomar Chapter of the Ninety-Nines.

Nell has a Private license with 239 hours. She and her pilot husband, Pat, are co-owners of Palomar Piper Aircraft Sales where Nell serves as secretary/book-keeper and ferry pilot. They have four children. Nell is a member of the Palomar Chapter of the Ninety-Nines.



#46

PILOT (R): JACQUELYN R. MARKHAM, Battle Creek, Michigan
CO-PILOT (L): LINDA C. MARKHAM, Battle Creek, Michigan
AIRPLANE: Piper Comanche PA 24 180 h.p.
SPONSOR: Archway Cookies, Inc., Battle Creek, Michigan

This Mother and Daughter team is flying its second TAR, though Jacqueline can count this her fifth TAR. She has a Commercial license with 600 hours. Her husband, George, is not a pilot. They have three daughters. Jacqueline is a member of the AOPA and the Michigan Chapter of the Ninety-Nines.

Linda has a Private license and 75 hours and won the Michigan SMALL race in 1966. Her two sisters and her Dad will surely be a-rootin' for this team. Linda is a member of the Michigan Chapter of the Ninety-Nines.



#47

PILOT (L): MARILYN DICKSON, Kansas City, Kansas
CO-PILOT (R): NONA P. MARTIN, Prairie Village, Kansas
AIRPLANE: Cessna Skylane 230 h.p.
SPONSOR: Mr. Checo Rubini, Black Angus Steak House, Peoria Heights, Illinois

This is the second TAR for Marilyn who has a Commercial license, Flight Instructor rating and 625 hours. Urged into flying by her pilot husband, James, she is now a flight instructor at Kansas City Suburban Flight. They have two daughters. Marilyn started the first Wing Scout troop in the Kansas City area. She is a member of AOPA, Girl Scouts and the Greater Kansas City Chapter of the Ninety-Nines.

Nona is flying her first TAR. She has a Private license with 54 hours. Here is another girl urged into flying by her pilot husband, Jack, and they have two children. She was taught to fly by Marilyn. She is a distributor of Holiday Magic Cosmetics. Nona is active in many organizations such as Bar H Boys Ranch of Nevada, Missouri, Beta Sigma Phi and is a member of the Greater Kansas City Chapter of the Ninety-Nines.



#48

PILOT (L): BERNADINE BENNING, North Hollywood, California
CO-PILOT (R): MAXINE PIKE, Grants Pass, Oregon
AIRPLANE: Cessna 172 145 h.p.
SPONSORS: Automotive Equipment Company, Portland, Oregon; Rondeau & Pike Logging Co., Grants Pass; Grants Pass Business Men, Oregon.

Bernadine is piloting this first TAR team. She has a Commercial license, SMEL and Instrument ratings and 1600 hours. She is presently working for a Helicopter rating, is studying aerobatics and is self-employed in real estate. She has two sons. Bernadine is a member of AOPA, NAA, ACA, BPOE-Ladies Aux., and the San Fernando Valley Chapter of the Ninety-Nines.

Maxine has a Private license with 100 hours. Her pilot husband, Leonard, is owner of one of the team's sponsors and they have two children. Maxine is a member of AOPA, Oregon Pilots Assn., BPOE-Ladies Aux., "600" Bowling Club, and the Southern Oregon Chapter of the Ninety-Nines.

#49

PILOT (L): WANDA STRASSBURG, Van Nuys, California
CO-PILOT (R): MARCI BARNET, San Luis Obispo, California
AIRPLANE: Beechcraft Bonanza P 35 260 h.p.
SPONSORS: San Luis Obispo Pilots Assn., Friends of San Luis Obispo, California

Wanda is piloting this team for its second TAR. She has a Commercial license, Flight Instructor and Ground Instructor ratings and 550 hours. She is employed as a flight and ground instructor by Norman Larson Co. Wanda and her pilot husband, Don, have two daughters. Her memberships are the California Council of Aviation Assns., San Luis Obispo Pilots Assn. and the Santa Barbara Chapter of the Ninety-Nines.

Marci has a Private license with 180 hours. Her hobby, other than flying and taking care of her pilot husband, Robert, and their four children, is following auto racing. Marci is a member of California Council of Aviation Assns., San Luis Obispo Pilots Assn. and the Santa Barbara Chapter of the Ninety-Nines.



#50

PILOT (R): FRAN BERA, Long Beach, California
CO-PILOT (L): BARBARA E. LONDON, Long Beach, California
AIRPLANE: Mooney Mark 20 150 h.p.
SPONSORS: Aztec Aircraft Sales, Long Beach, California; T. W. Smith Aircraft, Inc., Cincinnati, Ohio; King Radio, Olathe, Kansas.

Seven wins of the Powder Puff Derby is a record held by Fran who also has placed in the second and third positions. In addition to 16,000 hours she holds the following ratings: ATR, SMELS, Flight Instructor, Instrument, Rotorcraft, Hot Air Balloon and is an FAA Instrument Examiner. And add to these laurels, the world altitude record for Class C-1-D. She is employed by one of her sponsors, Aztec Sales of which her husband, Robert Ceniceris is a Vice-President. Fran's memberships are AOPA, NAA, NPA, EAA, and the Long Beach Chapter of the Ninety-Nines.

Barbara has flown eight TARs as a contestant and seven as an official when she served on the AWTAR Board. She has a Commercial license, SMELS, Instrument, Instructor, Instrument Instructor ratings and over 4000 hours. An ex-WASP, "BJ" is now employed in aircraft sales by Aztec Aircraft. Her husband, Jack, has been the "man with the flag" at the start of several of the TARs. They have two daughters. This year Mom, Dad and Terry each piloted a Piper from Vero Beach to California. Barbara is a member of the Long Beach Chapter of the Ninety-Nines.



#51

PILOT (L): VIRGINIA WEGENER, West Covina, California
CO-PILOT (R): MARILYN NORTON, Cucamonga, California
AIRPLANE: Piper Cherokee PA 28 160 h.p.
SPONSORS: Aylor Roofing, Montclair; Baron Aircraft Refinishers, Torrance; Electro-Winders Co., Inc., Covina; Ginny's Flying School, La Verne; Inland Aviation Maintenance, Ontario; Lyle's Television, Azusa; Superior Air-motive Service, Upland; Trans World Insurance Brokers, Beverly Hills — all of California

Virginia is flying her third TAR. She has a Commercial license with Flight Instructor rating and 1400 hours. She is self-employed at Ginny's Flying School in La Verne. Her husband, Jack, is also a pilot and they have three children. Her memberships are AOPA, Skylarks of Southern California, Pomona Valley Pilots and she is Chairman of the San Gabriel Valley Chapter of the Ninety-Nines.

This is the second TAR for Marilyn who has a Private license with 175 hours. Her flying is for pleasure when not busy caring for her pilot husband, John, and their four children. Marilyn is a member of Casa Colina and the San Gabriel Valley Chapter of the Ninety-Nines.



#52

PILOT (R): BETTY BURKE CURRAN, Everett, Washington
CO-PILOT (L): HAZEL HENSON McKENDRICK, Dallas, Texas
AIRPLANE: Beechcraft Bonanza K 250 h.p.
SPONSORS: Evergreen Finance, Inc.; Claremont Shopping Center; Claremont Clinic and Laboratory — all of Everett, Washington; Hugh Cunningham & Associates, Herman Blum, Lee Emmert Construction Co.; Charlotte Branum, Southwest Typographics, Cross-Country News, Cree & Cree, Gable Electric, Gable Aviation, Bob Elliott Interests, American Flight Center.

This is the fifth TAR for Betty who has a Commercial license, SMEL, Instrument rating and 1450 hours. When not flying cross-country, Betty is a medical assistant to her husband, Dr. Joseph Curran, who is also a pilot. They have one son. Betty is a member of AOPA, Women's Auxiliary of Aerospace Medicine, Washington Pilots Assn. and is Chairman of the Puget Sound Chapter of the Ninety-Nines.

Hazel is flying her fourth TAR. She has a Commercial license with Instrument and Helicopter ratings and 1200 hours. She is employed as a Flight Service Specialist with the FAA in Dallas. Her non-pilot husband, Joseph, and son, Mike, are busy rooting for this team. Hazel is a member of the Whirly Girls and the Dallas Chapter of the Ninety-Nines.





#53

PILOT (L): BETTY WORSTELL, Moraga, California
CO-PILOT (R): LOUISE MONTERO, Petaluma, California
AIRPLANE: Beechcraft Musketeer 23 160 h.p.
SPONSORS: Harry Mullis' Shoe Horn; T & P Specialties of Salinas, California; Friends of the 99's and a couple of 49½ers.

Betty is flying her third TAR, her second as pilot-in-command. She has a Commercial license with 310 hours. She and her pilot husband, Richard, fly for both business and pleasure and often take their five children on flights with them. Betty is a member of AOPA, and the Monterey Bay Chapter of the Ninety-Nines.

This is the second TAR for Louise who has a Private license with 118 hours. Though her husband, Mel, is not a pilot, he and their three children fly for relaxation with Louise, and are ardent rooters of this team. Louise is employed as a hostess-cashier at Sonoma Joe's Casa Montero. She is a member of the Redwood Empire Chapter of the Ninety-Nines.

#54

PILOT (R): BEE HAYDU, Livingston, New Jersey
CO-PILOT (L): MARGARET KENTLEY, Turrumurra, Australia
AIRPLANE: Piper Cherokee PA 28 140 h.p.
SPONSORS: S. Haydu & Sons, Inc., Newark, New Jersey; Aero Service Co., Inc., Millville, New Jersey

Bee is flying her first TAR though her flying dates back to being a WASP in WWII. She has a Commercial license, SMEL and Flight Instructor ratings and 1900 hours. Her husband, Joe, was also a WWII pilot but both were grounded to raise their family of three children until 1964 when they bought a Stearman. It won several awards in the antique aircraft class. Bee is a member of NAA and the Greater New York Chapter of the Ninety-Nines.

Margaret, who has come from Australia, to fly her first TAR, has a Private license with 500 hours. Flying since 1937, most of her flying is cross-country. She is employed in real estate as Director-Manager. She has two sons and one is an airline pilot. Her memberships are Australian Women Pilots Assn., Royal Federation of Aero Clubs, Royal Aero Club of N.S.W., Australian AOPA, Air Force Assn., Royal Commonwealth Society and she is Governor of the Australian Section of the Ninety-Nines.



#55

PILOT (R): DORIS BAILEY, Anaheim, California
CO-PILOT (L): HELEN HEDGES, Santa Ana, California
AIRPLANE: Aero-Commander 100 150 h.p.
SPONSORS: Air College of Corona; Humble Oil Co., Los Angeles; Freeway Machine Shop, Santa Ana — all of California, and contributions from friends

This is the first TAR for this team piloted by Doris who has a Commercial license and 338 hours. Flying is strictly for pleasure and is enjoyed with her pilot husband, Louis, and their two children. Number One grandchild, a very recent arrival, has been promised a flight by Doris. She is a member of AOPA and the Orange County Chapter of the Ninety-Nines.

Helen has a Commercial license with 460 hours, and her flying is also pleasure-bent. Her husband, Joe, is a pilot. Helen is a member of AOPA, Orange County Pilots Assn. and the Orange County Chapter of the Ninety-Nines.



#56

PILOT (L): DOROTHY JULICH, Jackson Heights, New York
CO-PILOT (R): FAY J. KRICEK, Trumbull, Connecticut
AIRPLANE: Piper Comanche PA 24 180 h.p.

Dottie is flying her eighth TAR. She has a Commercial license with SMEL, Instrument, Instrument Instructor ratings and over 8000 hours. In addition to her instruction, Dottie is a member of the National Women's Pylon Assn. and has participated in many of the pylon races. Her husband, Milton, is not a pilot. They have three children. She is a member of NAA, NWPRA and the Long Island Chapter of the Ninety-Nines.

Fay is flying her first TAR and has a Private license with 145 hours. She is employed as an English teacher in Stratford, Connecticut. She and her pilot husband, Joseph, fly mostly for pleasure.



#57

PILOT: PAT ARNOLD, Elmwood, Connecticut
AIRPLANE: Piper Comanche PA 24 260 h.p.

Pat is flying her eleventh TAR. She has a Commercial license, SMEL, Instrument, Rotorcraft and Flight Instructor ratings and 5000 hours. She is self-employed as a flight instructor. Pat is the founder and executive secretary of the Women's Pylon Racing Assn. and participates in all the pylon races she can get to. Pat is a member of AHS, NAA, NPA, NWPRA and the Greater New York Chapter of the Ninety-Nines.



#58

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

Polly is flying her fifth TAR. She has a Commercial license with Instrument and Flight Instructor ratings and 4900 hours. Her husband, Howard, is also a pilot. Polly is a member of AOPA, CAP, NAA, Memphis Area Flight Instructor's Assn. and the Memphis Chapter of the Ninety-Nines.



#59

PILOT (R): NANCY E. LYNAM, Patuxent River, Maryland
CO-PILOT (L): ELEANOR ECHOLS STARKEY, Fort Meade, Maryland
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Lexington Park Chamber of Commerce, Maryland; NAS-CAR, Daytona Beach, Florida

Nancy is flying her fifth TAR. She has a Commercial license, SMEL, Flight Instructor ratings and 1500 hours. Nancy's husband, Donald, is a Commander, USN and is a test pilot. They have three children. Nancy has just started her own aircraft rental and charter operation at Park Hall Airport and she was named US Lady in April of this year by US Lady magazine. Her memberships are AOPA, CAP, Cedar Point Officer's Wives Club and she is Chairman of the Washington, D. C. Chapter of the Ninety-Nines.

Eleanor is flying her third TAR and has a Commercial license with 500 hours. She is employed as a secretary. Her husband, Lt. Commander Holland W. Starkey, is also a pilot. They have two children. In the 1966 Powder Puff Derby, Eleanor won the Best of Class for Piper Cherokees 180/235 h.p. She is a member of the Maryland Chapter of the Ninety-Nines.



#60

PILOT (R): HELEN GREINKE, Bloomington, Illinois
CO-PILOT (L): JEANNE CROCKER, Henry, Illinois
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Norbl Air, Inc., Bloomington; Jeanne's Beauty Shop, Jones & Laughlin, Grace Chemicals, B. F. Goodrich Co., all of Henry, Illinois

This is the fifteenth TAR for Helen who has a Commercial license and Advanced Ground Instructor ratings and 2250 hours. Helen taught ground school during WWII. She is self-employed as a writer of aviation material and she has participated in every Powder Puff Derby, either as Contestant or worker, with the exception of one year. Quite a record! Helen is a member of the Central Illinois Chapter of the Ninety-Nines.

Jeanne is flying her first TAR. She has a Private license with 250 hours. She is owner of one of the team's sponsors, Jeanne's Beauty Shop. She has two sons, one of them is a flight instructor and charter pilot, and three grandchildren. Jeanne is a member of AOPA, FFA and the Central Illinois Chapter of the Ninety-Nines.





#61

PILOT: KATHRYN G. NISBET, Waxhaw, North Carolina

AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

SPONSOR: Aero Plantation, Waxhaw, North Carolina

Kay is flying solo in her second TAR. She has a Commercial license, SMEL and Instrument ratings and 800 hours. She and her pilot husband, James, have four children. Kay is an active Red Cross volunteer pilot, Chairman of Union County Blood Program and Church School teacher. She is a member of Junior League of Charlotte, Kappa Alpha Theta, Goucher College Alumna, AOPA, CAP, NAA and the Carolinas Chapter of the Ninety-Nines.



#62

PILOT (R): PATRICIA GLADNEY, Los Altos, California

CO-PILOT (L): JEANNE McELHATTON, San Francisco, California

AIRPLANE: Piper Cherokee PA 28 235 h.p.

SPONSORS: Bay Area Piper Dealers, San Jose; Margaret's Fashions, Playa Del Rey, California

Pat is flying her fifteenth TAR. She has a Commercial license, SMEL and 10,050 hours. Pat was a WASP during WWII and taught flying then and is still active in flight instruction at Jim Duncan Flying School. She was the first winner of our Amelia Earhart Scholarship Award. She and her airline captain husband, Jack, have two daughters. Pat is a member of AOPA and the Santa Clara Valley Chapter of the Ninety-Nines.

Jeanne is flying her fifth TAR and has a Private license with 910 hours. In 1964, Jeanne flew a Cherokee to Valparaiso, Chile and tours the U.S. on summer vacations with her three children. Husband, Dave, is surely well-known to you West Coast people as being on station KCBS in San Francisco. Jeanne is a member of AOPA, NAEA and the Santa Clara Valley Chapter of the Ninety-Nines.



#63

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

CO-PILOT (R): VIRGINIA SEAVER, Redondo Beach, California

AIRPLANE: Cessna 172 145 h.p.

SPONSORS: La Cura Cosmetics Dealers Assn., Miraleste; Perfumes by Louis D'Or of France, North Hollywood, California

This is the eleventh TAR for Margaret who has a Commercial license, Seaplane, Instructor, Instrument and Instrument Instructor ratings and 9,000 hours. Margaret has raced in the IAR and been a winner and she has placed well-up in the Powder Puff Derby. She is currently employed as a flight instructor for Peninsula Aviation. She and her pilot husband, Richard, have two children. Her memberships are AOPA, NAFI and the Long Beach Chapter of the Ninety-Nines.

Virginia is flying in her first TAR and has a Private license with 65 hours. She was her pilot's student and came through with flying colors. Her husband, Edward, is also a pilot and Virginia works as a part-time secretary. She is a member of AOPA.

#64

PILOT (L): MARIAN BURKE, San Antonio, Texas

CO-PILOT (R): IRENE YOUNG, Harlingen, Texas

AIRPLANE: Piper Cherokee PA 28 150 h.p.

SPONSORS: Confederate Air Force Flying Museum, Harlingen; Harlingen Municipal Airport; Refrigeration Engineering Corp., San Antonio; "LeBijou" Corp., San Antonio; Young Flying Service, Harlingen—all of Texas

Marian, who is flying her twelfth TAR has a Commercial license, SMEL, Instrument, Instrument and Ground Instructor and ATR ratings with over 9000 hours. She owns and operates her own flight school — Burke Aviation. She has one son. Marian is a member of AOPA and the San Antonio Chapter of the Ninety-Nines.

Irene is flying her second TAR. She has a Private license with 275 hours, and when not flying, works as bookkeeper and office manager with her husband, E. O. Young, owner of the Young Flying Service, one of the team's sponsors. They have three sons. Irene is a member of Zonta and the San Antonio Chapter of the Ninety-Nines.



#65

PILOT: LOUISE J. HYDE, New York, New York
AIRPLANE: Bonanza S35 285 h.p.

Louise is flying her ninth TAR. She has a Commercial license with SMEL and 2200 hours. Louise was a WASP and was a charter member of Women's Advisory Committee on Aviation. She also served on the AWTAR Board for two years. Her husband, Gordon, is also a pilot. Her memberships are NAA and the Greater New York Chapter of the Ninety-Nines.



#66

PILOT (R): JEAN P. ROSE, Palos Verdes Estates, California
CO-PILOT (L): NANCY B. CREWS, Inglewood, California
AIRPLANE: Cessna 172 B 145 h.p.
SPONSOR: Rose Aviation, Inc., Hawthorne, California

A winner of the 1950 Powder Puff Derby, Jean is now flying her fifth TAR. She has a Commercial license, Instrument, Instrument Instructor and 14,500 hours. She is chief pilot and an FAA flight examiner for her sponsoring firm, Rose Aviation. Her husband, Rex, is owner of this firm. A former WASP, Jean is also a member of AOPA, Caterpillar Club and the San Fernando Valley Chapter of the Ninety-Nines.

Nancy is flying her second TAR. She has a Commercial license with Instrument and Instrument Instructor ratings and 2000 hours. She is also an instructor at Rose Aviation. Her husband, Paul, is not a pilot but he and their three children are enthusiastic fans of this team. An ex-WASP, Nancy is a member of AOPA, SSA, EAA and the Orange County Chapter of the Ninety-Nines.



#67

PILOT (R): LAURA T. ZERENER, Arlington, Virginia
CO-PILOT (L): MARYANN SHELLY JESSUP, Washington, D. C.
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: IFC Corporation, Washington, D. C.

Laura is piloting this first TAR team and has a Commercial license with Flight Instructor rating and 838 hours. She is employed as a data processing/systems analyst with the U.S. Government. She has one son and one grandson. Laura is a member of AOPA, NAA, Washington Air Derby Assn., Aero Club of Washington and the Washington, D. C. Chapter of the Ninety-Nines.

Maryann is flying her first TAR. She has a Private license, SMEL and 292 hours. Her husband, Philip, is not a pilot but is an ardent rooter for TAR #67. Maryann is a member of AOPA, NAA, NPA, SSA, American Institute of Aero and Astronautics, American Geophysical Union and the Washington D. C. Chapter of the Ninety-Nines.



#68

PILOT (L): SAMMY MCKAY, Grand Blanc, Michigan
CO-PILOT (R): KRIS LUDINGTON, George Town, Exuma, Bahamas
AIRPLANE: Cessna 210B 260 h.p.
SPONSORS: Superior Pontiac Cadillac, Flint, Michigan; Provident Limited, Cacas Islands, West Indies

Sammy is flying her tenth TAR and has a Commercial license with 1000 hours. She has flown all of the Michigan SMALL races and in two IAR's. Her husband, George, is not a pilot but "Old Dad" has been her sponsor for ten years and she asks if anyone can beat this record. They have one son. Sammy is a member of AOPA and the Michigan Chapter of the Ninety-Nines.

Kris comes from the beautiful Bahama Islands to fly in her first TAR. She has a Private license with 150 hours and a glider rating. Her husband, Fritz, is a pilot and operates the team's other sponsor, Provident Limited. They have two children. Kris is a member of AOPA.





#69

PILOT (L): MARY C. PINKNEY, Torrance, California
CO-PILOT (R): PRACILLA (PERT) AVIS, San Pedro, California
AIRPLANE: Mooney M 20 E 200 h.p.
SPONSORS: Gravel Mary's Concrete Bldg. Materials; Checkerboard Equipment Rentals; Tanger Aviation Sales, Torrance, California; Friends of Women Pilots

Mary is flying her second TAR and has a Commercial license with 335 hours. She owns and operates one of her sponsoring firms, Gravel Mary's, and assists her pilot husband, Bob, in another sponsoring firm, Checkerboard Equipment Rentals. They have three children. Mary is active in philanthropic work and is active in CAP. She is also a member of NAA and the Long Beach Chapter of the Ninety-Nines.

"Pert" is flying her first TAR and she has a Private license with 39 hours. During WWII, she was in the WAVES and served as a tower operator. She is currently employed as an elementary teacher in the Torrance Unified School District. "Pert" is a member of AOPA and the Long Beach Chapter of the Ninety-Nines.



#70

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

Mary Lou is piloting this first TAR team and has a Commercial license, SMEL and 425 hours. She started flying in connection with her work as assistant to the project chief for airborne data for the U. S. Geological Survey. Her non-flying husband, Price, is a principal of Garfield School and they have two children. Mary Lou is a member of the Phoenix Chapter of the Ninety-Nines.

Sue has a Private license with 134 hours. It was at the suggestion of her pilot husband, Dr. William Hale Harper, that she started to fly. They have four children. On cross-country trips she finds that she navigates and takes care of the children while Dad does the flying. She has logged 14 hours in a Citabria learning aerobatics. Sue is a member of the Phoenix Chapter of the Ninety-Nines.



#71

PILOT (R): ALBERTA NICHOLSON, Salt Lake City, Utah
CO-PILOT (L): MAXINE NIELSON, Springville, Utah
AIRPLANE: Beechcraft Bonanza H35 240 h.p.
SPONSOR: Airwest, Inc. Ogden, Utah

This is the sixth TAR for Alberta who has a Commercial license with Flight Instructor rating and 2550 hours. During WWII, she was a WASP, and currently works at the VA Hospital in Salt Lake City. Her husband, Walter, is not a pilot but along with their two children is a rooter for this team. Alberta is a member of AOPA, NAA, UOPA and the Utah Chapter of the Ninety-Nines.

Maxine is flying her fourth TAR. She has a Commercial license with 400 hours. She works with the Social Security division of the U. S. Government. Her memberships are AOPA, UOPA and the Utah Chapter of the Ninety-Nines.



#72

PILOT (R): CHRISTINE M. HENDERSON, Netherby, South Australia
CO-PILOT (L): RUTH HODGES, Brighton, Victoria, Australia
AIRPLANE: Cessna Skylane 182 230 h.p.
SPONSORS: The Advertiser, Adelaide, South Australia; Travel Lodge Corporation, El Cajon, California; Australian Women Pilots Assn., Australia

The official entry of the Australian Women Pilots Assn. is being piloted by Christine who has 280 hours. She has flown in many of the Australian races and in 1966 flew the Royal Netherlands Ambassador and his family 5000 miles through Australia. She is a secretary/director of the Australian Building Co. She is a member of AOPA, Australian Women Pilots Assn. and the Australian Section of the Ninety-Nines.

Ruth has an Instrument rating SMEL and 250 hours. She, too, has raced in Australia and while her husband, Harry, does not fly, one of their three children is a flight instructor. Ruth is a member of the Australian Women Pilots Assn.

#73

PILOT (R): GRACE PAGE, Long Beach, California

CO-PILOT (L): PHYLLIS WALKER, Long Beach, California

AIRPLANE: Piper Cherokee PA 28 150 h.p.

SPONSORS: Densmore Engineering Co., Inc., Compton; Your Friendly Texaco Dealer of Long Beach; George's Home Bars & Stools, California

Grace is flying her first TAR and has a Commercial license, SMEL, Instrument, Flight and Ground Instructor ratings and over 10,000 hours. She is presently working as a flight instructor for Aztec Aircraft of Long Beach. She has three children. Grace is a member of AAA and the Long Beach Chapter of the Ninety-Nines.

Phyllis is also a first TAR flyer and has a Private license with 210 hours. Her flying is for pleasure and occasional business with her husband, Dr. Owen R. Walker, who is also a pilot. Phyllis is a pathologist at the Memorial Hospital of Long Beach. She expects to add an instrument rating to her credits very shortly. She is a member of AAA and the Long Beach Chapter of the Ninety-Nines.



#74

PILOT: MARGARET CRANE, Fenton, Michigan

AIRPLANE: Piper Cherokee PA 28 180 h.p.

Margaret is flying her tenth TAR and has a Commercial license, and Instructor rating and 3000 hours. Margaret is an accountant for AMCO, Ind., Flint, Michigan. She is a member of the Michigan Chapter of the Ninety-Nines.



TAR #75

PILOT (R): BETTY JANE HANSON, Benson, Minnesota

CO-PILOT (L): CORRINE DRUCE, Tyabb, Victoria, Australia

AIRPLANE: Mooney Mark 21 180 h.p.

Betty is flying in her first TAR and has a Commercial license with 8000 hours. During WWII, she was a WASP and has been active in the CAP. Her husband, Richard Erenberg, is a pilot, and their four children are all flyers. She is also a proud grandmother. Betty is a member of AOPA.

Corrine, who is a Flight Instructor, is flying in her first TAR. She has been a photo-journalist in the fashion field and does free-lance writing, and is currently working at an airport in her home country. She has three sons. Corrine is a member of the Australian Section of the Ninety-Nines.



#76

PILOT (TOP): LORRAINE McCARTY, Royal Oak, Michigan

CO-PILOTS: MARIE RICHARDSON (R), Belfield, N.S.W., Australia; CHANDA SAWANT (L) India; IDA VAN VANTEN, Ankeveen, Holland; DR. LUCIE WYMANS, Deventer, Holland

AIRPLANE: Piper Cherokee PA 32 260 h.p.

SPONSORS: "Good Guys"

The Spirit of '76 in '67 is being piloted by Lorraine who has a Commercial license with 675 hours. Given the mammoth task this year of finding co-pilot seats for our foreign Ninety-Nines, she was successful up to the last four. With pen in hand and open heart, she personally raised funds from over 50 Good Will State-siders, even to having an old-fashioned outdoor ice cream social. Now she may race her 6 seater across the U.S. on the southern route of the race and return via the northern states. What a wonderful good will ambassador she is—thanks to her many generous supporters.

The busy rotating co-pilot seat will be filled by: Marie, the first Australian woman pilot licensed in 1929. Checked out in 20 different aircraft, she was the founder of AWPAA and was its Federal President from 1956-1959. Chanda has 150 solo hours and is a P.R. for Gammon India Corp. Ltd. Ida and Lucie, from the land of windmills and tulips, are both glider rated. All are members of the Ninety-Nines.

HANDICAP "PAR SPEEDS"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1957. These handicaps apply only to specific airplanes, engine models and propeller stated below.

MANUFACTURER MODEL	HP	PAR (knots)	MANUFACTURER MODEL	HP	PAR (knots)
AEROCOMMANDER			206 (Super Skylane) (to & including 1966)	285	149
100	150	113	210 (prior to 1962)	260	155
200	260	166	210 (1962, 1963)	260	153
200 C	285	172	210 (1964 through 1967)	285	163
BEECHCRAFT			210 G (Cantilevered wing)	285	166
Bonanza H 35	240	160	HELIO COURIER		
Bonanza J 35 to M 35 (inclusive)	250	163	Mark II	250	131
Bonanza N 35 to P 35 (inclusive)	260	166	MOONEY		
Bonanza S 35 to V 35 (inclusive)	285	172	Mark 20	150	131
Debonair 33	225	155	Mark 21	180	142
Debonair 33 A	285	171	Super 21 and Executive	200	153
Travel Air	360	165	Master (fixed gear)	180	122
Musketeer Sport A 23-19	150	119	PIPER		
Musketeer 23	160	121	Super Cub PA-18	150	109
Musketeer II—A 23 & A 23 A	165	122	Tri Pacer PA-22	150	111
Musketeer Super A 23-24	200	134	Tri Pacer PA-22	160	112
BELLANCA			Cherokee PA-28 (4 seats or 2 seats)	150	119
Cruismaster 14-19-2	230	142	Cherokee PA-28	160	121
Cruismaster 14-19-3 260	260	150	Cherokee PA-28 (to serial #1760)	180	127
Bellanca (1965, 1966) 260 A	260	154	Cherokee PA-28 (Serial #1761 & over)	180	129
CESSNA			Cherokee PA-28	235	141
172 (prior to 1961)	145	111	Cherokee PA-32 (6 seats)	260	144
172 (1961 through 1967)	145	114	Cherokee PA-32 (6 seats)	300	157
175	175	122	Comanche PA-24	180	139
180	225	138	Comanche PA-24	250	156
180	230	140	Comanche PA-24	260	163
182 (to & including 1964)	230	136	Comanche PA-24	400	187
182 (1965 through 1967)	230	135	Apache PA-23	300	139
205	260	143	Apache PA-23	320	141
P 206 (1967)	285	148	Twin Comanche PA-30	320	169
U 206 (1967)	285	147			

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.

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

1966 WINNERS



First — Bernice Steadman and Mary Clark with USAF Gen. Frank Collins



Second — Fran Bera with Gen. Collins



Third — Judy Wagner with Harry Archer of CHAMPION



Fourth — Elaine Loening and Kitten Gahagan



Fifth — Sophia Payton and Pauline Mallary with Wm F. Kaiser of Am. Aviation Publications



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.)

*PGT-3 Instrument Rating Course to pilot.

*E6B-2A Standard size "Wind-Easy" Aluminum Computer to co-pilot.

SECOND PLACE

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

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

*PDS-1 Complete set Pilot's Digest to co-pilot.

THIRD PLACE

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

*FC-2 Flight Case to pilot.

*E6B-1A Pocket size "Wind-Easy" Aluminum Computer to co-pilot.

FOURTH PLACE

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

*RWP Record—"Weather for Pilots" to pilot.

*IH-1 Instrument Hood to co-pilot.

FIFTH PLACE

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

*CR-3 6" Circular CR Computer to pilot.

*LO-9 Aircraft & Engine Log Book Kit to co-pilot.

SIXTH PLACE

\$100 Cash.

SEVENTH PLACE

\$50 Cash. (Donated by Smith Trucking Co., L.A., Calif.)

*Presented by JEPPESEN and CO., Denver, Colorado

Highest Score for a Pilot Flying Solo

\$100 Cash and Trophy. (Presented by Flying Magazine.)

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

\$100 Cash and Trophy. (Presented by Flying Magazine.)

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

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

Highest Score by a Crew Whose Combined Time is 500 Hours or Less

\$100 Cash and Trophy. (Presented by Flying Magazine.)

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 Trophy.

(Presented by CONTINENTAL MOTORS CORP.)

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

145-165 hp	\$ 100 Cash
166-199 hp	100 Cash
200-239 hp	100 Cash
240-284 hp	100 Cash
285-400 hp	100 Cash

(Presented by FLYING MAGAZINE.)

Leg Prizes

Leg #	From	To	Award	Thanks to:
1	Atlantic City	Martinsburg	\$ 25.	East Coast Flying Service, Inc.
2	Atlantic City	Cincinnati	100.	Proctor & Gamble, Cincinnati, Ohio.
			50.	Frisch's Restaurants, Inc., Cincinnati, Ohio.
			Channel Master	Portable VHF/AM Radio—Airborne Communications, Inc.
3	Martinsburg	Carbondale	100. }	
			75. }	Southern Illinois Tour Promotion Council—Region #9.
			25. }	
4	Cincinnati	Springfield	100.	\$50 from EFCO, Inc., \$5 from Lester Jones, \$45 from Ozark Chapter of the 99's.
			50.	Gift Certificate—Sportsman's Market, Cincinnati, Ohio.
			Grimes Rotating	Beacon—Grimes Mfg. Co., Urbana, Ohio.
5	Carbondale	Tulsa	100. }	
			75. }	Southern Illinois Tour Promotion Council—Region #9.
			25. }	
6	Springfield	Amarillo	60.	\$25 from Glenstone-Cloverleaf Co., \$10 from LaDonna's Skyroom Restaurant, \$15 from Ozark Skyways, Inc., \$10 from Rapidair.
7	Tulsa	Albuquerque	100.	Oklahoma Chapter of The Ninety-Nines, Inc.
			50.	Albuquerque Chamber of Commerce.
8	Amarillo	Flagstaff	100.	Amarillo Chamber of Commerce.
9	Albuquerque	Palm Springs	100.	Albuquerque Chamber of Commerce.
10	Flagstaff	Torrance	75.	\$50 from Standard Oil of California.
				\$25 from Morris Motors Inc.
11	Palm Springs	Torrance	100.	Palm Springs Chamber of Commerce.

The Airman's Lore

How touched of magic are the souls
Of some, the very few,
Who have removed their earthly bonds
And leaped into the blue.
Who've felt with tender finger tips,
The roll of graceful wings,
Supported by a sea of air
That round the rigging sings.
While watching sunlight gaily dance
On field and lake below,
And gliding deep through chasms carved
In clouds as white as snow.
Then basking in the crimson glow
Which heralds in the night,
While mother earth adorns herself
In jewels of manmade light.
Who've pitted all their puny might
Against the storm cloud's wrath,
Then known the humble feeling
That is victory's aftermath.
Let's pity then the groundling
For his is a dismal plight.
He's ne'er to taste the wine of fear,
Nor toast the joy of flight.
And when the final landing comes,
And we must leave our realm,
I'm sure that on another day
Our maker at the helm,
Will guide us through familiar skies
Where we have been before,
Reaching out to grasp His hand.
This is the Airman's Lore.

— Harry Bishop

