

15th

All Women's International Air Race

"Angel Derby"



NEW YORK, N. Y.

(CALDWELL-WRIGHT, NEW JERSEY AIRPORT)

TO

NASSAU, BAHAMAS

MAY 24-28, 1965

OFFICIAL PROGRAM

15th All Women's International Air Race "Angel Derby"

Sponsored by

BAHAMAS MINISTRY OF TOURISM



His Excellency,
The Governor, Sir Ralph Grey
G.C.J.G., K.C.V.O., C.M.G., O.B.E.



Sir Stafford L. Sands,
Kt., C.B.E., M.H.A.
Minister for Tourism and Finance

and

FLORIDA WOMEN PILOTS ASSN., INC.



Lee Winfield, President



Vera Bratz, Race Chairman



PROLOGUE

by

Hans Groenhoff

Air racing, like aerobatics and other exhibitions of flying skill, was typical of the boisterous era of the growth of aviation. It reached the height of popularity just at the beginning of the last war. But when the jets roared into the picture and took all marks and records in one big sweep, there was no glory left for the little speedsters, and air racing waned. Only today, after the dust is settled and aviation has entered its second phase, is there a resurgence of interest in racing and flying exhibitions.

However, while the men were busy building their new aviation empire, the distaff side maintained an interest in flying competition. year after year, to prove not only that it can be done but also that it can be fun, the women pilots have staged two significant speed flying competitions, the Transcontinental and the International Air Races. The All-Women's International Air Race either starts or finishes in a foreign country and is by its nature spiced with some extra challenge and adventure. This is the third time in five years that the Bahamas have been chosen for the finish.

Just over the horizon from our southern shores, and separated from the mainland only by the narrow Gulf Stream, the Bahamas is an island resort empire, famed for the beauty

of its sea and sky. For many long years it was an ocean country, dependent on the sea and what the sea brought — sailing vessels, yachts and ocean liners.

Only in our time, and no more than a few years back, a great upheaval has occurred in the skies over the Bahamas. Occasionally at first, there was a distant hum, wings of airplanes were sighted here and there. Gradually the sound grew steadier and stronger, and airplanes became a common sight. Airstrips were rolled out in the outer islands, and around them fine resorts blossomed out to greet the flying tourist. And now a steady flow of hundreds of private planes is crossing invisible bridges from Florida to the Bahamas and is riding from span to span throughout the chain of resort islands in a search for pleasure and adventure.

No longer a mere ocean country, the Bahama Islands have now become a playground for flying tourists and an arena for sportsmen pilots. To expand the horizons of pleasure fliers and to foster the spirit of friendly competition, the Bahamas extend greetings to the 15th All-Women's International Air Race and hope to add some special flavor by the challenge of island hopping and the spell of its tropical skies.

THE RACE

The All Women's INTERNATIONAL AIR RACE is a handicap competition open to qualified licensed women pilots and stock, production model aircraft, 100 horsepower and above, not over 10 years old. It is organized and conducted under the direction of the Florida Women Pilots Association, Inc., in accordance with the Sporting Code of the Federation Aeronautique Internationale (World authority governing sport flying and flight records), and with the Sporting Regulations of the National Aeronautic Association (United States Representative of the FAI). All flights are conducted during official daylight hours as determined by the Director of the Nautical Almanac Office, and in compliance with Federal Aviation Regulations, Visual and General Flight Rules. Scores are computed by electronic computer from actual "in air" time as recorded by official time recorders, and winners are determined by the best "plus" score as related to handicap.

The first all Women's INTERNATIONAL AIR RACE was organized in 1949 by the Florida Chapter of Ninety-Nines. The Chapter was sufficiently encouraged by the success of the race to, the following year, organize a second one to coincide with a 2-day All-Woman Air Show.

In 1961 it was determined that if the race were to continue it must be governed by a more centralized organization. Interested members of the Florida Chapter organized the Florida Women Pilots Association which has since conducted the race with increasing success.

This is the 15th All Women's INTERNATIONAL AIR RACE, and the 4th to terminate in the Bahamas. Previous races have included pilots from the United States, Canada and Cuba, and race courses have included Canada, Cuba, Mexico, and Central America in addition to the Bahamas and the United States.

SANCTIONED BY
NATIONAL AERONAUTICS ASSOCIATION

A BAND OF ANGELS

Upon their arrival in Monterrey, Mexico for the start of the 14th All-Women's INTERNATIONAL AIR RACE, Contestants were greeted as "Forty-Eight Angels with Wings." The morning of their departure a farewell editorial appeared in EL NORTE Deportivo. Because members of the Florida Women Pilots Association feel the editorial most graphically illustrates purposes of the INTERNATIONAL AIR RACE, it has been translated for you, as follows:

"Monterrey should be grateful to the All-Women's International Air Race, an achievement not only in the field of sports, but also in the more important realm of international, good neighbor relations.

Forty-eight lady pilots arrived Saturday aboard the twenty-five planes piloted by them, and early today these 'Angels with wings' will take off from Central Airport enroute to McAllen, on the first stage of their 1,440-mile race with final destination at Gainesville, Florida.

Monterrey can be proud to have been distinguished with having been, for the first time in its history, the point of departure for an event so exciting and important.

But there is a greater significance to the race than the contest for awards and trophies, and this is that women, only, pilot and co-pilot the planes with a skill and assurance which rivals the best male eagles. With the eloquent simplicity of the deed they demonstrate that to fly is not an unmanageable risk or madness, but rather, that when observing rules for checking equipment, fuel capacity, and filing flight plans according to regulations, the pleasure of flight — and even competition in an air race — results in a delightful game of ease.

The group of women pilots includes some teenagers and some grandmothers. One of the younger has 1,000 hours in her log book. Some of the others can say, and do so without boasting, that they have 10,000 or more.

The impression which these 'Angels with wings' have left in Monterrey, is a little of one of swallows which announce the Spring — a spiritual Spring which constitutes one bond more of friendship between our Countries. We will see them leave this morning from Central Airport, as swiftly as they came. Waving our hands as one banner we will say to them: 'Happy landings!'



Last Year's TOP ANGELS

Lorraine McCarty (L), Co-Pilot; Patricia Arnold (R), Pilot

THE RACE ROUTE

START . . .	Caldwell-Wright Airport, N. J.	St. Miles
RON . . .	*Dulles International Airport, D. C.	214.71
	*Greensboro-High Point Airport, N. C.	239.64
	*Macon Municipal Airport, Ga.	316.34
	*Daytona Beach Municipal Airport, Fla.	287.46
	Fort Lauderdale-Hollywood Int'l Airport, Fla.	222.04
FINISH . . .	Oakes Field, NASSAU	187.80
	and continue to Nassau Int'l to land.	1,467.99
	*Positive Identification Required	

THE RACE SCHEDULE

Impound Deadline, Caldwell-Wright Airport, N. J.	5:00 P.M., May 23 EDT
Inspections Start	1:00 P.M., May 23 EDT
Inspections Close	1:00 P.M., May 25 EDT
Takeoff, Caldwell-Wright Airport	8:00 A.M., May 26 EDT
Deadline FLL (RON)	"Official" Sunset May 27 EST
Takeoff, FLL	9:00 A.M., May 28 EST
Deadline NASSAU (Oakes Field)	12 Noon, May 28 EST
Awards Banquet (Nassau)	8:00 P.M., May 29 EST

THE AWARDS

FIRST PLACE

1. **TROPHIES** for Pilot & Co-Pilot
2. \$1,000 cash

SECOND PLACE

1. **TROPHIES** for Pilot & Co-Pilot
2. \$600 cash

THIRD PLACE

1. **TROPHIES** for Pilot & Co-Pilot
2. \$400 cash

FOURTH PLACE

1. **TROPHIES** for Pilot & Co-Pilot
2. \$250 cash

FIFTH PLACE

1. **TROPHIES** for Pilot & Co-Pilot
2. \$150 cash

SIXTH PLACE

1. **TROPHIES** for Pilot & Co-Pilot
2. \$100 cash

HIGHEST SCORE BY A CREW FLYING THE RACE FOR THE FIRST TIME:

1. **FAPA TROPHY** to Pilot
2. **FAPA TROPHY** to Co-Pilot

LEG PRIZES

1. Macon to Fort Lauderdale \$75
By: Florida Chapter of Ninety-Nines
2. Daytona Beach to Fort Lauderdale
\$100 Savings Bond
By: Daytona Beach Aviation
Robert D. Wellman, President



CONTESTANTS

15th All Women's International Air Race

"Angel Derby"



IAR #1

Pilot: Patricia M. Arnold, Gordonsville, Virginia (Shown)

Co-Pilot: Elizabeth E. Taylor, Southfield, Mass

Aircraft: Piper PA-24-180 Comanche

Sponsor: PAT ARNOLD FLIGHT SCHOOL

PAT placed first in the 1964 IAR and drew the number one position for takeoff this year. She has a Commercial license with 4,000 hours and Single and Multi-engine land, Instrument, Flight Instructor and Helicopter ratings. She also operates Pat Arnold Flight School in Gordonsville, Virginia.

ELIZABETH has a Commercial license, with 2,000 hours, and Single and Multi-engine land, Instrument, and Flight Instructor ratings. She learned to fly in the WASPS.



IAR #2

Pilot: Hope M. Riehle, Burlington, Vermont (L)

Co-Pilot: Dawn N. Hazelett, Winooski, Vermont (R)

Aircraft: Cessna 185 Skywagon

HOPE has a Commercial License with 600 hours and Single Engine Land and Sea ratings. She has 2 sons aged 2, and 18, years. This is her first year to fly the IAR.

DAWN has a Private License with 350 hours and Single Engine Land and Sea, and Instrument ratings. She has three children — Ann, Susan, and David.



IAR #3

Pilot: Thelma Bishop, LaJolla, California (R)

Co-Pilot: Stella Hardin, National City, Calif. (L)

Aircraft: Cessna 182 Skylane

THELMA has a Private License with the "360° Rating" and 1085 hours. She has placed first and second in the AWTour, and has four grandchildren.

STELLA learned to fly in 1940, has a Private License with 300 hours and is a Licensed Vocational Nurse. She has three children, aged 9, 12, and 19.



IAR #4

Pilot: Marion S. Betzler, Columbus, Ohio (R)

Co-Pilot: Ann L. Nichols, Cleveland, Ohio (L)

Aircraft: Cessna 172 Skyhawk

Sponsor: MILGRIM, INC. of Cleveland, Detroit, & Akron

MARION won the IAR in 1956. She was also the 1964 All-Ohio Achievement Award Winner. She has a Commercial License with Single and Multi-engine Land, and Instrument Ratings, is an ex-physical education teacher, and has two sons, aged 15, and 19.

ANN co-piloted for Marion in the 1964 IAR. She is a student pilot with 65 hours (hopes to have her Private License by race time), and buyer for Milgrim.



IAR #5

Pilot: Judy G. Wagner, Palos Verdes Estates, California (Solo)

Aircraft: Beechcraft Bonanza Model K.

JUDY placed second in both the IAR and the TAR in 1964, and placed third in the RENO Pylon Race. She has a Commercial License with 1300 hours, and Single Engine Land and Instrument ratings. Her hobby is skiing and her husband is an Oral Surgeon.



IAR #6

Pilot: Bernice T. Steadman, Flint, Michigan (L)

Co-Pilot: Mary Clark, Jackson, Michigan (R)

Aircraft: PA-28-140 Cherokee

Sponsor: TRIMBLE AVIATION, Flint, Michigan

BERNICE has twice previously won the IAR. She operates Trimble Aviation, holds an ATR with Single and Multi-Engine Land ratings, and has flown a total of 11,000 hours. Her husband is an attorney.

MARY was co-pilot for Bernice in both the 1963 and 1964 IAR's. She holds a Commercial License and works with the Steel Fabricating Company in Jackson, Michigan.



IAR #7

Pilot: Yvette J. Hortman, Titusville, N.J. (Solo)

Aircraft: Piper PA-28-180C Cherokee

Sponsor: HORTMAN Aviation, Inc.

YVETTE holds a Commercial License with Single Engine-Land, Instrument, and Ground Instructors Ratings. She learned to fly in 1962 and now has 420 hours. Yvette is a French citizen and for approximately 3 years was a TWA air hostess, flying from Paris to Ceylon and intermediate countries. Her husband is a TWA International Captain.



IAR #8

Pilot: Dottie J. Anderson, Bluffton, Ohio (Shown)

Co-Pilot: Neva J. Painter, Lima, Ohio

Aircraft: Piper PA-28-180B Cherokee

Sponsor: BLUFFTON FLYING SERVICE, Bluffton, Ohio

DOTTIE won the 1961 Michigan SMALL RACE. She is a Flight Instructor with a Commercial License and Single and Multi-engine, and Instrument ratings, and more than 10,000 hours.

NEVA is a hairdresser, and Student Pilot with 45 hours. Flying has been a lifetime ambition for her, and she is learning to fly at the Bluffton Flying Service.



IAR #9

Pilot: Sammy McKay, Grand Blanc, Michigan (L)

Co-Pilot: Maretta Simpson, Flint, Michigan (R)

Aircraft: Cessna 175

Sponsor: SUPERIOR Pontiac-Cadillac

SAMMY learned to fly in 1955 in Flint, Michigan because her husband wanted her to. She has placed 3rd and 2nd in the Michigan SMALL Race and holds a Commercial License with more than 800 hours.

MARETTA is a Secretary with a Private License and 200 hours. She and her husband learned to fly as a joint hobby, and Maretta has placed in the Michigan SMALL Race.



IAR #10

Pilot: Edna Whyte, Fort Worth, Texas (R)

Co-Pilot: Doris Weller, Dallas, Texas (L)

Aircraft: Beechcraft Musketeer

Sponsor: PENNINGTON CHANNELCROMIUM CO., San Antonio, Texas.

EDNA is a flying saleswomen with a Commercial License, Single and Multi-engine-Land and Sea, and other ratings, and more than 14,000 hours. She is also a four-time winner of the IAR and former International President of the Ninety-Nines.

DORIS is a FAA Flight Service Specialist with a Commercial License and 1000 hours. She learned to fly as a hobby in 1941.



IAR #11

Pilot: Ruby Keaveny, San Diego, Calif. (L)

Co-Pilot: Marian Banks, San Diego, Calif. (R)

Aircraft: Piper PA-24-250 Comanche

RUBY holds a Commercial License with 900 hours. She learned to fly in San Diego in 1954. Her husband is owner of a Construction Company.

MARIAN holds a Commercial License with an Instrument Rating. She learned to fly in San Diego in 1955 and has since logged 1134 hours. Her husband is a Doctor.



IAR #12

Pilot: Mary Ann Noah, Mission, Kansas (R)

Co-Pilot: Mary Aikins, Wichita, Kansas (L)

Aircraft: Piper PA-28-160 Cherokee

MARY ANN started to fly in 1959 and has since logged 1400 hours. She has a Commercial License with Single and Multi-engine Land, Instrument and Helicopter ratings. She and placed in 7 races; winning the 1963 Michigan SMALL RACE and the 1964 TAR. She also received the Amelia Earhart Award from the OX5 Club in 1964.

MARY shared the 1964 TAR win as Mary Ann's co-pilot. She was also 1964's Women's National Aerobatic Champion. She holds a Commercial License with Single and Multi-engine Land, and Instrument Ratings, and 300 hours.



IAR #13

Pilot: Miriam Davis, Miami, Florida (R)

Co-Pilot: Lee Winfield, Miami Springs, Florida (L)

Aircraft: Piper PA-28-180 C Cherokee

Sponsor: GULF AMERICAN LAND CORP. (Real Estate Development.)

MIRIAM holds a Commercial License with Single Engine and Multi Engine Land, and Instrument Ratings. She learned to fly at Miami, Florida in 1961 because she wanted to be a corporation pilot, and has logged 525 hours.

LEE is an Executive Secretary, and has a Private License with approximately 400 hours. In 1963 she shared the TAR win as co-pilot, and in 1962 she was awarded the FAPA Outstanding Contribution to Aviation Award.



IAR #14

Pilot: Isabel R. Blodget, Cambridge, Mass (R)

Co-Pilot: Marie C. Seaver, Watertown, Mass. (L)

Aircraft: Cessna 172

ISABEL has a Private License with an Instrument rating and 1270 hours. She has won one "4th," two "2nds," one "1st" place in the New England Air Race, and learned to fly in 1948.

MARIE learned to fly in 1954 after a "love for flying" since she was 16 years old. She is a Secretary with a Private license and about 300 hours.



IAR #15

Pilot: Anne M. Shields, Philadelphia, Pa. (R)

Co-Pilot: Dr. Helen G. Zubrow, Wynnwood, Pa. (L)

Aircraft: Piper PA-28-140 Cherokee

Sponsor: PRINCETON AVIATION CORP., Princeton, N.J.

ANNE holds a Commercial License with Single Engine Land and Sea, and Flight Instructor Ratings. She has logged more than 7,100 hours and is employed by the FAA in Flight Service. Anne was also the recipient of the Ninety-Nines Amelia Earhart Memorial Scholarship Award in 1958.

Dr. Zubrow is a Podiatrist with a Private License and approximately 205 hours. She started to fly in 1963 because it looked like fun. Her husband is an Advertising Executive, and they have two sons.



IAR #16

Pilot: Alice H. Hammond, Arlington Heights, Ill. (R)

Co-Pilot: Doris Langher, Denver, Colo. (L)

Aircraft: Cessna 180

Sponsors: RES-Q-PAKS, Muter Manufacturing Company

ALICE placed third in the 1956 IAR. She holds a Commercial License with Instrument and Single Engine-Land and Sea Ratings and has flown a total of 3000 hours. She had wanted to fly from childhood and learned to fly in 1931.

DORIS is a Flight Simulator Instructor for United Airlines. She holds an Air Transport Rating with additional Flight Instructor, and Single and Multi-engine Land Ratings and has logged 11,000 hours. She was inspired to fly by Linbergh's solo Atlantic Flight.



IAR #17

Pilot: Pat Zoller McEwen, Wichita, Kansas (L)

Co-Pilot: Ingrid Davidge, Wichita, Kansas (R)

Aircraft: Beech Bonanza Model P

Sponsor: STEFFEN'S DAIRY.

PAT placed 3rd in the 1964 Dallas Doll Derby. She has a Commercial License with Single and Multi-engine Land, and Instrument ratings, and has logged 710 hours. She learned to fly in 1960 because her husband bought her a plane for Christmas.

INGRID is a student pilot with 16 hours. She is a mother of three children, aged 4 to 9, and her husband is a Chemical Engineer.



IAR #18

Pilot: June R. Douglas (Solo)

Aircraft: Piper PA-28-180C Cherokee

Sponsor: PHILADELPHIA FUND, INC., New York, N. Y.

JUNE placed 3rd in the IAR in 1963. She shared 2nd and 1st places in the TAR in 1961 and 1960 respectively, as co-pilot. June is a Flight Instructor and Investment Broker with a Commercial License and Single and Multi-engine Land and Sea, Instrument, Flight Instructor, Rotorcraft, FAA Examiner, and Glider ratings. She has logged 4000 hours.



IAR #19

Pilot: Lois M. Porter, Miami, Florida (Solo)

Aircraft: Cessna 172

LOIS is a Flight Instructor with 750 hours. She learned to fly in 1962 and has a Commercial License with additional Instrument and Instrument Instructor Ratings. Her husband is a Pilot for National Airlines, and Lois' "sponsor." This is the first race Lois will have flown.



IAR #20

Pilot: Marian Burke, San Antonio, Texas (R)

Co-Pilot: Irene Young, Harlingen, Texas (L)

Aircraft: Piper PA-28-180C Cherokee

Sponsor: BURKE AVIATION, San Antonio, Texas

MARIAN placed 5th in the 1964 IAR. She started to fly as a hobby in 1946 and now owns and operates Burke Aviation, an Executive Pilot Training School. She has a Commercial License, with an Air Transport and Single and Multi-Engine Land ratings, and has logged 7900 hours.

IRENE is a Bookkeeper with a Private License and 56 hours of flying time. She learned to fly because it "seems necessary if your husband owns a flying service." Irene is sponsored in this race by Young Flying Service, Harlingen, Texas.



IAR #21

Pilot: Dorothy Julich, Jackson Heights, New York (L)

Co-Pilot: Eileen Swift, Huntington, L. I., N. Y. (R)

Aircraft: Piper PA-24-180 Comanche

DOROTHY is an Instructor/Charter pilot with a Commercial License and Instrument and Instructor Ratings. She learned to fly in 1952 and has since logged over 5000 hours. She has placed 1st in the New England Air Race.

EILEEN is a Newspaper Reporter-Student Pilot with 8 hours logged. She is learning to fly at Zahns, and Dorothy is her Instructor. She is the mother of 3 children.



IAR #22

Pilot: Laura T. Zerener, Arlington, Virginia (Solo)

Aircraft: Cessna 172 Skyhawk

Sponsor: PARKWOOD AIRWAYS, Manassas Municipal Airport, Va.

LAURA has a commercial License with 625 hours. She first learned to fly in 1932, but discontinued after an ice-skating accident. In 1956, after having been married and her son finished school, she returned to flying at Alexandria, Virginia. In 1963 she made a flight from the East Coast to the West Coast, and return, in a Cessna 140.



IAR #23

Pilot: Ruby M. Mensching, Akron, Ohio

Co-Pilot: Edythe S. Maxim, N. Olmstead, Ohio (Shown)

Aircraft: Piper PA-22-150 Tri-Pacer

RUBY holds a Commercial License with Flight Instructor rating and 3500 hours. She is owner/manager of a Radio Shop and was a World War II member of WASP. She has one daughter, aged 19, attending Kent State University, Ohio. Her husband is a design engineer with Goodyear Aerospace Corporation.

EDYTHER is Secretary for Aircraft Services. She holds a Private License with 350 hours, and Music is a hobby in addition to flying. The All-Ohio Achievement Award was awarded to Edythe in 1958.



IAR #24

Pilot: Gale Brownlee, Woodstock, N.Y. (R)

Co-Pilot: Audrey Gordon, Glenford, N.Y. (L)

Aircraft: Cessna 172 Skyhawk

Sponsors: Roundout National Bank; Hudson Air Rent; WGB Oil Clarifiers; Carroll Air Co.

GALE holds a Commercial License with 530 hours, and a Multi-engine Rating limited to Centerline Thrust. She is a model, and another hobby is Skiing. She has one daughter, aged 7.

AUDREY is a Secretary-Student Pilot with 8 hours of flight time. She has always been interested in flying and is learning to fly at Kingston-Ulster Airport, N.Y. Other hobbies are skiing and swimming and she was, at one time, a motorcycle enthusiast.



IAR #25

Pilot: Anne Roethke, Milwaukee, Wisconsin (L)

Co-Pilot: June Boyle, Milwaukee, Wisconsin (R)

Aircraft: Piper PA-24-180 Comanche

ANNE is a Physician with a Commercial License, and Single Engine Land and Sea and Instrument Ratings. She learned to fly in 1945 at Brown Deer Airport in Milwaukee and has logged 1200 hours to date.

JUNE is an Accountant with a Private License. She learned to fly at Mitchell Field in Milwaukee in 1963 and has 55 hours of flying time. Another hobby is auto racing. June has one daughter, aged 15.



IAR #26

Pilot: Marilyn P. Collette, Norton Village, Ohio (L)

Co-Pilot: W. Mary Scheafer, Medina, Ohio (R)

Aircraft: Piper PA-24-180 Comanche

MARILYN is a Licensed Public Accountant with a Private License and 850 hours of flying time. She was the 1960 winner of the All-Ohio Achievement Award of the Ohio Chapter of Ninety-Nines, and currently writes the column "Along the 99 Airways" for **The Flyer**.

MARY has a private license with approximately 250 hours. She learned to fly in 1956 at Copley Aviation. Her husband owns and operates Scheafer Electric Company, and their three children are in college.



IAR #27

Pilot: Caroline N. Jones, Painesville, Ohio (L)

Co-Pilot: Rose Marie Moore, Perry, Ohio (R)

Aircraft: Piper PA-28-180 Cherokee

Sponsor: CONCORD AIRPARK, Painesville, Ohio

CAROLINE is a research chemist with a Private License and 310 hours. She learned to fly in Painesville in 1961. In 1964 she placed 2nd in the Michigan SMALL Race, and won the Connelly Trophy for best performance by a non-professional pilot.

ROSE is a part time columnist/Student Pilot with 4 hours. She is learning to fly for "Skynotes" — a flying column in the local newspaper. Other hobbies are writing and photography.



IAR #28

Pilot: Irene N. Wirtschafter, Philadelphia, Pa. (L)

Co-Pilot: Evelyn C. Kennedy, Bala-Cynwyd, Pa. (R)

Aircraft: Cessna 182

IRENE is an accountant with a Private License and 300 hours, and Single Engine Land and Sea Ratings. She flew the TAR as Co-Pilot in 1961 and 1963, and flew the IAR as Co-Pilot in 1962. Other hobbies are golf, sports cars, and painting.

EVELYN has a Private License with 57 hours logged. She learned to fly in 1964 at North Philadelphia Airport after a long time interest. She has three children aged 10 to 18 years, and other hobbies are skiing, photography and sailing.



IAR #29

Pilot: Selma Cronan, Leonia, New Jersey (L)
Co-Pilot: Jewel Y. von Saal, Yonkers, New York (R)
Aircraft: Beechcraft Musketeer
Sponsor: PARAMUS FLYING CLUB

SELMA is an Aviation Counselor with a Commercial License and 1200 hours. She learned to fly in New York in 1943 because it offered "new worlds to conquer." Her husband is an Engineer and she has two sons, ages 19.

JEWEL holds a Commercial License with an Instrument rating and 1200 hours. She learned to fly in Spring Valley, N.Y. in 1958 to satisfy a lifelong desire. Her husband is an Orthopedic Surgeon.



IAR #30

Pilot: Suzanne L. Hively, Huron, Ohio (L)
Co-Pilot: Margaret Veness, Waterloo, N. Y. (R)
Aircraft: Piper PA-28-180 C Cherokee
Sponsor:

SUZANNE is Women's Editor of the Sandusky Register, with a Commercial License and Instrument Rating. She learned to fly when she was looking for a new hobby; formerly showed dogs and horses and still has 3 Champion Afghans which she showed and finished herself.

MARGARET is a Student Pilot with 116 hours and works as a Librarian at the Senec Army Depot. She is learning to fly for "sheer pleasure." Her husband is Director of the Financial Responsibility Program for the American Assoc. of Motor Vehicle Administrators.



IAR #31

Pilot: Martha B. Gaunce, Williston, N. D. (R)
Co-Pilot: Donna L. Blair, Sarasota, Florida (L)
Aircraft: Piper PA-28-180C Cherokee

MARTHA is a Licensed Flight Instructor with 950 hours. She learned to fly in Cleveland, Ohio in 1943. Her husband is a Dentist, and she is mother of three children — aged 14, 15, and 17.

DONNA is a homemaker/mother/Student Pilot. Her husband is an engineer, and she also has three children.



IAR #32

Pilot: Carolyn S. Kennedy, Parrott, Ga. (L)
Co-Pilot: Jean Voyles, Atlanta, Georgia (R)
Aircraft: Piper PA-28-180 C Cherokee

CAROLYN holds a Private License with 472 hours. She learned to fly in 1954 at Americus, Ga. to share her husband's hobby. Carolyn has won the Georgia Chapter of Ninety-Nines E. T. A. Award, and other hobbies are Swimming and Copper Enameling.

JEAN is a College Professor with a Private License and an Instrument Rating. She learned to fly in 1960 in Atlanta, Georgia at DeKalb-Peachtree Airport, and now has 608 hours. Other hobbies are Golf and Swimming.



IAR #33

Pilot: Helen F. Grahm, Indianapolis, Ind. (L)
Co-Pilot: Jerrie Mock, Columbus, Ohio (R)
Aircraft: Beech Debonair

HELEN has a Commercial License with an Instrument Rating and has logged 800 hours. She learned to fly in Indianapolis to satisfy an ambition of several years, and she has been honored as "Deserving Woman Pilot of the Year."

JERRIE is widely known as the first woman to fly around the world in a single engine airplane. She set several other records, and received many awards in connection with this achievement, and since her accomplishment has been engaged as a lecturer. She learned to fly in Columbus, Ohio in 1956 and now has a total of 900 hours.



IAR #34

Pilot: Janice R. Kuechenmeister, Cincinnati, Ohio

Co-Pilot: Not designated

Aircraft: Cessna 182 Skylane

JANICE is a Private Pilot with a Glider Rating and more than 175 hours. She learned to fly at Lunken Airport, Cincinnati, in 1951 and is a member of Jet Flyers, Inc. and the Central Soaring Society of Ohio. She is an OSU Alumnae and has received the Ohio Chapter of Ninety-Nines All-Ohio Achievement Award Trophy.



IAR #35

Pilot: Bernice Haydu, Livingston, N. J. (Solo)

Aircraft: Cessna 172

Sponsor: HAYDU FRANKFURTERS, Newark, N. J.

BEE is a Homemaker and Real Estate Investor. She holds a Commercial License with Flight Instructor, and Single and Multi-Engine Ratings. She learned to fly in 1943 at Martins Creek, Pa. to be able to join the WASP's and has since logged approximately 1,500 hours. BEE and her husband own a completely restored Stearman which they "show" and execute aerobatics in.



IAR #36

Pilot: Virginia Britt, Fort Lauderdale, Florida (L)

Co-Pilot: Janice Wagner, Fort Lauderdale, Florida (R)

Aircraft: Piper PA-28-140 Cherokee

Sponsor: NO VAC POOLS (Carefree, self-cleaning, swimming pools)

VIRGINIA holds a Commercial License with Single and Multi Engine Land, and Instrument Rating. She learned to fly in Fort Lauderdale in 1957 and has logged more than 750 hours. She has participated as Pilot in four races and has placed in three of them — winning the TAR in 1963. Her husband is a Consulting Engineer and she has one son, aged 10.

JAN has a Private License with approximately 250 hours. She learned to fly in Chardon, Ohio — having been influenced to do so by her daughter who is also a licensed pilot. Her hobbies are painting, and Enamel on Copper.



IAR #37

Pilot: Jean M. Bonar, Mansfield, Ohio (R)

Co-Pilot: Patricia Rogers, Mansfield, Ohio (L)

Aircraft: Beechcraft Bonanza Model J

JEAN is a Medical Secretary and has a Private License with an Instrument Rating. She learned to fly in Mansfield, Ohio in 1942 and has 10,000 hours. Other hobbies are Skiing, and swimming. Her husband is a physician.

PAT learned to fly at the Mansfield Airport in 1962. She holds a Private License and has logged 217 hours. She has one daughter, aged 14.



IAR #38

Pilot: Velma Del Giorgio, Grosse Pointe Woods, Mich. (R)

Co-Pilot: Dorothy Reaume, Detroit, Mich. (L)

Aircraft: Cessna 175

VELMA holds a Commercial License with an Instrument Rating and 830 hours. She learned to fly at Anderson, Indiana in 1942. Her husband is a physician, and she has 4 children.

DOROTHY is a Nurse, with a Private License and approximately 180 hours. She learned to fly in 1961 at Plymouth, Michigan.

AIRCRAFT HANDICAPS

Aircraft	Fuel in Gallons	Max. HP	Handicap (MPH)
BEECH			
Bonanza			
Model H.....	60	240	180
Model J.....	60	250	181
Models H and J.....	90		add 1 MPH
Models K, M.....	70	250	182
Models N, P, Q.....	80	260	183
Debonair	50	225	174
	70		175
	80		175
Musketeer	60	160	127
	60	165	127
CESSNA			
172 (through 1960).....	42	145	120
(With Sens. or 1C172 EM Prop.).....			122
(1961 through 1965).....	45	145	123
	60		add 2 MPH
(Skyhawk, or with speed fairings).....			add 2 MPH
P172 (Const. speed prop.).....	52	175	136
Skyhawk.....	52		138
175 (Fixed pitch prop — to 1962).....	52	175	134
	70		136
(Skylark, or with speed fairings).....			add 2 MPH
Skylark (1962-Contr. prop.).....	52	175	138
180	60	225	153
(Prior to 1961).....	65	230	154
	78 or 82		155
(1961 through 1965).....	65	230	155
	84		156
182 (to 1959).....	65	230	149
(1959).....	65	230	150
(1960 through 1965).....	65	230	151
	78, 82 or 85		152
(Skylane or with speed fairings).....			add 2 MPH
185 (6 seats).....	65	260	161
	84		162
PIPER			
PA-22-135 (Tri-Pacer).....	36 or 44	135	116
150.....	36 or 44	150	121
160.....	36 or 44	160	122
PA-24-180 (Comanche).....	60	180	153
250.....	60	250	172
180.....	90	180	154
250.....	90	250	173
260.....	90	260	185
PA-28-140 (Cherokee).....	50	150	126
150 & 150 B.....	50	150	125
160 & 160 B.....	50	160	127
(All 140, 150, 160 models with wheel fairings).....			add 2 MPH
180 & 180 B (fairings std.).....	50	180	137
180 C (Fairings & Step, Std.).....	50	180	139
PA-30 (Twin Comanche).....	90	160 (2)	189

NOTE: Bonanzas and Comanches add 1 mph for tip tanks, in addition to range handicaps shown above.

PAST RACES AND WINNERS

1964: Monterrey, N. L., Mexico to Gainesville, Fla., U.S.A.

WINNER: Patricia Arnold with Lorraine McCarty

1963: Welland, Ont., Canada to Hollywood-by-the Sea, Fla., U.S.A.

WINNER: Bernice T. Steadman with Mary Clark

1962: Houston, Texas, U.S.A., to Nassau, N.P.I., Bahamas

WINNER: Aileen Saunders, Solo

1961: Fort Myers (Lehigh Acres), Fla., U.S.A., to Nassau, Bahamas

WINNER Edna Gardner Whyte with Martha Wright

1960: Miami, Fla., U.S.A. to San Salvador, El Salvador, C. A.

WINNER: Edna Gardner Whyte with Joan Mondier

1958: Welland, Ont., Canada to West End, G.B.I., Bahamas

WINNER: Edna Gardner Whyte, Solo

1957: McAllen, Texas, U.S.A. to Veradera, Cuba

WINNER: Margaret Callaway with Elsie McBride

1956: Hamilton, Ont., Canada to Veradera, Cuba

WINNER: Marion Betzler, Solo

1955: Washington, D.C., U.S.A. to Havana, Cuba

WINNER: Bernice T. Steadman with Joan Hrubec

1953: Welland, Ont., Canada to New Smyrna Beach, Fla., U.S.A.

WINNER: Edna Gardner Whyte, Solo

1952: St. Augustine, Florida, U.S.A. to Welland, Ont., Canada

WINNER: Betty Haas Pfister, Solo

1951: Orlando, Florida, U.S.A. to Windsor, Ont., Canada

WINNER: Margaret Carson

1950: Montreal, Quebec, Canada to West Palm Beach, Fla., U.S.A.

WINNER: Betty Haas Pfister, Solo

1949: Montreal Quebec, Canada to Miami, Florida, U.S.A.

WINNER: Peggy Lennox Drown, Solo



SCHEDULE OF ACTIVITIES

Sunday, May 23, 1965

All Day—Registrations at Caldwell-Wright Airport, N. J. Impound deadline 5 p.m.

Monday, May 24, 1965

All Day—Inspections until 1 p.m. Tuesday

6:30 p.m.—“Pink Angel” Celebration at Patricia Murphy’s Candlelight Restaurant. Our hostess is Patricia Murphy. Dinner follows at 7:30 p.m.

Tuesday, May 25, 1965

4 p.m.—Pre-Flight Briefing, Empire Suite, Warwick Hotel, N. Y.

5:30 p.m.—Press Conference, Walnut Room, Warwick Hotel, N. Y.

Wednesday, May 26, 1965

6 a.m.—Breakfast at Caldwell-Wright Airport, N. J.

7 a.m.—Weather Briefing at Caldwell-Wright Airport, N. J.

8 a.m.—Takeoff

Thursday, May 27, 1965

All Day—Arrival at Fort Lauderdale-Hollywood International Airport, Fla.

(Secure Overseas equipment at Red Aircraft Service)

6:30 p.m.—Tropical Cookout, Lago Mar Hotel, Fort Lauderdale. Our Hosts are Lago Mar Hotel and Red Aircraft Service.

Friday, May 28, 1965

6:30 a.m.—Breakfast Buffet, Lago Mar Hotel

7:00 a.m.—Transportation to Airport

8:00 a.m.—Coast Guard and Weather Briefings, Red Aircraft Service

9:00 a.m.—Takeoff

NOON—Flyby deadline OAKES Field, Nassau. (Continue to Nassau International to land.)

Registration at Island Flying Service (Impound Area) Nassau International Airport

Transportation to Sheraton British Colonial Hotel, Nassau

3:30 p.m.—Fashion Swizzle; Pilot House Club. Fashions by Mademoiselle Shops, Nassau. Refreshments by Pilot House Club

5:00 p.m.—Post Race Pilot Meeting, Sheraton British Colonial Hotel

8:30 p.m.—Calypso Patio Party; Nassau Flying Club, Oakes Field

Saturday, May 29, 1965

All Day—Free to spend as you wish

7:00 p.m.—Cocktails, Governor’s Hall, Sheraton British Colonial Hotel

8:00 p.m.—Awards Banquet, Governor’s Hall, Sheraton British Colonial Hotel. The banquet and awards presentation will be presided over by his Excellency The Governor, Sir Ralph Grey and Lady Grey.

Sunday, May 30, 1965 and Monday, May 31, 1965

Return U. S. Customs Services will be a courtesy of Colonel Mackey of Mackey Airlines, Fort Lauderdale, Florida, between the hours of 2:00 and 5:00 p.m.

OFFICIALS

ORGANIZING COMMITTEE

GENERAL CHAIRMAN: Vera Bratz, Miami, Florida
INTERNATIONAL COORDINATOR: Hans Groenhoff, Miami Beach, Fla.
ENTRY CHIEF: Dorothy Davidson, Miami, Fla.
CHIEF HANDICAPPER: W. E. Holcomb, Fort Lauderdale, Fla.
TECHNICAL ADVISORS: Red Aircraft Service, Fort Lauderdale, Fla.
Leonard Davidson, Miami, Fla.
PUBLIC RELATIONS OFFICER: Mary B. Barrer, Hialeah, Fla.

START

NAA REPRESENTATIVE: Pat Wilson, Bedminster, N. J.
CHIEF TIMER: Marian Lopez, Whitestone, N. Y.
CHIEF STARTER: Lee Bratz, Miami, Fla.
CHIEF JUDGE: R. Ewing, Hollywood, Fla.
IMPOUND: Barbara Brotherton, North Plainfield, N. J.
INSPECTIONS: FAA, M. Arsics, and B. Hassinger

ENROUTE CHAIRMEN

CALDWELL-WRIGHT, N. J.: Kay Hilbrandt, Hasbrouck Heights, N. J.
WASHINGTON, D. C. (DULLES): Betty Netcher, Arlington, Va.
GREENSBORO-HIGHPOINT, N. C.: Louise Smith, High Point, N. C.
MACON, GA.: Ruth Miller, Tifton, Ga.
DAYTONA BEACH, FLA.: "Cy" Beers, Ormond Beach, Fla.
FORT LAUDERDALE, FLA.: Dottie Harrison, Fort Lauderdale, Fla.
NASSAU, BAHAMAS: Captain Philip Farrington, Nassau, Bahamas

TERMINUS

NAA REPRESENTATIVE: Louise Kidd, Miami, Fla.
CHIEF JUDGE: Lee Bratz, Miami, Fla.
CHIEF TIMER: Ann Ross, Miami, Fla.
INSPECTIONS: Island Flying Service

SCORING COMMITTEE CHAIRMAN: Mr. G. D. Owen, Miami-Dade Junior College

