

PALMS TO PINES AIR RACE
3200 Airport Avenue
Santa Monica, California

Dear Contestant:

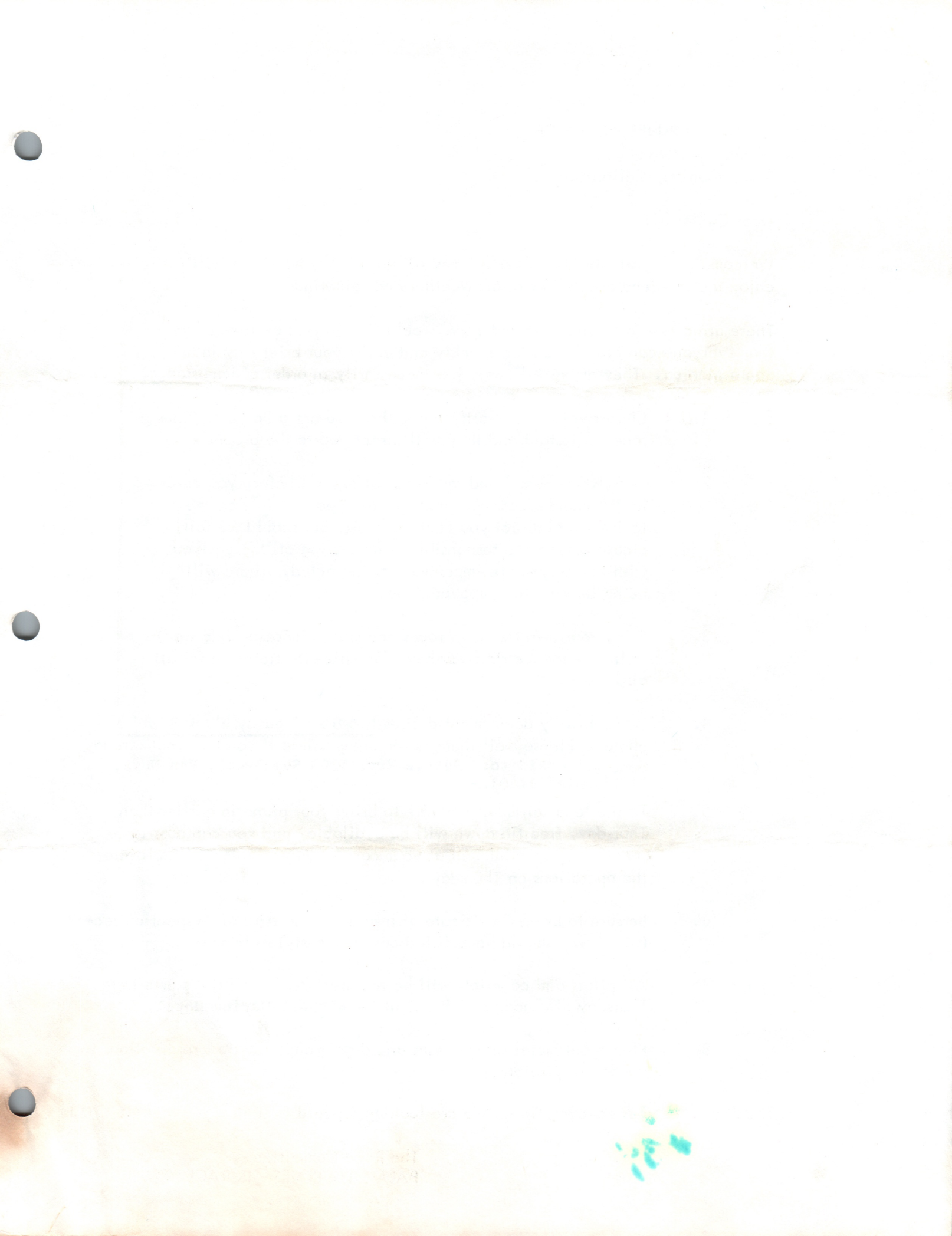
Welcome to the 1st Annual Palms to Pines Air Race. We hope you will enjoy the weekend and all have fair weather and tail winds!

There are a few last minute reminders we would like to pass on to you, so that everyone can pass inspection quickly and enjoy your brief stay in Santa Monica. They are as follows: (not necessarily in order of importance)

1. On arrival please notify tower that you are a Palms to Pines race contestant and they will direct you to the proper area.
2. Be SURE to refuel and take care of any oil before you enter the Impound area. We plan to meet your aircraft on the taxiway and direct you to the gas pit, but should we fail, please assume the responsibility for having all the gas you wish before you are impounded or inspected. There will be no leaving the Impound Area.
3. Bring your own tie down ropes and stakes (chocks if desired) as Independence does not have facilities for tie down for all airplanes.
4. The publicity department desires two 8 x 10 glossy black & white photos. Please mail them as soon as possible if you have not already done so. **Mail to: Bettye Fry, 5300 Sepulveda, Van Nuys, California, 91401.**
5. To the local girls---if possible to bring your plane in earlier than Thursday, free tie down will be available, and you can pass inspection by appointment at your convenience. This will facilitate the operations on Thursday.
6. Be sure to bring Certificate of Insurance and Aircraft Inspection record (which you should have filled out previously) to Impound.
7. All pilots and co-pilots will be required to attend Pilot's Briefing Thursday afternoon at 5 P.M. at the **Airport-Marina Hotel**.
8. Please get motel reservations and dinner and breakfast reservations in as soon as possible.

Thank you for your co-operation. We are looking forward to seeing you and GOOD LUCK!

The Race Committee
PALMS TO PINES AIR RACE



"POWDER PUFF DERBY"
All-Woman Transcontinental Air Race, Inc.
TETERBORO AIRPORT, TETERBORO, NEW JERSEY

4738 Bindewald Road
Torrance, California 90505
July 5, 1971

C
Jan Amundson
938 E. 22 Avenue
Eugene, Oregon 97405

Dear Jan:

O
Our deepest apologies for inconveniencing you and the girls last week-end. We did not realize that you would be waiting for us, but had planned to let you know when we were definitely going to be arriving. Since the weather was so bad between Red Bluff and Montague--we were on the ground at RBL for two nights. I called John when we were ready to depart--but at that time could not reach him. Guess, Guess you know by how all that transpired.

P
I had not intended to make the route survey as my usual job is handicapping and inspection, but all the girls down here flew off on the Powder Puff--so the trip was rather speedily planned. Joyce Failing is in charge of timing and will probably contact you with more details as soon as she returns from the PPA start. I'm sure she arranged for the Simplex clocks to be sent up there last year so that will probably not be your worry--but she will let you know for sure. Claire forwarded your letter to me before she left and your plans sound great (excuse the typing).

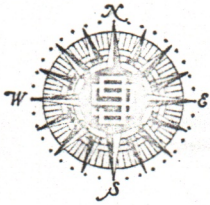
Y
We did have one bit of success on the trip in that we arranged for a crew to work the Roseburg stop and since they are all new to racing I took the liberty to tell them they might contact you if they have some questions (easier than calling here). Their names are Rose Ellison, Hope McKay and Penny Hardy--all in the Southern OREGON Chapter and very lovely and willing to work.

Y
Fran Gustavson will be the official timer at Independence (computing scores) again this year. I felt John Koich was very depressed about the race this year. It was such a delight meeting him and his wife and if there is anything we can do down here, let us know. Claire is racing and will not be back until about the 14th of July. In the meantime let Joyce and me know of any needs, etc. So far we have only 15 entries, but expect a lot at the last minute when the PPD is over.

Again, we're very sorry to have missed you and will be looking forward to meeting you in Independence.

Sincerely,

Margaret Ross Berry



4738 Bindewald Road
Torrance, California 90505
July 5, 1971

Mr. Charles Crum, Ass't. Chief
FAA Tower - Flight Service Station
Mahlon Sweet Airport
Eugene, Oregon

Dear Mr. Crum:

Thank you so much for taking time out of your busy schedule to meet with Ruth Nitzen and myself concerning plans for the stop at Roseburg, Oregon, during the forthcoming Palms to Pines Air Race. As I told you, we were quite concerned because there was only a Unicom available on the field and with no air traffic qualified person to man it. The Unicom is inside the operators office and it is very difficult to see the incoming traffic and locate the timers bench simultaneous to the radio as it is situated. It would be most helpful if you have a portable radio that could be set up next to the timers and we will hope that this can be arranged.

The Ninety Nines at Roseburg who will be timing and chairmaning the stop there are Rose Ellison, Hope McKay, and Penny Hardy. Rose has a 182 based at the airport there. I have asked them to communicate with you as to final arrangements, locally. But, as we discussed, we would like you to let us know as soon as you are definite about the radio to be used and frequency as we will give printed instructions, plus an airport diagram to every contestant before they leave Santa Monica Airport. If you have any further suggestions or instructions that should go into the briefing kit, please don't hesitate to let us know. Our chief concern is to make each fly-by run as efficiently and safely as possible.

Again, thank you very much for your co-operation and interest in our race. We will look forward to seeing you in August.

Sincerely,

Margaret Ross Berry

cc/ Air Traffic Division, Regional Office, Los Angeles, Ca.
Hope McKay, P.O. Box 6, 433 W. Myrtlewood, Roseburg, Or 97470



4738 Bindewald Road
Torrance, California 90505
July 5, 1971

C
Dear Hope and Rose:

O
Hope you don't mind my including you both in one letter! Time is hard come by lately, ha. First, I want to thank you so much for taking time out of your busy schedule on such short notice to meet with Ruth and I. We really appreciate that and also your agreeing to handle the stop for us there. I'm sure you will have not problems and everything will go very smoothly. Mr. Good and his son seem to be very co-operative and spoke very highly of you when we talked to them on the phone prior to our making the trip. (This typewritten is new to me --forgive the errors!)

P
From my notes I have that the first reporting point for the girls to make will be Canyonville - 21 miles out, and the second reporting point will be the VOR - 3 miles out. (This after talking to Eugene FSS which I will go into later). Your prevailing runway is 34 and we'll hope the wind doesn't switch that day! As soon as you get it figured out send me the new airport diagram with the timing line marked on it and we will make copies and also a set of fly-by and emergency instructions for each contestant.

Y
On the way to Independence we stopped at Eugene FSS and talked with Mr. Charlie Crum (perhaps you know him). He is the Ass't. Chief there and was very nice and co-operative. He said that he would either send a man (tower operator) to Roseburg for Saturday morning or come himself perhaps. Also, he thought that by that time they would have their own portable radio which he could bring along and use in place of the Unicom. If so, he would have another frequency-probably 119.1. If not, they would have to use the Unicom. It might be well for you to communicate with him some way so that you can co-ordinate whatever has to be. He said he would drop me a note and let me know, but stupidly. I did not think to leave him your names and phone numbers, which I should have done, so you would also be aware of what was going on, etc. He said they would be available at Roseburg at sunrise. I think he said the weather briefer would come from North Bend. We did not have time to stop there as we were already 2 days behind schedule. Could you contact North Bend and verify that also?

I think that is all I have for now. If you have any problems or any questions, please don't hesitate to drop me a note. It was a pleasure meeting you and will look forward to seeing you in August.

Sincerely,

Margaret Berry

"POWDER PUFF DERBY"
All-Woman Transcontinental Air Race, Inc.
TETERBORO AIRPORT, TETERBORO, NEW JERSEY

4738 Bindewald Road
Torrance, California
July 5, 1971

C
Mr. David C. Burns, Chief
Flight Service Station
Red Bluff Municipal Airport
Red Bluff, California

Dear Mr. Burns:

O
I want to thank you for your courtesy in meeting with Ruth Nitzen and myself regarding the arrangements for the Palms to Pines Air Race in August. And also for the hospitality shown by you and your personnel during our extended stay in Red Bluff.

The Sacramento Valley Chapter of Ninety-Nines will be co-ordinating with you, in fact, may have contacted you by this time. The Chairman of the stop there is Ruth Wagner and the Assistant Chairman will be Darlene Gilmore.

P
My notes state that the arrangements will be the same as last year as far as fly-by instructions and emergency procedures and these will be printed along with your airport diagram and given to each contestant prior to leaving Long Beach. If there is any change at the last minute, please let me know. We will also brief the girls to be as co-operative as possible in getting mass weather briefings.

Again, thank you for your co-operation. We are eagerly looking forward to returning to Red Bluff.

Sincerely,

Y
Margaret Ross Berry

CC Air Traffic Division, Regional Office, Los Angeles, Ca.
Ruth Wagner, Sacramento Valley Chapter

"POWDER PUFF DERBY"
All Woman Transcontinental Air Race, Inc.

TETERBORO AIRPORT, TETERBORO, NEW JERSEY

4738 Bindewald Road
Torrance, California
July 5, 1971

C

Laverne Gudgel
Box 476
Chowchilla, California

Dear Laverne:

Just want to take this opportunity to thank you and your husband for meeting with Ruth and I last week regarding plans for the Palms to Pines Race. (Excuse the mistakes-- I borrowed this electric typewriter and the touch control is not quite what I am used to !)

O

My notes say that the first reporting point will be about 10 miles out at the corn elevators and the second call when the girls have the airport in sight. We will have an airport diagram made up and also the instruction sheet as to call ins, etc., and the tower frequencies when we get them. I will keep you as current as possible on the number of aircraft entered and the types. There is going to be a lot of last minute hustle and bustle and quite hectic I'm afraid as everyone on the P to P Board is flying the Derby. We'll get the stuff to you as soon as possible, and we would like the names of the two times as soon as you have the information.

P

Again, thanks for taking time out of your busy schedule, and your husband also. Hope you had a successful trip on the race. If you have any questions or suggestions, please drop me a note when you get home.

Y

Sincerely,

Margaret Berry

PALMS TO PINES AIR RACE
3200 Airport Avenue
Santa Monica, California 90405

WHILE IN INDEPENDENCE-----

Do you wish to stay with private family? _____

Do you wish to stay in motel? _____

Do you wish to stay with same family as last year? _____
If so, please state name of family _____

We would appreciate your sending this to the above address by return mail so that we may arrange your accommodations to your best advantage. The nearest motel is in Salem and at this time no transportation has been arranged between the two towns. Husbands will be required to stay in Salem and arrange for their own transportation to and from Independence.

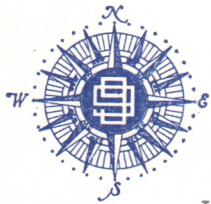
John: ~~I am~~ including one of these in every handicap confirmation letter that goes out. Providing they return it - we should have the info you desire

PLANS TO PRINT AIR MAIL
2000 Lincoln Avenue
San Jose, California 95126

NAME IN FULL _____
DO YOU WANT TO STAY IN THE HOTEL _____
DO YOU WANT TO STAY IN THE HOTEL _____
DO YOU WANT TO STAY WITH THE FAMILY AS I AM HERE? _____
IF SO PLEASE STATE NAME OF FAMILY _____

IF YOU WOULD LIKE TO STAY IN THE HOTEL PLEASE ADVISE US BY RETURN
MAIL TO THE ADDRESS ABOVE. IF YOU WOULD LIKE TO STAY WITH THE
FAMILY PLEASE ADVISE US BY RETURN MAIL TO THE ADDRESS ABOVE.
THE HOTEL IS IN THE CITY OF SAN JOSE AND IS A VERY CONVENIENT
PLACE TO STAY. IF YOU HAVE ANY QUESTIONS PLEASE CONTACT US
BY RETURN MAIL TO THE ADDRESS ABOVE.

[Faint, illegible handwriting]



July 11, 1971

John Koich
John Koich Chevrolet
Independence, Oregon

Dear John:

One last time (maybe ☺) I want to apologize to you for our fouling up your weekend on our recent trip to Oregon. And one last time, I want to ask your forgiveness. We had a delightful time while staying with you and Marge and want to thank you for your hospitality and kindness on such short notice. We were so sorry it worked out that we could not meet with the Willamette gals but I'm sure with your efficiency and theirs everything will go smoothly.

We flew all the way to Torrance that Monday arriving home about 5:30. Went from Eugene to North Bend (as you suggested) sneaked across the mountains under the cloud layer and had beautiful weather all the way on down--except, of course, for the LA smog! I had houseguests; the next day ^{which} took me by surprise too, then I was called to work last week (temporarily) so I have been hard pressed to get all the details in order that took place on our trip. I saved your letter until last only so I could include copies of the others I wrote so that you would know what transpired. So far we have no leg prizes arranged for, but we are trying.

All the rest of the race committee is still away on the PPD but I am enclosing one clipping that appeared in today's paper on the winners. Possibly it was in your paper also. When Jean Fitzpatrick (our publicity chairman for the Palms to Pines) returns, I will have her write you some precious tidbits on the local girls (or ones who raced last year) and if you wish you can use those for a story up there. So far, I have no news that would be of interest. I am hoping Claire stopped by to see you by this time--if not, I will have her call you the minute she returns, which would be the end of next week. Joyce Failing who is in charge of the timing has been gone also and is returning tonight. So I will meet with her within the next day or two and get her to get some information up there for the terminus timing and whatever else she has to offer. She has been at the PPD start and the terminus of the Great Race from London. I guess Margaret and Fran did nothing spectacular--too bad.

Please thank Al for sending the pictures and news sheets. They turned out very well. I would love to have a copy of one that included you, as, in my stupidity--I forgot to take one of you on my camera before we left--could this be arranged?? I hope so!!

Again, thanks to you and your charming wife--you will be hearing again soon.

Sincerely,

Margaret

Copies enclosed - 9

2002 003.049

Dear Sirs,
I am writing to you regarding the
proposed changes to the
constitution.

The first thing I want to emphasize to you is that
our work on our present constitution has been
done in a very careful and deliberate manner
and we are sure that it will be of great
benefit to the organization. We have
worked very hard to make sure that
the constitution is the best possible
one for the organization and we are
sure that it will be of great
benefit to the organization.

We have also made sure that the
constitution is in accordance with
the principles of democracy and
that it will be of great benefit
to the organization. We have
worked very hard to make sure that
the constitution is the best possible
one for the organization and we are
sure that it will be of great
benefit to the organization.

We are sure that the
constitution will be of great
benefit to the organization and
we are sure that it will be of
great benefit to the organization.

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we are sure that it will be of
great benefit to the organization.

1971 Pelms to Pine Hosts

1 ~~x~~ Mr + Mrs Marvin Ainsworth
895 Alberta - W

2 ~~Q~~ Mr + Mrs
265

3 ~~x~~ Mr
Rt 1, -

4 ~~v~~ Mr +
Rt 1, D.

5 ~~x~~ Mr + Mrs
388 - C J.

6 ~~v~~ Mrs. Leonor
584 N. Sac

7 ~~v~~ Mr + Mrs M.
1441 E. Main

8 ~~v~~ Mr + Mrs L. L. Kempton
Rt. 1, Box 2 E Indep.

9 Mrs. Lucille Kennison
1300 Mon. St. Indep.

10 Mr + Mrs John Koick
1330 C. St. Indep.

Mr. David C. Burns + Staff
Flight Service Station
Red Bluff Municipal Airport
Red Bluff, Calif. 96080

Mr. Robert Hammagan
Flight Line Service
Red Bluff, Calif. 96080

Mr. James Crocker Pres.
Commerce
Red Bluff, Calif. 96080

Mrs. James Crocker
Telama Co.
Red Bluff, Calif. 96080

Mr. Craig Power
Power Dealer
Red Bluff, Calif. 96080

Mr. Casella
Main St. -

Transportation

Bank care - host rides
and general planning

Re-fueling - tie down
parking

Assisting in communications
Flight Plans - weather
and timing

1971

Mr + Mrs Thomas
212 1/2 Walnut - Mon

X

Mr + Mrs Tom Dunsfield
222 - 32 - July

Q

Mr + Mrs George
121 1/2 113 - Mon

X

Mr + Mrs H. M. Johnson
121 1/2 224 - July

+

Mr + Mrs Frances
222 - 5 - July

X

Mr + Mrs Johnson
224 1/2 - Mon

✓

Mr + Mrs Tom Johnson
411 E Main - Mon

✓

Mr + Mrs Tom Johnson
121 1/2 224 - July

✓

Mr + Mrs Tom Johnson
1300 - Mon - July

✓

Mr + Mrs Tom Johnson
1330 - July

10

12 ✓ Mr. + Mrs. Robert Lorence
Mon-Rick Hwy - Mon.

14 ✓ Mr. + Mrs. Ron Lawrence
341 D Street Indep.

13 ✓ Mrs. Nora Lawrence
281 So. 9th Indep.

14 ✓ Mr. + Mrs. Darrel Morgan
Rt 1, Box 358 Indep.

15 ✓ Dr. + Mrs. Philip Orange
South Main Indep.

16 ✓ Mr. + Mrs. Eddie Pomeroy
Rt. 1, Box 121 Indep.

17 ✓ Mr. + Mrs. John Pfaff
20 South 4th Indep.

18 ✓ Mr. + Mrs. Kenneth Richards
Rt 1, Box 89 Mon.

19 ✓ Mr. + Mrs. John Titus
South Main Indep.

20 ✓ Mr. + Mrs. Dee Taylor
451 South 2nd Indep.

Mr. ...
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Mr. ...
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Mr. ...
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Mr. ...
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Mr. ...
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- 21 Mrs. Liela Taylor
385 So. 6th Indep.
- 22 Mr. & Mrs. Clarence Thomas
784 River Drive Indep.
- 23 Mr. & Mrs. Chuck Vawter
1312 B. Street Indep.
- 24 Dr. & Mrs. Richard Wilhelm
684 No. Craven Mon.
- 25 Mr. & Mrs. Mark Williams
393 No. Sacre Lane Mon.
- 26 Mrs. Helene Walker
386 B. Street Indep.
- 27 Mr. & Mrs. Robert Barts
455 South 11th Indep.
- 28 Mr. & Mrs. Harold Johnson
Rt. 1, Box 270-C Indep.
- 29 Mr. & Mrs. Bill Baker
660 No. Main Indep.
- 30 Mr. & Mrs. Allan Meissner
562 - C Street Indep.



31 Mrs. - Mrs. Earl Graham
1272 B. Street Indep.

Handwritten text, possibly a signature or name, written in blue ink. A red checkmark is visible to the right of the text.

Handwritten number 70 with a horizontal line above it.

RACE ENTRIES - MASTER LIST

<u>RACE #</u>	<u>N#</u>	<u>COLOR</u>	<u>TYPE A/C</u>	<u>HP</u>	<u>FAIRINGS</u>	<u>PILOT & CO-PILOT</u>	<u>HC</u>
1	37 9423 P	White/Brown	Piper PA 24 1970 -Comanche	260	N/A	CALLAWAY, Margaret Richardson, Eleanor	176
2	19 4009 J	Silver/Blue	Cessna 150 G 1967	100	NO	SHARP, Aline	104
3	35 7343 T	Gold/White	Cessna 172 1960	145	YES	WILHELM, Marilyn K. Wicks, Louise	119
4	40 3248 J	Red/White	Cessna 150 G 1967	100	YES	BAIR, Harriet Schutte, Audrey	106
5	37 3144 T	Maroon/White	Cessna Cardinal 1968	150	YES	BERRY, Margaret Nitzen, Ruth	124
6	42823	White/Black/ Red	Cessna 182 L 1968	230	YES	CHAMBERS, Vi Walton, Margaret	149
7	30 2764 Q	Blue/White	Cessna 182 1967	230	NO	McGUIRE, Emma Laughbaum, Nina	147
8	20 7795 X	Gold/White	Cessna 172 B 1961	145	YES	DILLEY, Joan Hoefler, Marie	119
9	55 8188 N	Orange/White	Piper PA 28 1969 Cherokee	150	YES	WARD, Margaret. <i>Tom, Shirley</i>	122
10	4 8073 G	Blue/White	Cessna Cardinal R/G 1971	200	N/A	GLINES, Betty Pike, Maxine	155
11	15 6410 E	Blue/White	Cessna 172 1959	145	NO	MINTER, Doris Vaughn, Jane	117
12	12 6374 Y	White/Blue	Piper PA 23 C 1967 Aztec	500	N/A	POTTER, Ilovene Gammell, Jan	196
13	5257 X	Orange/White	Citabria 7ECA 1969	115	NO	SCHIFFMANN, Jean Grosman, Karen	95
14	3866 S	Blue/White	Cessna 172 E 1964	145	NO	THOMSON, Juanita Huerth, Chris	117
15	50586	Red/White	Cessna 150 J 1968	100	NO	WILCOX, Norma Weber, Twila	100
16	2753 L	White/Green	Cessna 172 1967	145	YES	KENNEDY, Carol Bissell, Kathy	145
17	9627 D	Green/White	Piper PA 22 1959	150	NO	BRUNDAGE, Darlene Hendricksen, Hana	



10/11/11



10/11/11



PALMS TO PINES AIR RACE 1971 Entry list contin.....P

RACE #	COLOR	TYPE A/C	HP	FAIRINGS	PILOT & CO-PILOT	HC
18 19 92749	Gold/Butter-scotch	Cessna 182 1970	230	YES	DARCH, F.Terry Johnson, Madge	
19 6923 X	White/Blue	Cessna 172 B 1961	145	YES	WRIGHT, Myrtle A Sharp, Rose	119
20 24 9071 P	White/Tan	Piper PA 24 1966 Comanche	260	N/A	MAPELLI, Velda K.	175
21 8 5862 G	Gold/White	Cessna 150 1970	100	YES	KUHNS, Tony McNeil, Heather	102
22 16 9384 P	White/Black Red	Piper PA 24 1969 Comanche	260	N/A	LA FORGE, SALLY Bonzon, Rachel	175
23 38 61333	Orange/Blue	Cessna 150 J 1969	100	YES	HARSHBARGER, Vivian Stock, Nancy J.	102
24 33 9486 V	White/Orange	Mooney M20F 1970 Aerostar	200	N/A	FRY, Bettye J.	160
25 28 4129 J	White/Red	Piper PA 28 1967 Cherokee	150	YES	GREENWALD, Susan Dean, Patricia	122
26 229 2737 G	White/Red	Citabria 7GCAA 1967	150	YES	GOETZ, Barbara	110
27						
28 34 7455 P	White/Red	Piper PA 24 1961 Comanche	180	N/A	BARNETT, Marci Moulin, Criss	147
29 7 113 MB	White/Red/Black	Piper PA 24 1965 Comanche	260	N/A	BANKS, Marian Sanders, Dottie	175
30 6393 G	Blue/white	Cessna 150 K 1970	100	YES	ROSE, Jean Williams, Bonnie	102
31 44 9082 V	White/Blue	Mooney M20C 1969	180	N/A	McCRAV, Evelyn B.	152
32 36 4068 R	White/Gold	Piper PA 32 1968 Cherokee 6	300	YES	BROWN, Elaine Brown, Lois (Mrs.)	154
33 31 GC	White/Red	Mooney M20C 1964	180	N/A	COTE, Shirley Tanner	152
34 3867 Y	White/Red/Black	Cessna 210 D 1964	285	N/A	McNAMARA, Kathryn Dodgson, Voline	179
35 2 9186 V	? white/blue	Mooney M20C 1969	180	N/A	GRUPENHAGEN, Esther	



PALMS TO PINES AIR RACE 1971 Entry list contin..P 3

<u>RACE</u>	<u>N#</u>	<u>COLOR</u>	<u>TYPE A/C</u>	<u>HP</u>	<u>FAIRINGS</u>	<u>PILOT & CO-PILOT</u>	<u>HC</u>
36	18 9407 W	White/Yellow Black	Piper Pa 28 1968 Cherokee	235	YES	PEARSON, Mary Miller, Wanda Jean	186
37	11 7990 M	White/Gold/ Brown	Beech C-33-A 1966 Debonair	285	N/A	BOOTH, Marjorie Correa, Elizabeth	188
38	26 9386 V	Cream/Brown	Mooney M20C 1970	180	N/A	LEHR, Shirley	152
39	21 6493 G	White/Gold	Cessna 150 K 1969	100	YES	APPEL, Pat Green, Russanne	102
40	10 4151 S	White/Blue/ Gold	Piper PA 28 140 1971 Cherokee	150	NO	MEAD, Margaret Avis, Pracilla	120
41	3 9303 P	White/Red/ Black	Piper PA 24 1968 Comanche	260	N/A	McGEE, Helen Ryan, Charlotte	175
42	27 9034 S	White	Beech S-35 1965 Bonanza	285	N/A	SCHUTT, Caroline	190
43	14 1919 Y	Blue/White Gold	Mooney M-21	180	N/A	Hacker, Kathleen Martin, Joan	152
50	4031 U	Green/White	Cessna 150 E 1965	100	NO	GIBSON, M. Rita Gay, Ruth	103

44 5 David Richardson

? 29
21

82 1/2
④

RACE ENTRIES - MASTER LIST

RACE	N#	COLOR	TYPE A/C	HP	FAIRINGS	PILOT & CO-PILOT	HC
1	9423 P	White/Brown	Piper PA 24 1970 -Corancho	260	N/A	CALLAWAY, Margaret Richardson, Eleanor	176
2	4009 J	Silver/Blue	Cessna 150 G 1967	100	NO	SHARP, Aline	104
3	7343 T	Gold/White	Cessna 172 1960	145	YES	WILHELM, Marilyn K. Wicks, Louise	119
4	3248 J	Red/White	Cessna 150 G 1967	100	YES	BAIR, Harriet Schutte, Audrey	106
5	3144 T	Maroon/White	Cessna Cardinal 1968	150	YES	BERRY, Margaret Nitzen, Ruth	124
6	42823 H	White/Black/ Red	Cessna 182 L 1968	230	YES	CHAMBERS, Vi Walton, Margaret	149
7	2764 Q	Blue/White	Cessna 182 1967	230	NO	McGUIRE, Emma Laughbaum, Nina	147
8	7795 X	Gold/White	Cessna 172 B 1961	145	YES	DILLEY, Joan Hoefler, Marie	119
9	8188 N	Orange/White	Piper PA 28 1969 Cherokee	150	YES	WARD, Margaret <i>Thom Shirley</i>	122
10	8073 G	Blue/White	Cessna Cardinal R/G 1971	200	N/A	GLINES, Betty Pike, Maxine	155
11	6410 E	Blue/White	Cessna 172 1959	145	NO	MINTER, Doris Vaughn, Jane	117
12	6374 Y	White/Blue	Piper PA 23 C 1967 Aztec	500	N/A	POTTER, Ilovene Gammel, Jan	196
13	5257 X	Orange/White	Citabria 7ECA 1969	115	NO	SCHIFFMANN, Jean Grosman, Karen	95
14	3866 S	Blue/White	Cessna 172 E 1964	145	NO	THOMSON, Juanita Huerth, Chris	117
15	50586	Red/White	Cessna 150 J 1968	100	NO	WILCOX, Norma Weber, Twila	100
16	2753 L	White/Green	Cessna 172 1967	145	YES	KENNEDY, Carol Bissell, Kathy	145
17	9627 D	Green/White	Piper PA 22 1959	150	NO	BRUNDAGE, Darlene Hendricksen, Hana	119

#19 - Sally Luford

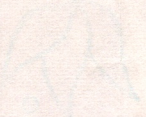


<u>PLANE #</u>	<u>COLOR</u>	<u>TYPE A/C</u>	<u>HP</u>	<u>FAIRINGS</u>	<u>PILOT & CO-PILOT</u>	<u>HC</u>
18 92749	Gold/Butter-scotch	Cessna 182 1970	230	YES	DARCH, F.Terry Johnson, Madge	149
19 6923 X	White/Blue	Cessna 172 B 1961	145	YES	WRIGHT, Myrtle A Sharp, Rose	119
20 9071 P	White/Tan	Piper PA 24 1966 Comanche	260	N/A	MAPELLI, Velda K.	175
21 5862 G	Gold/White	Cessna 150 1970	100	YES	KUHNS, Tony McNeil, Heather	102
22 9384 P	White/Black Red	Piper PA 24 1969 Comanche	260	N/A	LA FORGE, SALLY Bonzon, Rachel	175
23 61333	Orange/Blue	Cessna 150 J 1969	100	YES	HARSHBARGER, Vivian Stock, Nancy J.	102
24 9486 V	White/Orange	Mooney M20F 1970 Aerostar	200	N/A	FRY, Bettye J.	160
25 4129 J	White/Red	Piper PA 28 1967 Cherokee	150	YES	GREENWALD, Susan Dean, Patricia	122
26 2737 G	White/Red	Citabria 7GCAA 1967	150	YES	GOETZ, Barbara	110
27						
28 7455 P	White/Red	Piper PA 24 1961 Comanche	180	N/A	BARNETT, Marci Moulin, Criss	147
29 113 MB	White/Red/ Black	Piper PA 24 1965 Comanche	260	N/A	BANKS, Marian Sanders, Dottie	175
30 6393 G	Blue/white	Cessna 150 K 1970	100	YES	ROSE, Jean Williams, Bonnie	102
31 9082 V	White/Blue	Mooney M20C 1969	180	N/A	MCCRAY, Evelyn B.	152
32 4068 R	White/Gold	Piper PA 32 1968 Cherokee 6	300	YES	BROWN, Elaine Brown, Lois (Mrs.)	154
33 31 GC	White/Red	Mooney M20C 1964	180	N/A	COTE, Shirley Tanner	152
34 3867 Y	White/Red/ Black	Cessna 210 D 1964	285	N/A	McNAMARA, Kathryn Dodgson, Voline	179
35 9186 V	?	Mooney M20C 1969	180	N/A	GRUPENHAGEN, Esther	152



PALMS TO PINES AIR RACE 1971 Entry list contin..P 3

<u>RACE</u>	<u>N#</u>	<u>COLOR</u>	<u>TYPE A/C</u>	<u>HP</u>	<u>FAIRINGS</u>	<u>PILOT & CO-PILOT</u>	<u>HC</u>
36	9407 W	White/Yellow Black	Piper Pa 28 1968 Cherokee	235	YES	PEARSON, Mary Miller, Wanda Jean	146
37	7990 M <i>#12</i>	White/Gold/ Brown	Beech C-33-A 1966 Debonair	285	N/A	BOOTH, Marjorie Correa, Elizabeth	188
38	9386 V	Cream/Brown	Mooney M20C 1970	180	N/A	LEHR, Shirley	152
39	6493 G	White/Gold	Cessna 150 K 1969	100	YES	APPEL, Pat Green, Russanne	102
40	4151 S	White/Blue/ Gold	Piper PA 28 140 1971 Cherokee	150	NO	MEAD, Margaret Avis, Pracilla	120
41	9303 P	White/Red/ Black	Piper PA 24 1968 Comanche	260	N/A	McGEE, Helen Ryan, Charlotte	175
42	9034 S	White	Beech S-35 1965 Bonanza	285	N/A	SCHUTT, Caroline	190
<i>(43)</i>	<i>1919 Y</i>	<i>Blue/White Gold</i>	<i>Mooney M-21</i>	<i>180</i>	<i>N/A</i>	<i>Hacker, Kathleen Martin, Joan</i>	<i>152</i>
50	4831 U	Green/White	Cessna 150 E 1965	100	NO	GIBSON, M. Rita Gay, Ruth	103





July 30, 1971

Dear Al:

Enclsoed is the Master Entry List I just got run off and it should answer you questions as to the final official numbers. Sorry about that. I am enclosing the only two pub pictures that found their way to me and I have a feeling I already sent you these. If not, here they are. I advised, when mailing the handicap confirmation to each contestant, that they should mail a picture to you IMMEDIATELY for your newspaper edition. We can only hope that they will do it and in time. But I DID inform each contestant to do so on their own, as time was drawing so short. Some girls will do what they are asked and some won't.....!

We sent all the publicity sheets we had up to you the day we got the final entries. You should have them by now. Some girls do not even bother to fill these out and return to us, which may be why you have some missing.

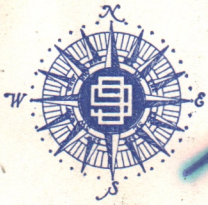
Thanks for printing the story I sent you. When we can show the "folks back home" copies of these stories it helps to get sponsors for the contestants. The more sponsors, the more contestants, etc. Tell John I'm sorry there are not 75---I tried.

Sounds like you are all working very hard up there and DOING A GREAT JOB!! Thanks for EVERYTHING in advance. I'm sure looking forward for the work to stop and the fun to begin, ha.

Anything else I can do, give me a call--

Sincerely,

*Margaret
(Berry)*



Dear Al:

Please use our story
if possible - for our exposure
sake - Thanks for the
pics and the notes. Don't
worry about the pic with John.
Thanks for looking!

So busy - making forms
& processing entries. We did
need more time.

See you soon!

Margaret Berry

Dear Sir:

Please see our story
 of growth - for our expansion
 rate - based on the
 rise and the rate. That
 many about the rate with jobs
 that for looking!
 To buy - making from
 increasing rates. The old
 need more time.
 See you soon!

Respectfully,
 [Signature]

July 16, 1871

Dear John:

It was nice talking to you last night - even though I felt badly that I did not have more information to give you - and I can't get Claire home any faster for you! 😊 However, I do want you to know that at 8:15 AM this morning I am up here at Gene Fitzpatrick's house - she is the P to P publicity gal that just got home from the PPD - and I am gathering all the info I can get for you. This is just to get me off the hook with you. ha.

Seriously, am enclosing the publicity personal information sheet that we ask each contestant to return. One copy is going to Virginia Slims so they will do their own publicity from those. As far as I can find out, no one has sent any publicity pictures to us yet. These are often late coming in because the girls (like myself) want to wait until they are sure of a sponsor so the name can go on the plane, etc., before the pictures are taken. I am getting pictures taken Saturday and as soon as developed will send you a story and picture that I would appreciate getting into the paper, and some copies back to show my sponsor. Also enclosed is a current Entry list and some information on the contestants that I have gathered. Shirley Tanner and George Cote were married at the terminus of the Powder Puff and Gene will have some negatives back tomorrow. She said she would send you a negative in case you wanted to use it for a pre-race story but she would like to have the negative back if possible when Al is finished. If you recall, Shirley Tanner flew with Claire in the Palms to Pines last year. They were married at one of the terminus functions at the Pentagon Courtyard Cajun Festival in Baton Rouge, La. This was the first time a wedding had taken place during the race festivities - Claire flew with her in the PPD this year and they placed 15th in a Mooney M 20 C. I don't have Claire's entry sheet yet so don't know what she is flying in the Palms to Pines, but believe she is flying with Shirley in our race this year also.

*see insert below **

Also, by way of human interest, Emma McGuire and Jean Schiffman (who both flew last year) got their Seaplane Ratings while in Baton Rouge at the PPD Terminus .

The latest news I have is that Claire is to arrive home this week-end--so keep trying.

Guess that is all the additional info I have since last night . Hope to see you soon.

Fondly,

Margaret

P.S. Claire is driving (automobile) back from Baton Rouge, which is why it is taking so long to get home, cause Shirley and George took the airplane to go on a honeymoon.

** but Claire was married in 1951 at the terminus of the race - she placed 1st that year - & interesting that she was co-pilot for 2nd wedding connected with the race*

2002.003.049a

I have been thinking about you a great deal lately and wondering how you are getting on. I hope you are well and happy. I have been very busy with my work lately, but I always find time to think of my friends.

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In case you don't have one - this is a copy of last years entries. Margaret

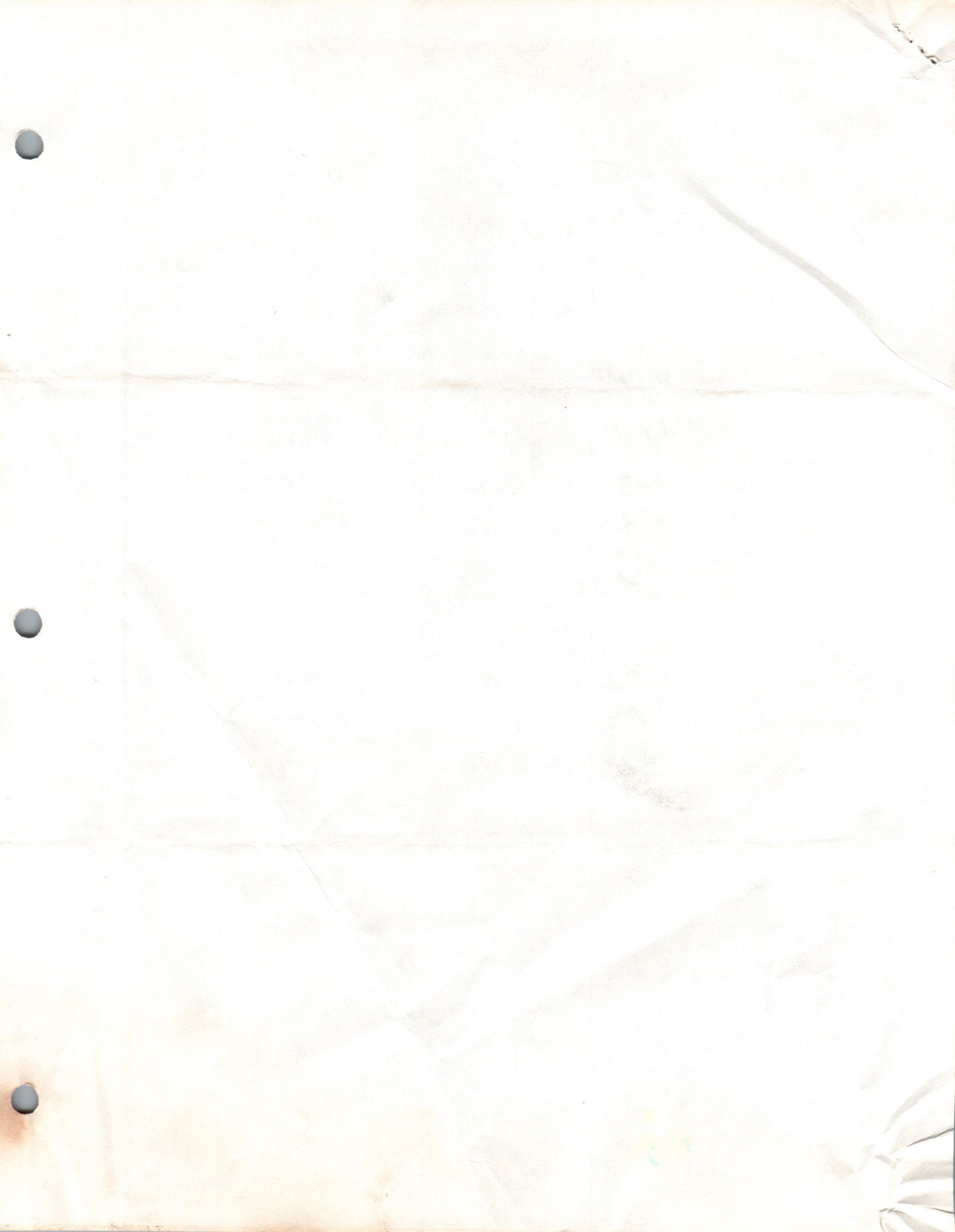
MASTER SHEET - RACE ENTRIES

Race # & Color of Aircraft	<i>order of place</i>	Type	Ident. No.	Pilot (and co-pilot)
1 Blue/White	#14	Cessna 182 K	N2764Q	McGUIRE, Emma Minter, Doris
2 Brown/White	#8	Cessna 180	N4953A	SCHUMACHER, Betty Hill, Joanne
3 White/Red	#4	Citabria	N6361N	TANNER, Shirley Hoffman, Chris
4 Yellow/Black/White	#22	Cessna 172	N1106F	BOLTON, Susan Gutzwiller, Vicki
5 Yellow/White	#18	Cessna 172	N1549Y	DILLEY, Joan Lambert, Georgia
6 White/Black/Coral	#31	Cessna 182	N3846D	CHAMBERS, Veronica Campbell, Dottie
7 Blue/White	#15	Cessna 150	N8106F	SCHIFFMANN, Jean
8 Blue/White	#10	Cessna 172	N2416U	PIKE, Maxine Stevenson, Bernadine
9 Green/White	#7	Cessna 150	N5614G	YOUNG, Denise Young, Adelle
10 Red/White	#28	Cessna 150	N3248J	BAIR, Harriet Schutte, Audrey
11 White/Red	#3	Twin Comanche	N7291Y	CALLAWAY, Margaret Ross, Margaret
12 Gold/White	#27	Piper Comanche 260	N8971P	BROWN, Marjory McCrae, Isabelle
13 Yellow/White/Black	#19	Piper Arrow	N3968T	GAMBLE, Margaret Walters, Claire
14 Blue/White	#20	Cessna 172	N7365G	BIGELOW, Jaunda Cobb, Gladys
15 White/Brown	#23	Cessna 182	N5990B	McNAMARA, Kathryn Martin, Beverly
16 Maroon/White	#21	Cessna 182	N91582	COWAN, Annette Hansen, Joan
17 Blue/White	#30	Cessna 177 Cardinal	N30157	WALTZ, Dorothy McFarren, Janet
18 Green/White	Cancelled	Cessna 175	N6627E	HUTSON, CHRIS Hutson, Cleo
19 Blue/White	#12	Piper Comanche 260	N9089P	DODGSON, Voline Muller, Kathleen
20 Red/White	#17	Cessna 172	N79405	GLINES, Betty Sharp, Aline
21 Red/White	#16	Mooney Ranger (M20C)	N9295V	SHATTUCK, Elizabeth Brundage, Darlene
22 White/Red/Gold	#1	Piper Comanche 260	N1944X	MEAD, Margaret Cooper, Trudy
23 White/Green	#25	Cessna 172	N7803U	ROOKAIRD, Nina Worel, Anita
24 Tan/Red	#34	Piper Cherokee 180	N3450R	THOMSON, Juanita

Handwritten text in blue and green ink, possibly a signature or date, located in the bottom right corner.

MASTER SHEET - RACE ENTRIES---Cont'd.

<u>Race # & Color of Aircraft</u>	<u>Type</u>	<u>Ident. No.</u>	<u>Pilot (and co-pilot)</u>
25 White/Red/Black #5	Piper Comanche 260	N9384P	LEARNED, Minette Street, Margaret
26 White/Yellow #6	Mooney Mark 20C	N2966L	PEARSON, Mary Miller, Wanda Jean
27 White/Red	Piper Cherokee 140	N6296W	CULP, Mara
28 White	Beech S-35 Bonanza	N9034S	SCHUTT, Caroline
29 Blue/White	Piper Comanche 260		RICHARDSON, Eleanor
30 White/Yello #26	Piper Cherokee 140	N8188N	WARD, Margaret
31 White/Blue #24	Cessna 172	N6923X	WRIGHT, Myrtle
32 Blue/White #13	Piper Comanche 250	N8249P	KUHNS, Tony Appel, Pat
33 Red/Black/White #32	Cessna 182	N8455S	PAOLI, Sylvia Rinehard, Mitzi
34 White/Turquoise/Brown #29	Beech Debonair A 33	N303Z	TRINDLE, Ellen Griffith, Thon
35			
36 Brown/Yellow/White #2	Cessna 210	N3318S	WEGENER, Virginia
43 Blue/Navy blue #9	Cessna 182	N3727U	WENHOLZ, Mary Moscow, Katie
94 Green/White #11	Mooney M 20 F	N9426V	ROSE, Jean Free, Janice



July 9, 1971

Governor of Oregon
Thomas L McCall

Dear Governor McCall;
August 7 and 8 the second annual women's Palms to Pines
air race will conclude at Independence State Airport.

On the morning of August 8 at 8:30 a.m. a breakfast will
be held at the Independence City Hall for presentations
of awards to the first five place winners of the race.

I would like to extend an invitation to you, Governor
McCall, if your schedule permits, to attend the breakfast
and present these awards.

This annual women's air race was started in 1970 through
the efforts of John Koich, local Chevrolet dealer, and
Clair Walters of Santa Monica, California.

The race committee has spent considerable time this year
improving the event. It is expected that 75 planes will
enter and a full schedule of events has been planned for
the contestants.

I sincerely hope you will be able to find the time to
make the presentations of these awards Sunday, August 8.

Thank you,

A.L. Cosovich
General Manager

2003 003 059

July 9, 1971

Governor of Oregon
Thomas J. McCall

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I sincerely hope you will be able to find the time to make the presentation of these awards Sunday, August 8.

Thank you,

A.L. Gosvold
General Manager

Thursday July 15, 1971 Palms to Pines air race commette meeting

At the Elks Club 8:00P.M. Attending:

John and Mardge Koich

Al Cosovich

John Pfaff

Darrel Morgan & Nancy

Dick Wilhelm

Edna Utse

Polk Sun

Al Boe

Business undertaken. Jaycees concession agreement was voted down for the reason that no exclusive on concessions will be granted by the race commette. Housing is now available for about 50 gals. will persue longer for 50 more. Donations from local merchants has risen to about \$500.00. A report by Koich indicates that Virgina Slims may sponsor the event with about \$2500. Final word on the money will be monday july 19. Final minor details in and around the airport are being taken care of. It was agreed that there would be andther meeting at the Elks Thursday july 21,

Al Cosovich

Thursday July 15, 1971 Palms to Pines air race committee meeting

At the Elks Club 8:00 P.M. Attending:

John and Marge Kotch Al Gosovich

John Pratt Daniel Morgan & Nancy

Dick Wilhelm Edna Ute

Polk Sam Al Bee

Business undertaken. Races concession agreement was voted

down for the reason that no exclusive on concessions will be

granted by the race committee. Housing is now available for

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19. Final minor details in and around the airport are being taken

care of. It was agreed that there would be another meeting

at the Elks Thursday July 21,

Al Gosovich

A. L. Cosovich,
General Manager

Enterprise Herald

Telephone 838-1400
Area Code 503

P. O. Box 128
Independence, Oregon 97351

August 11, 1971

Dear

Just a short note thanking you for participating in the second annual Palms to Pines race, August 6th through the 8th. I sincerely hope you had a good time and will consider entering the Palms to Pines air race next year. We in Independence, look forward to this annual event and strive to make it worthwhile to all who enter.

Again, thank you and we hope to see you next year.

If you sent us a publicity picture and would like to have it returned, just drop me a note.

Sincerely

Al Cosovich

2002.003.053

August 17, 1971

Willamette Valley Chapter of 99's
Mrs. Clarence Venell
Rt 3 Box 529
Corvallis, Oregon 97330

Dear 99's;

The second annual Palms to Pines air race is now history. The indications are that it was a very successful event. Several of the contestants mentioned that they wish to return again next year.

I wish to express thanks and appreciation from Independence Promotions, Inc., to the Willamette Valley Chapter of the 99's for the generous help and support which you gave us. Without this, the second annual Palms to Pines air race could not have been successful.

Yours truly,

Al Cosovich
Publicity Chairman

Mar. 15, 1971

Copy

Virginia Slims

c/o Benson & Hedges

Park Avenue, New York, N.Y. 10017

Attn: Publicity Dept.

Dear Sirs,

August 15, 1970 climaxed a very successful First Annual Women's Palms to Pines Air Race. This race had it's origin in Santa Monica, California with the destination being Independence, Oregon. The race was planned by local groups from here and Santa Monica. The winner of the race was Margaret Mead, the 1970 Powder Puff Derby winner. As a matter of fact, that is what prompts this letter. Virginia Slims was Margaret Mead's sponsor for this race.

The First Annual race was such a success we would like to have a Second Annual this summer. At the present time we are looking for a sponsor for this race. We are asking if you would like to participate, first, because you were involved last year and second, because it is our understanding that you are looking for new areas of advertising. We are enclosing copies of a few of the letters received from the participants and some of the press releases from this area. There was press coverage as far south as San Diego and asst to Montana. We hope to have more this year. We feel that the cost of such an air race, based on last year's experience, will come to approximately \$2500. Would you be interested in such a program?

Sincerely,

Richard J. Wilhelm, Secretary
Independence Promotions
P. O. Box 397
Independence, Ore. 97351

Copy :
original
Sent 3-17-71

2002.003 861a

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data.

In the second section, the author details the various methods used to collect and analyze the data. This includes both manual and automated processes. The goal is to ensure that the information is both reliable and comprehensive.

The third part of the document focuses on the results of the analysis. It shows that there is a clear trend in the data, which suggests that the current strategy is effective. However, there are some areas where improvement is needed, particularly in the way resources are allocated.

Finally, the document concludes with a series of recommendations for future action. These include implementing new software tools to streamline the data collection process and providing additional training for the staff involved in the analysis.

April 21, 1971

Attn: Mr. Steve Kersen
Phillip Morris Co.
100 Park Ave.
New York, New York

Dear Mr. Kersen;

It has been brought to my attention that Virginia Slims cigarette Co. has been asked to sponsor the second annual Palms to Pines, women's air race. The first leg beginning in Santa Monica California to Red Bluff with an overnight stop. Depart Red Bluff at 6:AM with the faster planes arriving at the destination of Independence, Oregon around 8:AM.

Having been involved in last years Palms to Pines race, to the extent of sponsoring the winning entry flown by Margaret Mead of Manhattan Beach, California and Trudy Cooper of Seabrook, Texas. It is felt that Virginia Slims should have the first opportunity to sponsor the entire event.

Based on last years expenditures the total cost should be about \$2500.00 This money would be used by Independence Promotions, Inc., to provide \$500.00 race money, trophies, cocktail party, and a barbecue for the pilots and co-pilots.

A total of thirty-eight (38) planes were entered in last event and to date, sixty-five (65) planes have entered for this year.

This would give Virginia Slims an excellent opportunity to promote their cigarettes on the west coast. Press coverage of last years race was south to southern California and

east to Montana, involving all medias, newspaper, radio and television.

I feel that by being the sole sponsor of this soon to become nationally famous air race for women, Virginia Slims would have a direct advertising connection to promote their product.

To share some reference to a long-departed T.V. commercial, "These babes have come a long way."

I respectfully urge you to give this request careful consideration.

Sincerely

A. L. Cosovich
General Manager

bp/ALC

cc: Mary Wells,

Wells, Rich and Green, New York

cc: Robert Shaffer,

Phillip Morris Co., Portland

cc: Richard Wilhelm, Independence

... to
..

I feel that by being the only sponsor of this
... ..
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To share some reference to a
... ..
I respectfully urge you to give this request careful

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A. I.
General Manager

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PHILIP MORRIS

U.S.A.

100 PARK AVENUE, NEW YORK, N. Y. 10017 TELEPHONE (212) 679-1800

April 27, 1971

Mr. A. L. Cosovich
General Manager
INDEPENDENCE ENTERPRISE
P.O. Box 128
Independence, Oregon 97351

Dear Mr. Cosovich:

Thank you for thinking of Virginia Slims in connection with the forthcoming Palms to Pines, women's air race. However, our commitments this year to the national sponsorship of the Powder Puff Derby and entry in the Great Air Race, London, England to Victoria, Canada, preclude further sponsorship consideration at this time.

In the event there is a change in our plans which more or less means an increase of budget, I would be more than happy to consider your proposal. Until then, I regret that I cannot be more positive.

Thank you for remembering us.

Cordially,

Steven S. Korsen
Brand Manager

SSK/dk



PHILIP MORRIS

U.S.A.

NEWARK BRANCH NEW YORK N. Y. FOUR TELEPHONE SIX SEVEN

PHILIP MORRIS

Dear Sir,

Thank you for the information received from you on the 12th inst.

re your letter of the 10th inst.

concerning the above mentioned matter.

I am sorry to hear that

you are unable to obtain a copy of the book "The Story of the Cigarette" which you have ordered. I am sorry to hear that you are unable to obtain a copy of the book "The Story of the Cigarette" which you have ordered. I am sorry to hear that you are unable to obtain a copy of the book "The Story of the Cigarette" which you have ordered.

I am sorry to hear that you are unable to obtain a copy of the book "The Story of the Cigarette" which you have ordered. I am sorry to hear that you are unable to obtain a copy of the book "The Story of the Cigarette" which you have ordered.

Very truly yours,

Philip Morris

Philip Morris
Newark Branch

2244

May 17, 1971

Advertising Dept.
The American Tobacco Co.
245 Park Ave.
New York, N.Y. 10017

Dear Sirs;

In August, 1970, the first annual women's Palms to Pines Air Race was held. Many months were spent in preparation for this race. The race began in Santa Monica, California, and ended in Independence, Oregon, a distance of about 800 miles. Winner of the 1970 Palms to Pines race was Margaret Mead, the 1970 Powder Puff Derby winner. She had as her co-pilot Mrs. Gordon Cooper.

The success of this first race was more than expected. A total of 36 planes made the trip. Action has been undertaken for the second annual Palms to Pines Air Race and to date, 65 planes have entered.

A new route will be followed this year. Take off will be August 13 from Santa Monica with a stop over at Red Bluff, California. On the 14th the second leg will be flown from Red Bluff to Independence, Oregon.

At this time Independence Promotions, Inc., is looking for a sponsor for this event. Silva Thins was thought of. Based on last year's experience, sponsorship will come to approximately \$2,500, this to include \$500 race money, trophies, a party for the pilots & co-pilots and a barbecue.

This would give Silva Thins an excellent opportunity to promote their cigarettes on the west coast. Press coverage of last year's race was south to Southern California and east to Montana, involving all medias, newspaper, radio and television.

I feel that by being the sole sponsor of this soon to become nationally famous air race for women, Silva Thins would have a direct advertising connection to promote their product. Enclosed are some news clippings of the 1970 event.

I respectfully urge you to give this request careful consideration.

Sincerely,

Alan L. Cosovich
General Manager



CABLE ADDRESS:
POWHATTAN

The American Tobacco Company

A DIVISION OF AMERICAN BRANDS, INC.

*245 Park Avenue
New York, N.Y. 10017*

June 10, 1971

Mr. Alan L. Cosovich
General Manager
Independence Enterprise
P. O. Box 128
Independence, Oregon 97351

Dear Mr. Cosovich:

This will acknowledge receipt of your letter of recent date regarding the sponsorship of an Air Race.

I regret that at this time I must advise you we are not in a position to give favorable consideration to your offer.

Thank you for your courtesy in writing and for your continued interest in our Company and its products.

Very truly yours,

John A. McGinn
Manager of Cigarette Promotions

The American Tobacco Company

245 Park Avenue

New York 17, N.Y.

June 10, 1971



Mr. Alan L. Casovitch
General Manager
Independence Enterprise
P. O. Box 128
Independence, Oregon 97351

Dear Mr. Casovitch:

This will acknowledge receipt of your letter of recent date regarding the sponsorship of an Air Race.

I regret that at this time I must advise you we are not in a position to give favorable consideration to your offer.

Thank you for your courtesy in writing and for your continued interest in our Company and its products.

Very truly yours,

John A. McGinn
Manager of Cigarette Promotions

July 16, 1971

Office of the Governor
State Capitol Bldg.
Sacramento, California

Dear Governor Reagan:

On August 7, 1971, the second annual womens Palms to Pines air race will terminate in Independence, Oregon. The brain child of John Koich of Independence and Clair Walters of Santa Monica, California, was an overwhelming success in its first year, 1970.

The Palms to Pines air race begins in Santa Monica, California, with a fly by at Chowchilla, and an overnight stop in Red Bluff. The final leg of the race is from Red Bluff, a fly by at Roseburg, and finish in Independence.

Last year's winners were Pilot Margaret Mead of Manhattan Beach, California, and Trudy Cooper of Seabrook, Texas, co-pilot.

A full schedule of events have been planned for the pilots and co-pilots during their stay in Independence.

We would like to invite you to present the trophies to the winners at the awards breakfast on Sunday, July 8, at 8:30 a.m. if your busy schedule permits. The event will be held in city hall.

Independence Promotions, Inc.

A. L. Cosovich

July 10, 1971

Office of the Governor
State Capitol Building
Sacramento, California

Your Governor

On August 7, 1971, the second annual women's tennis tournament will be held in Independence, Oregon. The tournament is being held in honor of the late Mrs. J. Edgar Hoover, who was an outstanding tennis player in her first year, 1970.

The tennis tournament will be held in Independence, California, with a fly by at Independence, and an overnight stay in Red Bluff. The final leg of the race is from Red Bluff, a fly by at Independence, and a final in Independence.

Last year's winners were Bill Mays and Bob of Red Bluff, Red Bluff, California, and Terry Cooper of Red Bluff, Texas, co-winner.

A full schedule of events has been planned for the tennis tournament. All participants should arrive in Independence.

We would like to invite you to present the trophies to the winners at the awards breakfast on Saturday, July 8, at 8:30 a.m. If your busy schedule prevents, the event will be held in city hall.

Independence Recreation, Inc.

A. L. Governor

A. L. Cosovich,
General Manager

Enterprise Herald

Telephone 838-1400
Area Code 503

P. O. Box 128
Independence, Oregon 97351

July 20, 1971

Dear Bill,

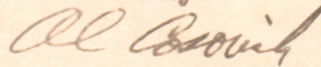
Sorry I am so long in getting back to you on the agreement between the Independence-Monmouth Jaycees and the Palms to Pines air race committee.

The committee has agreed that they will not grant an exclusive and sole right to concessions. The offer of thirty (30) percent the first year and ten (10) in the years thereafter was most generous.

Thursday night at 8:00 P.M. there will be another committee meeting at the Independence Elks Lodge. We would like to have yourself and Mike Kitchen attend this meeting and the agreement will be discussed further.

At this time I am sure the Independence-Monmouth Jaycees will be given the concessions, but for what percentage and length of time I cannot promise.

Sincerely



Al Cosovich

Publicity Chairman

2003.003.058

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July 22, 1971

Palms to Pines Air race commattee meeting 8:pm Elks Club.

attending: John & Marge Koich, Darrell & Nancy Morgan, Al Boe,
Clerance Thomas, Dick Whilhelm, Al Cosovich.

Final details on the race were competeted with some reversaitons
on Insurance and clean up. the Jaycees offer of 30% was accepted
for this year only and they will get the first chance next year.
attached list is what was disuseed. ajourned to the bar.

July 22, 1971

Palms to Palm Springs committee meeting 8:pm Elks Club.
 attending: John & Marie Ketch, Darrell & Nancy Morgan, Al Poe,
 Clarence Thomas, Dick Wilhelm, Al Gosselin.
 Final details on the race were completed with some revisions
 on insurance and clean up. The Jaycee offer of \$0.50 was accepted
 for this year only and they will get the first chance next year.
 Attached list is what was discussed. Attached to the bar.

JULY 22, 1971

1. Jaycees ✓
2. Housing ✓
3. Insurance ✓
4. Donations ✓
5. Awards- Pine trees history of Indy. trophies ✓
6. judges ✓
7. Airport, Sanitary, cold drinks, impound, mechanic ??
8. Sunday breakfast
9. Picnic
10. Transportation
11. Santa Monica 99s
12. P.A. System
13. Clean up
14. Publicity

1. Taxes
2. Housing
3. Insurance
4. Donations
5. Awards - Pine trees history of Ind. properties
6. Judges
7. Airport, Sanitary, cold drinks, impound, mechanics??
8. Sunday breakfast
9. Picnic
10. Transportation
11. Santa Monica 99s
12. PA Station
13. Clear up
14. [unclear]

July 23, 1971

Bill Horner
Mike Kitchen
Independence-Monmouth
Jaycees
P.O. Box 306
Independence, Oregon 97315

Gentlemen;

At the meeting of the Palms to Pines air race committee held July 22, 1971, it was moved that the committee would grant the Independence-Monmouth Jaycee club the exclusive rights to the concessions during the 1971 Palms to Pines air race to be held August 7, 1971, in consideration of thirty (30) percent of the net profits.

It was also moved that the Independence-Monmouth Jaycee club would be given first refuseall to the concessions at the 1972 Palms to Pines air race for an amount to be negotiated at a later date.

John Koich

Palms to Pines air race
Committee Chairman

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RONALD REAGAN
GOVERNOR

State of California

GOVERNOR'S OFFICE

SACRAMENTO 95814



July 27, 1971

Mr. A. L. Cosovich
General Manager
Enterprise Herald
Post Office Box 128
Independence, Oregon 97351

Dear Mr. Cosovich:

Thank you for inviting me to participate in the awards breakfast of the second annual women's Palms to Pines air race on August 8.

I appreciate your thoughtfulness and regret prior commitments will prevent my joining you.

Please extend my best wishes to the competitors.

Sincerely,

Ronald Reagan

RONALD REAGAN
Governor

Handwritten text, likely bleed-through from the reverse side of the page. The text is faint and mostly illegible due to fading and the texture of the paper.



SIDNEY W. NEWTON, MAYOR
W. E. WHITE, CITY MANAGER
RICHARD M. TAYLOR, TREASURER

City of Independence

INDEPENDENCE, OREGON 97351



"Where Rolled The Wagon Train"

COUNCILMEN:
LEWIS KELLEY
DONALD JOHNSON
MILFORD GILE
REX GILDOW
RICHARD STAPLETON

August 3, 1971

The above named will be your guest this weekend for the 2nd annual "Palms to Pines" air race. The local committee appreciates your offer to act as hosts for these fliers. I think we all realize that a degree of the success of this venture will be the hospitality we can show these ladies.

It is expected that most of the planes will be coming in Saturday morning. Unless you have been instructed, your guests will be expected Saturday. You are welcome at the airport any time during this race and should you wish to meet your guest there, it will be fine.

It is expected that you will furnish transportation for your guests to and from the events they wish to take in. Saturday evening, the ladies will be guests of the Elks Lodge for a dinner party and dance. You are welcome to attend this function.

At 8:30 a.m. Sunday morning, the Independence Chamber of Commerce will sponsor a breakfast at which time the awards will be presented. Trophies will be awarded at this time to the winners. It is expected that the ladies will be departing soon after this.

We hope this will be an enjoyable weekend, both for you and your guests.

Sincerely yours,
Housing Committee

Edna Joubert

August 2, 1954

The boys named will be your guest this weekend for the first
annual "Paying no money" air race. The local committee appreciate
your offer to act as host for these pilots. I think we will reas-
sure that a degree of the success of this venture will be the
locality we can show these ladies.

It is expected that most of the pilots will be coming in Satur-
day morning. Unless you have been instructed, your guests will
be expected Saturday. You are welcome at the airport any time
during this time and should you wish to meet your guests there, it
will be fine.

It is expected that you will furnish transportation for your guests
to and from the event they wish to take on Saturday evening. The
ladies will be guests of the Blue Lodge for a dinner party and
dance. You are welcome to attend this function.

At 8:30 a.m. Friday morning, the Independence Chamber of Commerce
will sponsor a breakfast at which time the ladies will be presented.
Tickets will be wanted at this time to the dinner. It is ex-
pected that the ladies will be departing soon after this.

We hope this will be a very enjoyable weekend, both for you and your
guests.

Sincerely yours,
Homecoming Committee

A. L. Cosovich,
General Manager

Enterprise Herald

Telephone 838-1400
Area Code 503

P. O. Box 128
Independence, Oregon 97351

August 19, 1971

Dear

Now that the second annual Palms to Pines air race is history, and seeing that you played a most important part in its success by hosting some of the contestants, I think it only fitting to thank you for your part.

Independence Promotions Inc., has found that with hard work and cooperation from fine people like yourself, the annual Palms to Pines air race will continue for many years to come.

Let me again take this opportunity to thank you for your help.

Sincerely

Al Cosovich
Publicity Chairman

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CONFIDENTIAL

SECRET

The first part of the report deals with the
general situation in the country, and the
second part deals with the specific
aspects of the situation. It is
to be noted that the report is
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is to be noted that the report
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report, but rather a preliminary
one.

August 20, 1971

Ralph W. McGinnis
State Board of Aeronautics
3040 25th S.E.
Salem, Oregon 97302

Dear Ralph;

Thanks seems hardly adequate for the fine support you gave us during the second annual Palms to Pines air race. Willingness to put forth effort and be apart of the activity as you so graciously did, is why the second annual Palms to Pines air race proved so successful.

Ralph, it gives me great pleasure to thank you on behalf of the Palms to Pines air race committee.

Tentative plans have been made to hold the third annual Palms to Pines air race August 11, 12, and 13, 1972. The State Board of Aeronautics permission to use Independence State airport for this event is asked for at this time.

Sincerely

A.L. Cosovich
Publicity Chairman

August 28, 1941

Mr. J. E. Hoover

Director, Federal Bureau of Investigation

Washington, D. C.

Dear Sir:

Enclosed are

three copies of a report for the file of your
case. The report is dated August 21, 1941, and
is titled "William J. Hall, North Carolina, and
his activities in the State of North Carolina."
The report contains information which was
obtained from the files of the State of North
Carolina.

It is noted that you are interested in
Hall's activities in the State of North Carolina.

The report also contains information which
was obtained from the files of the State of
North Carolina.

Very truly yours,
J. E. Hoover

Special Agent in Charge

W. J. Connelley

Special Agent in Charge