



PRESS KIT

2007 AIR RACE CLASSIC

JUNE 19 - 22, 2007

LAS VEGAS SHOWBIRDS TEAM

HISTORY OF WOMEN'S CROSS COUNTRY AIR RACING

The Air Race Classic is the largest women's air race in the world.

In 1929, a Women's Air Derby, affectionately coined the "Powder Puff Derby" was held in conjunction with the Cleveland Air Races. Forty women pilots qualified to take part in the derby, and nineteen, including Amelia Earhart, actually raced.

Amelia Earhart was delighted at the opportunity, calling it "A chance to play the game as men play it, by rules established for participants as flyers, not as women."

The race began in Santa Monica, California and proceeded through major cities across the U.S. en route to Cleveland. The rules were simple - first one to arrive in Cleveland was the winner.

The Women's Air Derby drew much attention nationwide. In fact, when pilots arrived at Columbus Ohio (second-to-last stop in the race) they found a crowd of 20,000 spectators awaiting their arrival.

Of the 19 pilots who competed, 16 finished the race. The winner, Louise Thaden, took home a prize of \$3,600. Second-place finisher Gladys O'Donnell won \$1,950, and Earhart, in third place, won \$875 (an amount equivalent to \$5,100 today.)

The Women's Air Derby served as a turning point in women's aviation. Never before had so many of the nation's top female pilots spent a significant amount of time together and, growing to know one another so well. With the camaraderie the women felt during the derby, several participants felt a need for a more formalized bond for women pilots.

Upon arriving in Cleveland, Amelia Earhart, Gladys O'Donnell, Ruth Nichols, Blanche Noyes, Phoebe Omlie and Louise Thaden gathered under the grandstand and discussed the possibility of forming an organization for women pilots. The 99's had begun, and has grown to an international organization to this day.

After WWII, the race was known as the All Women's Transcontinental Air Race (also known as the Powder Puff Derby) which was formed to give Women Service Air Pilots (WSAP's) and other women pilots a way to fly after the war. This Powder Puff Derby ran from 1947 to 1977. Continuing this tradition, the Air Race Classic Ltd. (a non-profit 501(c)3 reorganized and was replaced by the All Women's Transcontinental Air Race, and staged its premier race in 1978 as the Air Race Classic.

There has never been a fatality in the Air Race Classic.

for more information, visit:

<http://www.airraceclassic.com/history>

track the Classic Team 30's progress at:

www.theresabower.com/air_race.html

RACING TRIVIA:

There are 4 things that the women's air race required that became FAA requirements:

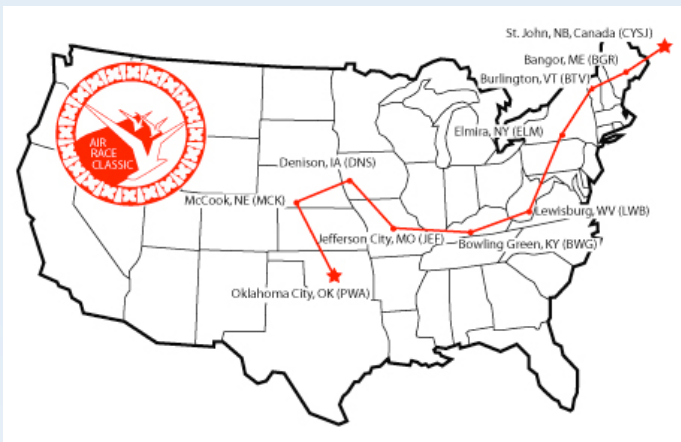
- 1. annual plane inspection*
- 2. bi-annual pilot medical*
- 3. on board oxygen*
- 4. radios*

2007 AIR RACE CLASSIC INFORMATION

This years air race will be held June 19 - 22, 2007.

The total distance is over 2,400 miles. Each leg of the route is approximately 280 - 300 statute miles. The race is open to all women with fixed wing aircraft from 145 to 570 horsepower. A handicapping system is in place so that each plane is flying against its own speed.

The start of the route is June 19, 2007 in Oklahoma City OK (KPWA).



There are 8 stops en route:

- McCook, NE (KMCK)
- Denison, IA (KDNS)
- Jefferson City MO (KJEF)
- Bowling Green, KY (KBWG)
- Lewisburg, WV (KLWB)
- Elmira, NY (KELM)
- Burlington, VT (KBTV)

The finish is June 22, 2007 in St. John, NB, Canada (CYSJ)

There are between 30 - 45 race teams each year racing in the Air Race Classic (ARC).

The awards for the current top-ten purse is \$15,000.

This event is organized by the ARC volunteer board members:

- Vicki Hunt, President
- Valdeen Wooton, Vice President
- Gretchen Jahn, Treasurer
- Marolyn Wilson, Secretary

for more race information, visit:

<http://www.airraceclassic.com/07raceinfo>
(Archived information on past race events is available on the website).

RACING TIP:

A one-second course deviation will add ten minutes to your total time at the end of the race. There is usually only about ten minutes difference between 1st and 30th place.

THE LAS VEGAS SHOWBIRDS TEAM



Kathleen Snaper, Pilot in Command
Flight time 10,800 hours
14 Air Races, 2 World Records
Air Race Competitor since 1976
Gold Seal Flight Instructor in both
single and multi engine aircraft
Lived in Las Vegas since 1969



PILOT IN COMMAND DUTIES:

The pilot's primary duty is to fly the airplane, keeping it level and stable, preflight the airplane, keep the aircraft's body surface clear of dirt, bugs and debris.

Mardell Haskins, Co-pilot / Navigator
Flight time 2,000 hours
124 Air Races,
Air Race Classic Winner 1990, 1991
Air Race Competitor since 1982
Retired Construction Consultant
Lived in Overton since 1989



CO-PILOT / NAVIGATOR DUTIES:

The co-pilot's primary duty is to navigate and keep the airplane on course. She also prepares the charts, checks flight data, tracks weather conditions, and insures FAA compliance.

Theresa Bower, Crew & Media Liaison
Flight time 128 hours
1 Air Derby (race trainee)
Student Pilot certificate
Professional Marketing and
Media Consultant since 1979
Lived in Henderson since 2000



CREW & MEDIA LIAISON DUTIES:

The crew & media liaison's primary duty is to assist the pilot and co-pilot in-flight and at each stop, prepare press releases and coordinate media events en route.

contact us:

Theresa Bower, Media Liaison
(702) 524.4564
theresa.bower@cox.net

TEAM MEMBER BIO

KATHLEEN SNAPER,

PILOT IN COMMAND



Kathleen has led three lives. The first as an actress and dancer was the first passion. She started in live television as a child on a children's program as a dancer with Natalie Wood and Jill St. John. After graduating from high school she enrolled in the Pasadena Playhouse. There she studied acting with Dustin Hoffman, Ruth Buzzy and Maco. A knee injury during the last week of school ended the dancing career. She then moved to Hollywood and studied acting with the renowned coach Estelle Parsons.

During this period she met her second husband and began her second life being a wife and mother to two children. They left So. Calif. and moved to Las Vegas where her husband started a new business in 1969. It was in Las Vegas that her life changed again. An old friend stopped by and announced out of the blue, "I can't stay too long because I am going to start taking flying lessons". She commented that sounded interesting. She had never really considered flying even though her father was an aircraft mechanic. It was simply a job he went to every day.

And so her third life began when her husband offered lessons to her as an anniversary present (which was in a few days) if she was really interested. Terrified she went on a demo ride and when they landed the instructor asked when did she want to start? With fear in her voice she said, "Tomorrow....".

1973 was the beginning of a career and passion she had never envisioned and continues to this day.

A pilot since 1973 she also became a Gold Seal Flight Instructor in 1977. She loves teaching aviation to everyone and has taught students from all walks of life. The youngest was 16 years old and the oldest was 82 years young. During this time she has accrued over 10,800 hours of flight time.

Her greatest passion however, is RACING. The first one she participated in was the prestigious Powder Puff Derby in 1976. That was the biggest race in the country and open to women only. The route changed each year. The rules allowed four days to complete the race. There were timing lines and mandatory airports for fuel and staying overnight. You could fly only during the daylight hours and had to stay out of any weather. Since putting on such an event is very expensive the race committee decided to terminate the race in the Bicentennial Year and retire the trophy to the Smithsonian Museum. Two hundred aircraft entered the race and all but three finished. The racers were so upset to end the race that we founded the Air Race Classic, same rules and regulations as the Derby. She again was privileged to fly the first ARC which started in Las Vegas, NV. and ended in Destin/Fort Walton, FL. in 1978. Since that time she has participated in the Palms to Pines, Pacific Air Race, Shirts & Skirts and Hayward/Laughlin air races.

She is a current member and past president of the Las Vegas Valley Ninety-Nines, an international organization of women pilots, AOPA, ASN volunteer and AOPA Mentor, Chief Flight instructor for a 141 Certified flight school for 12 years and in 1979 she set two world records for flying below sea level for distance and endurance in Death Valley. In 1982 and 1986 was awarded the Pilot of The Year from the 99's.

Since the Air Race Classic will cross international borders into Canada, she feels confident that with her amount of flight time experience, her team will have a leading edge for this very exciting race.



TEAM MEMBER BIO

MARDELL HASKINS,

CO-PILOT / NAVIGATOR



Mardell is an expert navigator and cross country air racer. She is a highly experienced top winning international cross country race pilot and navigator who began racing in 1983 with the Palms to Pines Air Race flown from California to Oregon.

Mardell Diana Main Haskins was born June 24, 1938 in Lindsay, CA, the oldest of identical twin girls. Both attended school at Strathmore, located in San Joaquin Valley, until the age of 16, when they went to boarding school in Virginia. Graduating with an AA degree in 1956, Mardell earned a BS in Public Administration and Political Science from Cal Poly Pomona in 1983.

In the next 20 plus years she flew an average of one race per month placing in the Top-Ten 80% of the time. She has raced in all the major races in the world as well as in most of the smaller races in the U.S. She has flown races in the Bahama Islands, Hawaiian Islands, New Zealand, Canada, and across the entire United States. She won the prestigues Air Race Classic in 1990, 1991 and came a close 2nd place in 1992, with a total of five Top-Ten wins in the ARC. First place finishes in The Mile High Race out of Denver Colorado, the His and Her Great Pumpkin Race in California, the Shamrock Air Race in Phoenix, Arizona. Coupled with her numerous Top-Ten finishes she is considered among the top cross country air race pilots.

Her aviation background includes membership in (and current Chairman of) the Las Vegas Ninety-Nines, Women in Aviation, International, and the British, New Zealand, and the Australian Women Pilots Associations. She is founder and chairman of Overton Airport Day established in 1994. Mardell received Women Pilot of the Year in 1996 and was awarded the prestigious Women Pilot Excellence Award in 1997, and she is the only achievement award recipient given by the Inland Chapter of the 99's.

An avid and enthusiastic air racer, she will bring not only considerable experience to our race team, (this will be the 14th time she has flown the Air Race Classic) but her dedication to precise details has helped make her one of the top women cross-country race navigators in competition racing.



TEAM MEMBER BIO

THERESA BOWER,

CREW, MEDIA LIAISON



“I took a demo ride with my brother at Oxnard Airport in 1985 and I was hooked. It was love at first flight.” Theresa said.

Theresa was born in Hollywood, CA and grew up in the San Fernando Valley. She attended Art Center College of Design in Pasadena, and received her Bachelor of Science in Business Administration from Regis University in Denver, CO.

She started lessons in the 99’s ground school for Future Women Pilots in 1986 at Van Nuys Airport. She received her first Student Pilot’s certificate in 1986 and started and stopped flying as her small advertising agency grew, balancing the challenge of flying lessons with managing a growing business in Southern California. Her company, Bower & Associates, became a sponsor when Theresa participated in the 1989 Valley Air Derby. It was her first and only air race (until now).

Theresa immersed herself in flying whenever possible, and took instrument ground school before her business expanded again. Having moved to Northern California in 1992, she resumed flying at Lampson Field near Napa. She expanded her full service advertising agency to include aerial photography which broadened her service area from California to Hawaii, serving a growing clientele list.

In 2003 she resumed flying at Henderson Executive Airport when she moved to southern Nevada. She has logged a total of 128 hours as a student pilot. She has been working on her pilot’s certificate diligently for over 21 years.

Her primary goal in participating in this air race is to be around successful women pilots like Kathleen and Mardell, who have an awesome flying history, which she knows will inspire her to FINALLY finish getting her pilots license.

Theresa’s 25 years of advertising and marketing experience will serve the team well as crew and media liaison, where she will handle the team’s media relations.



VEGAS SHOWBIRDS RACE PLANE

MOONEY M20J



1969 Mooney M20J - 4 seater - N67MJ
Engine: 200 HP Lycoming IO360 Engine
Propeller: Hartzell
Aircraft color: White with Orange Race Stripes
Owner: Russell Avery, Las Vegas NV

Avionics:

- 1 Garmin GPS**
- 1 Nav/com**
- 1 Loran**
- 1 Transponder/Encoder**
- 1 4 place intercom**
- 2 Push to Talk**

RACING TIP:

***At 7500 feet altitude,
the engine power is at
maximum engine capacity
(for most aircraft).***

***For every 1000 feet
additional climb, you'll
need an additional 10
knots of tail wind to
overcome the reduced
engine power experienced
in higher altitudes.***

FREQUENTLY ASKED QUESTIONS

Does every team start at the same time?

No . . . each team's start is determined by their race number (based on the first to register). Each team takes off in sequence a couple minutes apart.

How fast does the plane fly?

Each plane's top speed varies from 150 to 250 kias (knots indicated air speed) which is approximately 160 to 275 miles per hour. Tail winds can increase ground speed (which is the speed which the plane travels over land).

How do they categorize the different planes?

They categorize the different planes according to horsepower of the engine, the manufacturer's specifications and timing. This determines the handicap number for each plane. The handicap of the plane allows faster and slower planes to compete equally. In racing, the advantage is to fly the plane faster than the handicap, accruing points above the handicap gives the team the winning advantage.

Is the first plane to cross the finish line the winner?

Not necessarily. The winner is determined by the plane with the most points over their handicap at the end of the race. The last plane could be the winner if they had more points above their handicap.

