

U.S. Air Race, Inc. presents

\$10

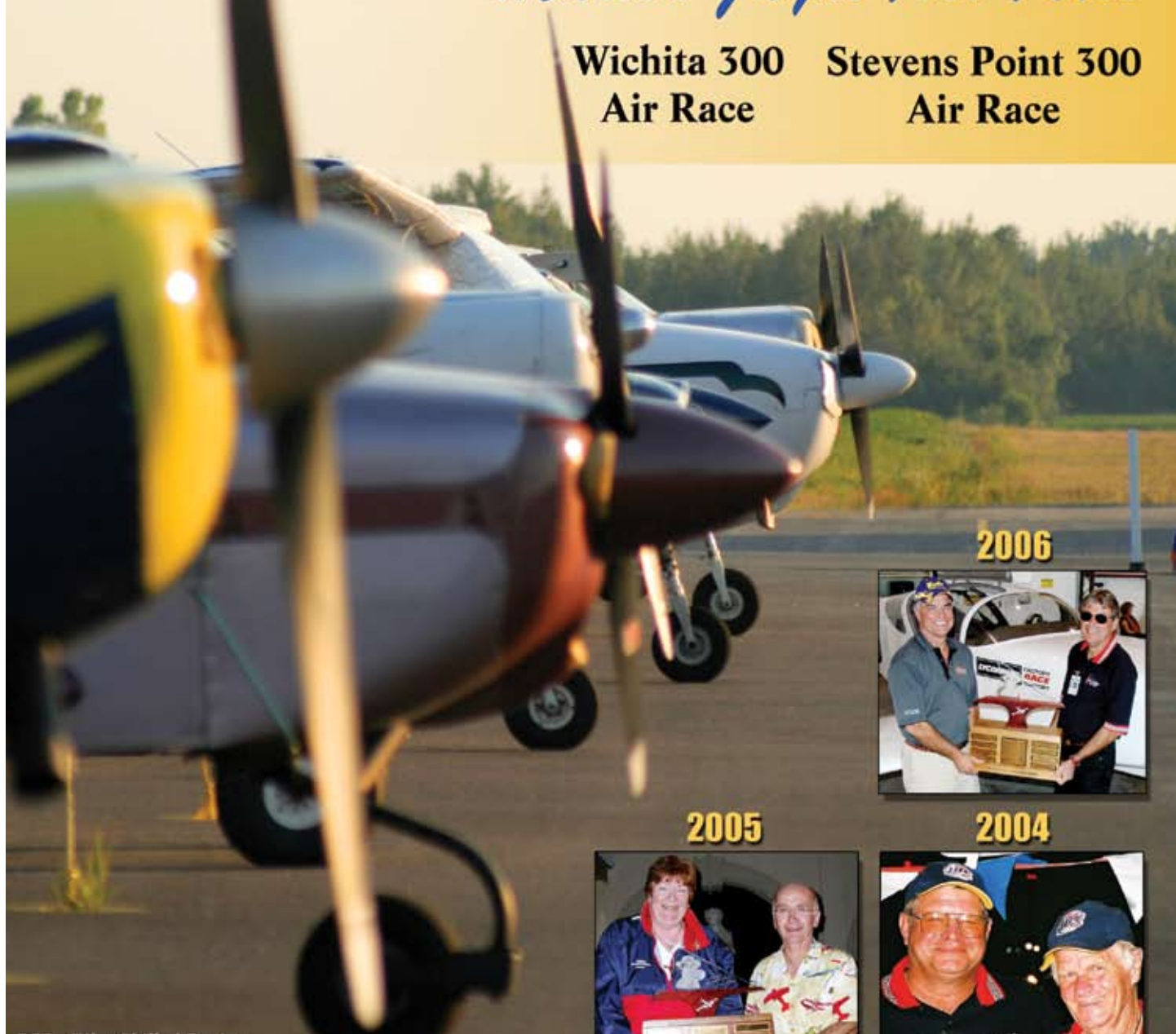
NATIONAL AIR RACES

July 15-20, 2007

Marion Jayne Air Race

Wichita 300
Air Race

Stevens Point 300
Air Race



2006



2005

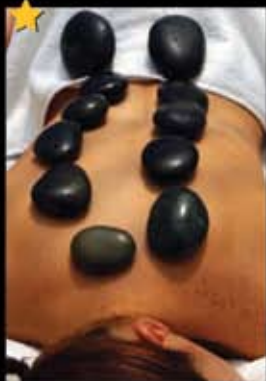


2004



PSR - Pilot Skilled Racing
APR - Aircraft Performance Racing SARL Sanctioned

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2007 Contestants

Name	City/State	Aircraft	Race #	Page #
* LE—Late Entry	See Insert			
Alvis, Arthur	Wichita, Kansas	Cessna 182T	53	*
Aquino, Omar	Wichita, Kansas	Cessna 182T	53	*
Axsom, Jeanine	Farmington, Arkansas	Van's RV-6A	71	41
Axsom, Robert	Farmington, Arkansas	Van's RV-6A	71	41
Barta, Terese	Stevens Point, Wisconsin	Cherokee 140	12	33
Beaudry, Jeremy	Stevens Point, Wisconsin	Cherokee 140	12	33
Behel, Jay	San Jose, California	Lancair Legacy	5	29
Behel, Lee	San Jose, California	Lancair Legacy	5	29
Blanchaert Jr, Remy	Wichita, Kansas	Mooney Acclaim	15	35
Bowles, Shelby	Waldorf, Maryland	Cessna Skymaster	41	38, 5, 39, 46, 47, 48
Bucklew, Kristina	Bellair, Florida	Beech Bonanza	3	29
Carpenter, Brett	Mankato, Minnesota	Diamond 20-C1	88	41
Clarry, Jim	Southampton, New York	Grumman Tiger	25	35, 46, 47
Copeland, David	Wichita, Kansas	Mooney Acclaim	15	35
Daubs, Charlie	Bellevue, Nebraska	260 Comanche	1	28, 44, 45
Dawson, John	Richmond, Virginia	Beech Baron B58	29	36, 37, 39, 44, 45, 46, 47, 48
Dellea -Giltner, Pam	Whitehouse Station, New Jersey	Mooney Mark 21	54	38, 45
Dopp, Robert	Beldenville, Wisconsin	Bushby Mustang 2	57	39
Gallion, David	Michigan City, Indiana	Piper Warrior	61	40
Giltner, Mathew	Whitehouse Station, New Jersey	Mooney Mark 21	54	38, 39, 45
Gregersen, Chris	Minneapolis, Minnesota	Bushby Mustang 2	57	39
Guthrie, Marvin	Clearwater, Florida	Beech Bonanza	3	29, 5, 21, 46, 47, 48
Hackler, Dennis	Arlington, Texas	Piper Arrow	7	30, 39, 46, 47, 48
Hackler, Jeanette	Arlington, Texas	Piper Arrow	7	30, 46, 47, 48
Hain, Harlon	Bellevue, Nebraska	260 Comanche	1	28, 39, 44, 45
Jones, Mike	Fullerton, California	Glasair III	10	32, 48
Keefer, Ken	Trophy Club, Texas	Twin Comanche	00	42
Keefer, Pat	Trophy Club, Texas	Twin Comanche	00	2, 42, 45, 46
Kessler, Kenn	Mankato, Minnesota	Diamond 20-C1	88	41
McAlhany, Donald	St. Joseph, Michigan	Piper Warrior	61	40
Milam, Justin	Lampasas, Texas	Mooney M20R	8	31
Morse, Stu	Mustang, Oklahoma	Grumman Tiger	25	35, 46, 47
Mott, Arthur	Waxhaw, North Carolina	Beech Baron B58	29	36, 37, 44, 45, 46, 47, 48
Neely, Rick	Burnet, Texas	Mooney M20R	8	31
Punzi, Henry	Denton, Texas	Mooney M20C	11	33, 5, 31
Purcell, Pat	Sadler, Texas	Twin Comanche	00	2
Reed, Jim	LaPlata, Maryland	Cessna Skymaster	41	38, 5, 39, 46, 47, 48
Robinson Jr, Charles	Portage, Michigan	Geronimo	6	30, 46
Schwieger, Bett	Dixon, Illinois	Cessna 177	66	40
Schwieger, Dennis	Dixon, Illinois	Cessna 177	66	40
Stears, Maisie	Kalamazoo, Michigan	Geronimo	6	30, 5, 31, 46
Thompson, John	Plover, Wisconsin	Cessna 172	2	28, 48
Toon, Nancy	Atlanta, Georgia	Grumman Tiger	17	*
Vandam, Rick	Reno, Nevada	GlasAir III	10	32, 39, 48
Vorderbruggen, Bill	Denton, Texas	Mooney M20C	11	33
Waters, Denise	New York City, New York	Grumman Tiger	17	*
Watson, Angus	Arlington Heights, Illinois	Cessna 182	9	32
Watson, Chloe	Arlington Heights, Illinois	Cessna 182	9	32
Zuege, Wanda	Custer, Wisconsin	Cessna 172	2	28, 48

U.S. Air Race Board of Directors



Patricia Jayne (Pat) Keefer
President and Race Director

Pat was inspired by her mother's (Marion Jayne) victory in the 1971 air race from Columbus, Ohio to Managua, Nicaragua. She got her license and was racing the next year. After a third century of air racing, Pat counts 10 first place finishes with a variety of partners, including her husband Ken. Pat and her mom were awarded the Federal Aviation International Gold Medal in the longest race in history; the 1994 24-day Round the World Air Race. She has led 19 events as Race Director with a perfect safety record. Keefer is a frequent motivational speaker.

Patricia (Pat) Purcell
Vice President



Pat Purcell is a retired corporate pilot and was a regular in the air races in the 1970's and 80's flying her Comanche 400. Now she devotes her time to the organizing of the U.S. Air Race events. Her retirement is shared with her husband Joseph who likes to keep his feet firmly planted on the ground. He does share Pat's passion for bass fishing and their home in rural north Texas has a stocked bass pond in the front yard. Over the years Pat has shown horses, raised, trained and shown dogs professionally and spent 15 years in legitimate theatre production. Pat produces artist bears and friends under her King Designs label and she delights in annually designing and hand making "the air race bear".

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The U.S. Air Race, Incorporated is a non-profit, charitable, all volunteer 501c3 Texas company that produces and manages cross country events. The goals of U.S. Air Race, Inc. are to promote general aviation and the amateur sport of cross country air racing which rewards and improves pilot skills through competition. All proceeds support these goals and award Learn-To-Fly scholarships by drawing.

U.S. Air Race, Inc.
216 Fresh Meadow Dr.
Trophy Club, TX 76262
817-491-4055 www.us-airrace.org

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Marion P. Jayne Memorial Fund

Friends, family and fans honor Marion Jayne and her accomplishments in many ways ... some fly in events she founded and some seek to commemorate her passion for air racing by encouraging others to follow in her flight path with contributions to the U.S. Air Race. This memorial fund is used to supply the cash for the Marion Jayne Encouragement Awards. Listed are the people who have honored her memory in this way.

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Schedule of Events

Marion Jayne Air Race/Cruise, Wichita 300 & Stevens Point 300 Air Races

(as of June 1, all dates, times and locations are weather permitting)

DATE	TIME	TIME	EVENT	LOCATION
Saturday, July 14	Noon	14:00	Rookie Race Team Arrival	Wichita Jabara Airport AAO
	13:00	14:00	Rookie Race Team Registration	AAO Midwest FBO Conf room
	15:00	16:00	Rookie Race Team Briefing	AAO Midwest FBO Conf room
Sunday, July 15	07:00	09:00	Handicap Validation	Wichita Jabara Airport AAO
	09:00	Noon	Registration and Logger checking	AAO Midwest FBO Conf room
	13:00		Handicap Validation Group Meeting	Homewood Suites at Waterfront
	14:00	17:00	Mandatory Cruise and Race Briefing	Homewood Suites at Waterfront
	17:00		Handicap Validation Flight if applicable	Wichita Jabara Airport AAO
	18:00		Arrival Gathering	
Monday, July 16	07:00		Handicap Validation Flight if applicable	Wichita Jabara Airport AAO
	09:00		Mandatory Wichita 300 Briefing	Wichita Jabara Airport AAO
	10:00		Wichita 300 Race Departures	Wichita Jabara Airport
	Noon	13:00	All teams route checking for penalties	AAO Midwest FBO Conf room
	15:00		Wichita 300 Awards	Wichita Jabara Airport
	18:00		Team Dinner	Wichita Restaurant
Tuesday, July 17	07:00		Handicap Validation Flight if applicable	Wichita Jabara Airport
	08:00		Mandatory Cruise and Race Briefing	Wichita Jabara Airport
	09:00		Marion Jayne Air Race/Cruise Departs	Wichita Jabara Airport
	18:00		Team dinner *	At designated Route locations
	at or before		sunset	Land at designated Route location
Wednesday, Jul. 18	sunrise or later		Race/Cruise Departs at team discretion	At designated Route locations
	18:00		Team dinner *	At designated Route locations
	at or before		sunset	Land at designated Route location
Thursday, July 19	sunrise or later		Race/Cruise Departs at team discretion	At designated Route locations
	Noon	13:00	Stevens Point 300 Only Teams Registration	Stevens Point Airport
	13:00	14:00	Rookie Race Team Briefing	Stevens Point Airport
		17:00	Marion Jayne Race Teams deadline to arrive	Stevens Point, Wisconsin
	18:00		Team dinner and Mandatory Briefing	Stevens Point Holiday Inn
Friday, July 20	07:00		Handicap Validation Flight if applicable	Stevens Point Airport
	09:00		Mandatory Stevens Point 300 Briefing	Stevens Point Airport
	10:00		Stevens Point 300 Race Departures	Stevens Point Airport
	Noon	13:00	All teams route checking for penalties	Stevens Point Airport
			GTO™ Show and Tell	Stevens Point Airport Ramp
	18:00		National Air Race Awards	Stevens Point Holiday Inn
July 21-22			GTO™ Convention	Stevens Point Holiday Inn
July 23, 24 and 25			GTO™ Bus to EAA AirVenture at Oshkosh	If registered with convention

* Suggested en route dinner locations are: 6M2—Horseshoe Bend Resort, BNA—Gaylord Opryland—Cascades Lounge and Seafood, I43—Ponderosa next to hotel, BEH—Pump House Grill, 83D—Galley Restaurant & Bar, ASX—Frankie's Pizza

Sponsors and Advertisers

We are truly grateful for the many people and companies who have donated their money, products and time to make the U.S. Air Race events successful. Please join us in thanking the following generous companies and individuals.

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Mom & Me & Airplane Made Three

A Tribute to Marion Jayne by Patricia Jayne (Pat) Keefer

Mom is Marion Jayne, legendary race pilot and founder of the U.S. Air Race. Before she was Mom, she was that little girl from Chicago that took the swimming world by storm and went to the Olympic Swim Trials at age 13. Before she was Mom, she was invited to ride for Elizabeth Taylor in "National Velvet". As a professional equestrienne, she was one of the first to jump a horse over a seven-foot fence. She was already flying high.

She learned to fly at the same time as Dad, so it would be easier for both of them to reach Horse Show judging commitments and she found a new talent. She was 39 and a Mom to four. In short order she was famous for her cross country racing expertise as she earned her Private, Instrument, Commercial, Instructor and ATP licenses in 5 years. Flying Magazine put her in the same category as Amelia Earhart. She was the 12th woman to earn the ATP rating. Who knew that with such a 'late' start in flying she would be recognized as one of the 100 Aviation Heroes in the First Century of Flight at the 2003 Kitty Hawk Centennial Celebration, be inducted into the WAI Pioneer Aviation Hall of Fame and be nominated to the Congressional Aviation Hall of Fame.

She made life look easy even though she had significant challenges, such as when as young parents of 3 children under the age of 5, they returned from a family vacation to find their home burned to the ground. Later, widowed at 44 with 3 children to support with no income, she built, owned and operated an indoor tennis club. She made her own way in the world. She funded her flying by winning and getting sponsorships to compete in events.

Founding four air races and an aviation gift catalog, serving on airport boards and holding the world record for the most speed cross country air races set her apart from other pilots. She won the races with her awesome flight skills and a Civil Air Patrol 172, a rented Cherokee Warrior, a vintage Bonanza and her famed Twin Comanche. She won them: flying solo, with other women pilots, with family members and she won them with me. When I was young, I thought all Moms raced planes.

Me is child two of four. Initially, I was the kid who sat in the back of the plane and chewed her nails. It was the 1971 race from Columbus, Ohio to Managua, Nicaragua that made the largest change in my life. It was six months



Marion Jayne (left) , legendary race pilot and founder of the U.S. Air Race, stands next to her daughter, Patricia Jayne Keefer.

after Dad had died. As I visited Mom in Columbus, I recognized her for the first time as an adult. She was a talented pilot and skilled strategist. And I learned that flying is at least half judgment and the other half can be learned. She taught me to fly and it was racing that cemented our relationship as teammates. I was only one of many she inspired and encouraged to do their best at whatever challenge they pursued.

Even now, 11 years after her death, pilots tell me stories of how Mom encouraged them in their flying.

Airplane made three. The airplane was and is a 1970 Piper Twin Comanche that my parents purchased for business and took possession of on the date of their 26th wedding anniversary. It will be on exhibit at the start and finish of the races. Before today's electronic navigation aids, racing a fast twin engine plane was a disadvantage because staying on course was so difficult and this also set Marion apart. This plane survived to help us win the FAI Gold Medal in the longest race in history, the 24-day 1994 Round the World Race. So far, it is the only plane and Mom the only U.S. pilot to have raced twice around the world.

Join those that have been inspired by her legacy. Look for her exhibit at the 99's Museum for Women Pilots at the Will Rogers Airport in Oklahoma City.

About the race and racers



The U.S. Air Race goals are to promote the amateur sport of cross country air racing, improve pilot or builder skills through competition and with the help of sponsors, award Learn to Fly Scholarships. Since 1995 22 events have been held with a perfect safety record of over 500,000 race miles and over 3,000 safe landings. 26 scholarships have been awarded. Teams have been feted on TV and featured on the front page of many papers as a positive view of flying is presented. There are two types of speed races. One where different planes are equalized with analytically determined individual aircraft handicaps which make the race a test of pilot skills in PSR, Pilot Skilled Racing and APR, Aircraft Performance Racing where similar aircraft are grouped together and the measure of success is which aircraft completes the course at the fastest speed.

This is speed racing—speed gained through pilot skill or builder skill—

proven by flying cross country in day-light VFR conditions (that mean no flying in clouds). The PSR handicap system permits the team in a 115 mph plane built in the 1950s to compete with a team in a custom-built 300 hp fiberglass plane. Whichever team bests their handicap by the greatest amount by flying smoothly, divining what altitude has the best tailwinds and navigating precisely, wins trophies, cash and the all-important bragging rights.

APR or head to head speed racing for aircraft has been the hallmark of builder accomplishment. The difference here is the aircraft builders are amateurs that value how fast they can make their own aircraft fly. The 300-mile races are Sport Air Race League SARL sanctioned and points will be awarded. For both PSR and APR the on-course speed is measured by timing the teams as they fly-by a certain point after a normal take-off and then recording the finish time in the same in-flight manner so a normal landing

can be made. The elapsed time and the known distance yield the on-course speed. Results are announced after all planes have completed the course.

The passion for flight is a common thread that brings a diverse group of individuals together to share in fabulous camaraderie that develops as they accomplish something difficult. They've come from 42 states and three different countries. Some teams race once a year and call it vacation and other teams are fierce competitors and fly every race they can find.

2007 marks the 12th year of the U.S. Air Race events with three races: The 1800-mile Marion Jayne will be preceded and followed by the Wichita 300 and Stevens Point 300 Air Races, respectively. The Marion Jayne Perpetual Trophy will be awarded to the team with the best combined score across all three races. Learn to Fly scholarships will be awarded by drawing to an equal number of women and men.



Welcome to Wichita, U.S. Air Race!

Wichita and the U.S. Air Race is a perfect match. The U.S. Air Race has a proud history for aviators and Wichita does as well. In fact, when one thinks of Wichita, one thinks of aviation! We have amazing aviation manufacturers doing business here on a worldwide scale. Their hard work helped make this region a leader in the aviation and aerospace industry. Wichita's military operations make us home to McConnell Air Force Base. We have two thriving airports that serve the commercial and private aviation needs of the entire State of Kansas. All of this combined makes it obvious how Wichita got its name as *Air Capital Of The World!*

While you are in Wichita, be sure to stop by some of our trademark destinations including a visit to Old Town, Wichita's premier downtown entertainment district. Visit our beautiful Museums on the River, featuring the Wichita Art Museum, which houses one of the country's largest collections of modern American art. The recently opened River Corridor Project is a must-see attraction that features the majestic "Keeper of the Plains," a 45-foot bronze statue overlooking the confluence of the two rivers, complete with a ring of fire, smoke, music and two amazing pedestrian suspension bridges. Near McConnell Air Force Base, aviation history buffs will want to be sure to visit the Wichita Aviation Museum, the original Wichita Airport that was a thriving aviation hub in the early 1950s. Plus there is so much more!

Wichita is proud to host the U.S. Air Race and there is no doubt that our entire community will embrace your visit. I hope that while you are here, you will make time to enjoy our community and all it has to offer.

Sincerely,

Carl Brewer
Mayor

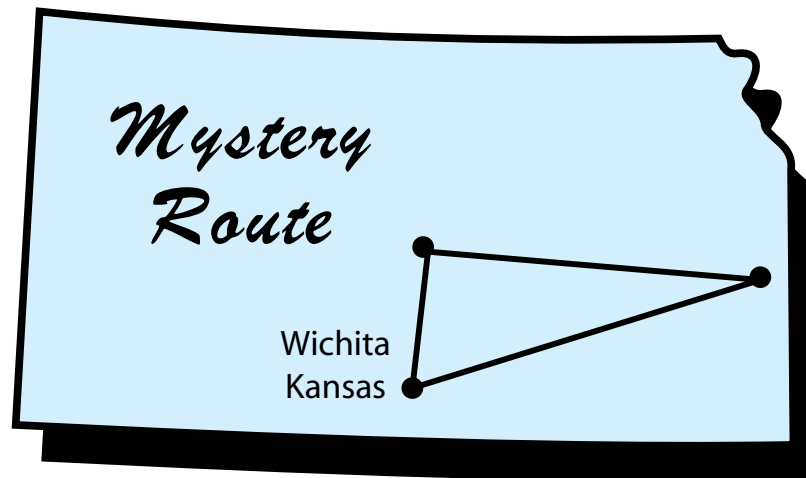
Office of the Mayor

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Wichita 300 Air Race

Sponsored by Wichita Airport Authority

July 16, 2007
10:00 a.m.



Mystery Route constructed with Jeppesen's NavSuite FlighStar and JeppView

Start/Finish:
Colonel James Jabara Airport
Wichita, Kansas

The 2007 National Air Races start with the navigationally challenging Wichita 300 Air Race which is conducted under Renaissance Rules for PSR teams. Race teams completing this course will have finished the first leg of the competition for the coveted Marion Jayne Perpetual Trophy. For the PSR, Pilot Skilled Race teams, fancy navigation instruments will be covered with decals allowing the use of only the compass and map for navigation—just as it was at the birth of aviation—maps and eyeballs. The maps are better now but the challenge of flying and navigating precisely are the same.

For the APR, Aircraft Performance Race, teams flying smoothly to optimize the on-course speed is critical. All navigation aids are available to them. The triangular route and checkpoints are given to both sets of the contestants in their arrival registration packages. Each team follows the Federal Aviation Regulations and the U.S. Air Race Rules.

Teams find a tremendously gratifying sense of accomplishment in this type of flying. The excitement of the race will culminate in the same-day awards with the theme song (to "Row, Row, Row Your Boat"). "Race, Race, Race your plane; swiftly through the skies. Navigate. Navigate. Navigate. Navigate. Win yourself a prize!"

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Colonel James Jabara Airport

Wichita, Kansas



The “Air Capital of the World” hosts the start of the 2007 National Cross Country Air Races. Wichita, Kansas is aviation and the most fitting location for pilots to gather to share the spirit and excitement of flight.

James Jabara, the world’s first jet ace, was born in Muskogee, Oklahoma, October 1923. Jabara was the prototypical fighter pilot, although perhaps not at first glance. Standing 5 feet 5 inches tall, Jabara was nevertheless larger than life. He was determined to enter pilot training, and he did. He was equally determined to become an ace in his F-86 Sabre, and he did. Jabara graduated from a Wichita High School in May 1942, and immediately enlisted as an aviation cadet at Fort Riley. He graduated from pilot training while still a teenager in 1943 and flew 100 European combat missions in the P-51 Mustang earning the Distinguished Flying Cross and oak leaf cluster, as well as a reputation as a perfectionist in the air. Jabara arrived in Korea in December, 1950, flying the brand-new F-86 Sabre as a member of the 4th Fighter Interceptor Wing, the top-scoring American fighter unit of World War II.

After two tours of duty during the Korean War and a state-side tour as an instructor pilot, Jabara ended the war with 15 MiG kills. Jabara continued his career as one of the Air Force’s rising stars. Then, in 1966, while moving his family to South Carolina in preparation for a combat tour in

Southeast Asia, Jabara and his daughter were killed in a traffic accident. He was 43.

His memory lives on. Wichita’s airport was renamed in his honor and the Air Force Academy’s Col. James Jabara award annually recognizes academy graduates whose significant contributions to the Air Force set them apart from their contemporaries.

On July 16, 2007, the Wichita 300 air race will take place to signal the start of a week of racing. The following day the racers embark on the 1800 Mile Marion Jayne Air Race. Jabara Airport is also the location for the exciting Wichita Flight Festival, which will be held August 24-26, 2007.

Col. James Jabara Airport is a general aviation reliever airport for the Wichita metropolitan area and is located nine miles northeast of the central business district in Wichita, KS. The Wichita Airport Authority acquired the Comotara Airpark in 1979 as a reliever airport for Wichita Mid-Continent Airport. The total land and existing improvements were purchased for \$1,858,050. The airport was acquired with the aid of Airport Development Aid Program (ADAP) funds, under a Federal Aviation Administration Project, and special assessments from the industrial district, all at no cost to the local taxpayer. The name of the airport was changed to Colonel James Jabara Airport at that time.

Helping Hands



Jeppesen is proud to sponsor the US Air Race with charts and our integrated navigation solution, NavSuite.™ The US Air Race is a wonderful way to honor and carry on the legacy of Marion Jayne, while promoting the sport of general aviation and fostering camaraderie throughout the flying community.

Jeppesen wishes all of the competitors the very best of luck!





Marion Jayne Air Race

July 17-19, 2007

Date	Location	Procedure	Distance Nautical Miles	Distance Statute Miles
7/17	Wichita, KS	Start		
7/17-19	Horseshoe Bend, AR	Timing, Stop and Top Fuel	277	319
	Nashville, TN	Timing, Stop and Top Fuel	246	283
	Jackson, OH	Timing, Stop and Top Fuel	264	304
	Benton Harbor, MI	Timing, Stop and Top Fuel	260	299
	St Ignace, MI	Timing, Stop and Top Fuel	237	273
	Ashland, WI	Timing, Stop and Top Fuel	259	298
7/19	Stevens Point, WI	Finish	134	154
		Total Estimated Distance*	1,677 nm	1,930 sm

* Route constructed with Jeppesen's NavSuite FlightStar and JeppView. Official distances will be available to race teams at the start of the events and will take into account departure and arrival procedures.

Horseshoe Bend Municipal Airport

Horseshoe Bend, Arkansas

Participants in the Marion Jayne Air Race will fly the first leg over the beautiful Ozarks. The first stop will give them all a first hand dose of "Ozark Hospitality". The municipal airport is a gem that is overseen and tended to by the local citizens and pilots. The community boasts the fact that while "Horseshoe Bend is a might out of the way, it is easily accessible by air as it has it's own 4,620' lighted and paved airstrip."

Horseshoe Bend is a resort community situated in the Eastern Ozarks on the Strawberry River. Serenity and natural beauty beckon visitors. Recreational opportunities key off nature with the finest fishing found anywhere. Four lakes lie within the community and the White River is nearby. There is a full service resort hotel and spa and 18hole golf course adjacent to the airport. It does not get any better than this and everyone at Horseshoe Bend says "Y'all come on back real soon."



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Nashville International Airport

Nashville, Tennessee



Night time view of the Nashville International Airport terminal.

Nashville's history begins more than 200 years ago, long before the first guitar picker moved into town. The city named in honor of Revolutionary war hero General Francis Nash was originally called Nashborough. It was later changed to Nashville by the legislature of North Carolina.

Nashville, passionately referred to as "Music City, U.S.A." is home to more than 600,000 Nashvillians, making it the second largest city in the state of Tennessee. As for its nickname, you have to go back to 1824 to find its roots. It was that year, *Western Harmony*, a book of hymns and instructions for singing, was published. Unbeknownst at the time, the book helped shape Nashville as "Music City, U.S.A." Keeping true to its name, today Nashville is home to dozens of recording and publishing companies as well as thousands of musicians.

Each year thousands of visitors flock to "Music City" for a glimpse of their favorite country crooners. It is that notoriety that keeps Nashville International Airport bustling year round not only with tourists but locals as well. Ranked among the 50 busiest airports in North America, Nashville International averages 200 daily departures to more than 90 markets, 49 of which are non-stop.

Just eight miles from downtown Nashville and seated atop 4,500 acres, Nashville International Airport's terminal encompasses more than 820,000 square feet over three levels. It features 46 jet bridge doors and 61 carrier



Airport mascot Commander Berry Field welcomes race teams to Nashville.

gates, with ample space available to accommodate up to 78, with 183 total aircraft parking capacity.

The expansive airfield boasts three parallel runways allowing for simultaneous take-offs, while a fourth crosswind runway ensures continuous operations, regardless of inclement weather.

Corporate and general aviation needs are served by BNA's two Fixed Base Operators and John C. Tune Airport, a 3,900 acre general aviation reliever west of the city.

Year after year, Nashville International Airport has served as the premier provider of airport services and facilities that keep Music City flying high.

James A. Rhodes Airport

Jackson, Ohio

James A. Rhodes Airport serves Jackson County, Ohio and is a stellar example of a municipal airport that is a critical part of the economy and part of the vital infrastructure of General Aviation in America. The airport is the means by which the local economy thrives and the US Air Race is proud to include I43 as an official race stop.

Jackson was established in 1795 and called Salt Lick Town. Life was centered around salt until 1826 when the salt supply diminished. The Scioto Salt Works was Ohio's first industry. Jackson is within two hours of Columbus, Cincinnati and Dayton and three major universities. Living here provides an existence far removed from the hustle and bustle of metropolitan life offering a true rural setting. The pace is relaxed but Jackson is considered one of the most progressive rural counties in Ohio offering the finest in health-care services and a diverse economy. The annual Jackson County Apple Festival is notably one of the state's premier festivals and pilots will know they are in Jackson when they spot the water tower that is a "red apple".

James A. Rhodes Airport is named in honor of the longest serving governor in Ohio history. Rhodes (1909-2001) has a true rags-to-riches story. The son of a Welsh coal miner, he supported his mother and two sisters from age 8. He became an astute businessman and public servant. While in public office his motto was "Jobs and Progress".

Airport manager, Dale Freeland, will be on hand to make you welcome and make sure your time at Jackson will have you ready to return.



Aerial view of Rhodes airport approaching from the east.



Dale Freeland, airport manager, stands next to a fueling station.

Southwest Michigan Regional Airport

Benton Harbor, Michigan



Southwest Michigan Regional Airport is proud to be the centrally located airport of Michigan's Great Southwest. Providing easy access to the business centers and direct access to the area's tourist attractions, the airport wants to extend an invitation to be treated with our red carpet service when you arrive or depart. You are our number one customer whether you fly in your business aircraft, charter aircraft or general aviation aircraft. When you arrive at SWMRA, you are conveniently located near many top rated golf courses, the Southwest Michigan Wine Trail, our Agricultural Tourism, area marinas, beaches, and adventures that Michigan's Great Southwest has to offer.

The airport is actively involved in making our airport safer for our tenants and guests. We are working to gain a Federal Aviation Administration (FAA) mandate for 1,000 foot Runway Safety Area (RSA) at each end of our 5,109 foot runway 9&27, when completed we will also extend the runway length to 6,000 feet. To make this happen we are in the process of acquiring over 225 parcels of property and relocating those families living on the Eastern edge of the airport. We are in our 16th year actively moving forward as



the FAA provides us with the Airport Improvement Funds on this huge project.

We have closed and re-routed the Red Arrow Highway which previously ran through our current MALSAR lights system. As many of you are aware we have had to satisfy all of the Government Regulations not to interfere with; Indian historical sites, animal habitats, and a whole list items provided by the Michigan Department of Natural Resources, the Environmental Protection Agency and the list keeps growing. The project also involves wetland mitigation and stream relocation. There is light at the end of the tunnel, if the funding continues we are looking at a 2011 completion date for Runway 9&27.

To find out more about our Airport use the internet www.swmiairport.com Take the opportunity to look at our Southwest Michigan Tourism Council web site www.swmichigan.org as well as the many links you will find there to spark your interest in Michigan's Great Southwest. Come back and spend some time with us you will be glad you did.

*Lee Scherwitz, Director
Southwest Michigan Regional Airport*

Great Lakes Air Inc.

Is proud to host the Marion Jayne Air Race teams at our excellent Mackinac County airport and hope you enjoy your time in our beautiful St Ignace community.

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Mackinac County Airport

St. Ignace, Michigan

Just when you thought it could not get anymore scenic or friendly on the 2007 Marion Jayne Air Race, pilots will land at Mackinac County on the upper peninsula of Michigan. Airport Manager, Paul Fullerton is not at all shy when it comes to boasting about the airport and his staff which includes his 911 Security Officer, Sally (a Golden Retriever). He guarantees that everyone will have the very best time at his airport. Great Lakes Air is a full service FBO and provides air service to Mackinac Island with passenger and freight charter to any destination. There is a delightful terminal and the airport is close to everything in St. Ignace.

St. Ignace was founded by Father Marquette in 1671 and was named for St. Ignatius of Loyola. St. Ignace has a rich Native American history and was once the bustling hub of 17th century fur trade. In the mid-1800's, the population swelled as logging and commercial fishing went into full swing. The native people called the area Michinni-makinong which was shortened over the years. In the 1600's, the French pronounced the ending as "aw", which translated to their spelling as "ac". Michilimacknac, Fort Mackinac, Mackinac Island, the Straits of Mackinac and the Mackinac Bridge are spelled with an "ac" but pronounced with an "aw". With the arrival of the British, a village established as Mackinaw was pronounced as "aw" and also spelled that way.

As racers approach St. Ignace they will immediately spot the "Mighty Mac". This bridge celebrates 50 years in 2007



Mackinac County Bridge

with a gala festival July 26-29. It was an engineering marvel when it opened to provide a ground connection between Michigan's Upper and Lower peninsulas. Prior to the building of the bridge in 1957, five ferries transported about 1 million vehicles a year across the water with the inevitable long waits (sometimes over 6 hours) at peak times. Today, the Mackinac Bridge provides safe crossings for more than 4.5 million vehicles annually.

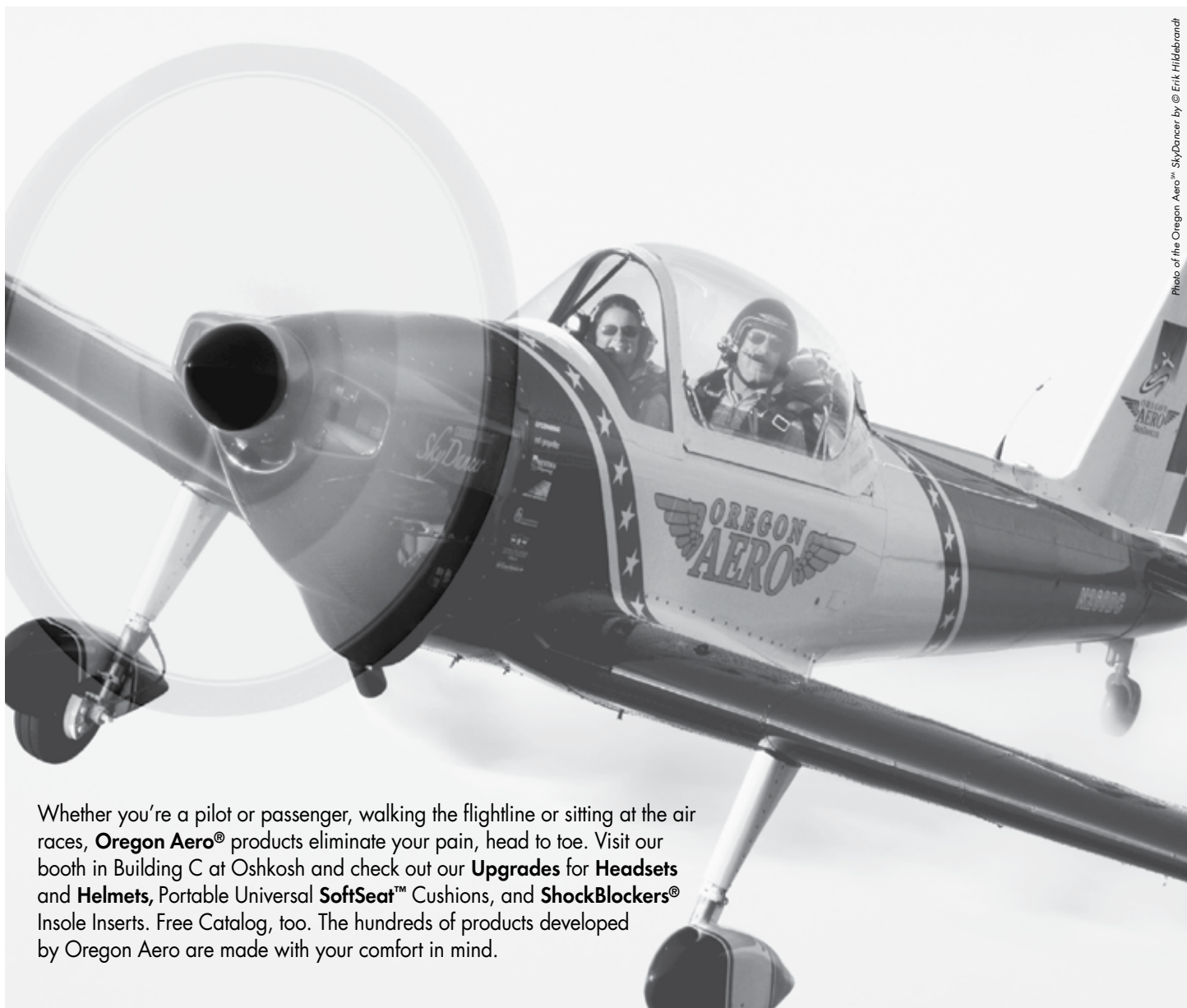
As teams fly in to St Ignace, Mackinac Island will be just east of their course. It is described as the "All Natural Theme Park of America". The island is a living Victorian Village accessed only by ferry or air. Transportation on the island is by horse drawn carriage, bicycle or foot.

St Ignace leaps into action after the spring thaw and is a summer travel destination for thousands. The awe inspiring beauty of the Lakes is a backdrop for festivals, celebrations, outdoor recreation to the max and wonderful dining. For those who feel lucky there is the Kewadin Casino for gaming and entertainment.



Aerial view of Mackinac County Airport.

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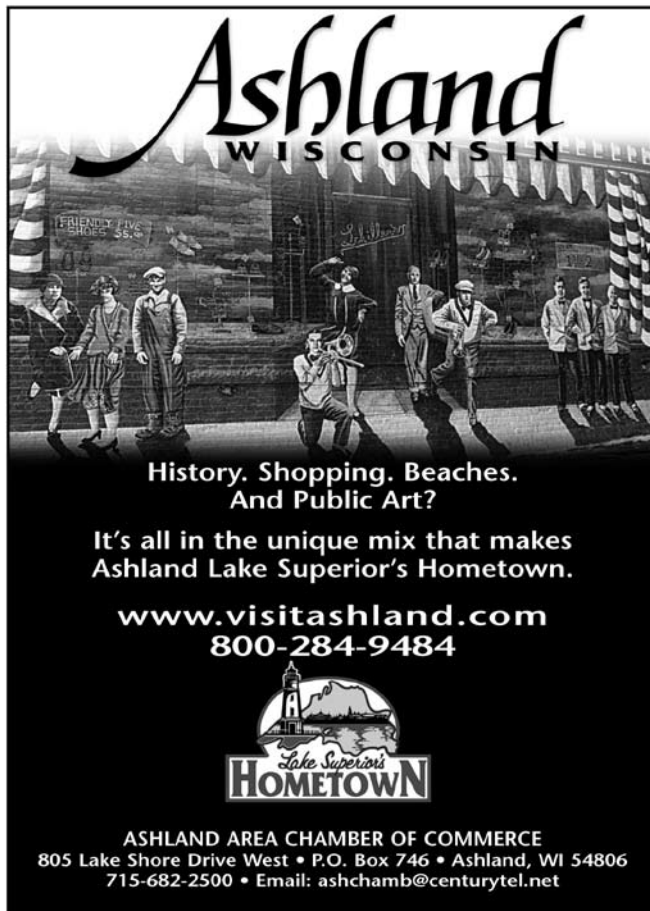
Ashland, Wisconsin

The City of Ashland, WI, located on the shores of Lake Superior's Chequamegon Bay, is home to the John F Kennedy Memorial Airport (KASX). The airport is one mile southwest of the city and serves as a gateway to the Bayfield Peninsula and the beautiful Apostle Islands. One of the airport's most distinctive features is the log cabin terminal building built in 1989 from locally harvested red pine. The hand scrolled solid log construction, honors the past of the Ashland area, reminding visitors of the times when logging was king. In 1893, the Port of Ashland shipped more than 2,000,000 tons of ore and cut more than 500,000,000 feet of logs! The whole region has embraced its historical legacy, while successfully switching gears from a logging and mining based economy to tourism.



In September 1963, then President John F. Kennedy; along with "Earth Day" founder, Wisconsin Senator Gaylord Nelson, landed at the airport to dedicate the opening of the Apostle Islands National Park. Just two months later President Kennedy's life came to a tragic end; as a result the airport became the last place the president stood on Wisconsin soil.


The airport was renamed in his honor, making it the first airport in the country to do so. About a month later, New York's Idlewild was renamed JFK International. The City of Ashland operates the FBO and the airport with one full time manager and one part time assistant. View all the airport amenities at: www.ci.ashland.wi.us



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Stevens Point Municipal Airport

Stevens Point, Wisconsin



Mike Pinney, Airport Manager

As an integral part of the state transportation network, Stevens Point Municipal Airport in Stevens Point plays a critical role in fostering business growth and economic development in the region.

The airport has just received approval for excellent airport facility enhancements. Ground traffic will improve dramatically with full length taxiways. An ILS approach will be added and that will improve the ability to arrive on schedule at the airport and the terminal will be improved so that the improved aircraft and flying side of business is matched by improving the people side of the business.

A study by the Wisconsin Department of Transportation (WisDOT) shows that between 1997 and 2001, over 85% of new or expanded manufacturing businesses were located within 15 miles of an airport capable of handling jet aircraft. These manufacturers provided 34,064 jobs for Wisconsin residents.

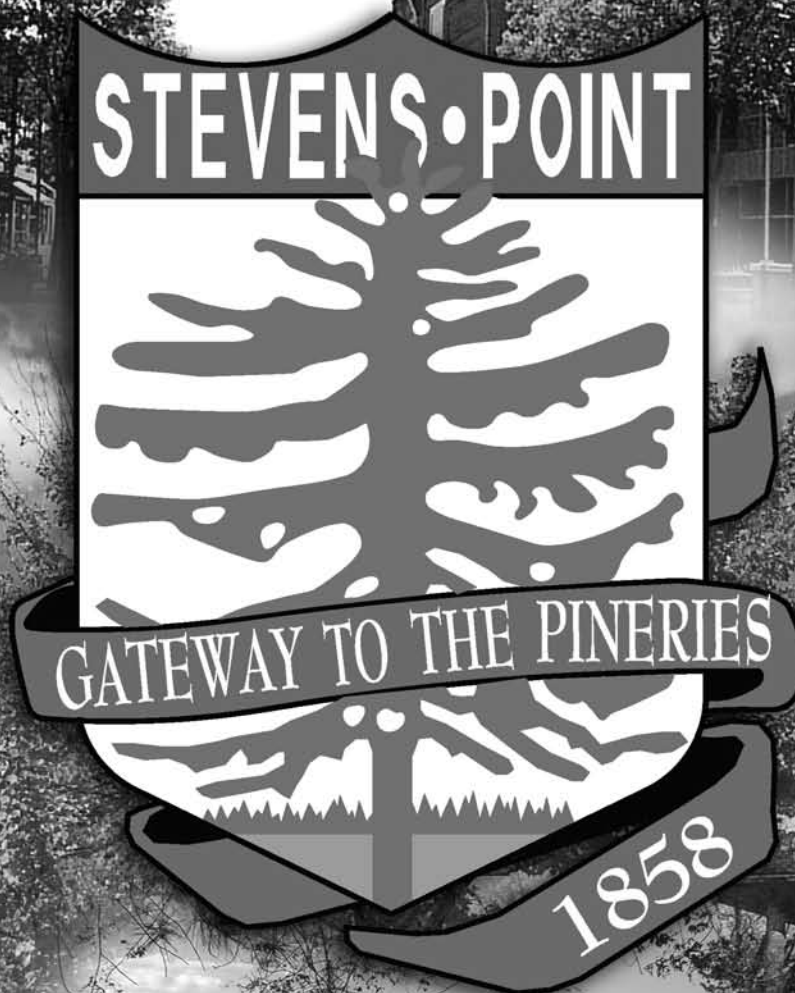
The local airport also provides facilities for emergency medical flights, law enforcement, agricultural spraying, pilot training, and many other important community services. Communities that are readily accessible by air transportation are at a competitive advantage and may realize economic and quality of life benefits that can affect every citizen.

Stevens Point Municipal Airport is located in Portage County (central Wisconsin). Easily accessible from Interstate 39 (I-39), Stevens Point Municipal Airport is 97 miles east of Eau Claire and 78 miles west of Green Bay. The airport provides a safe and convenient environment for travel, business aviation, and related business activities.

Portage County has a diversified economic base and workforce. Some of the products of the area include insurance and educational services, specialty paper products and a variety of frozen foods products. The area's largest non-government industry sectors are manufacturing, transportation, warehousing, finance and insurance.

Excellent Airport

Historic Downtown



Sweet Shopping

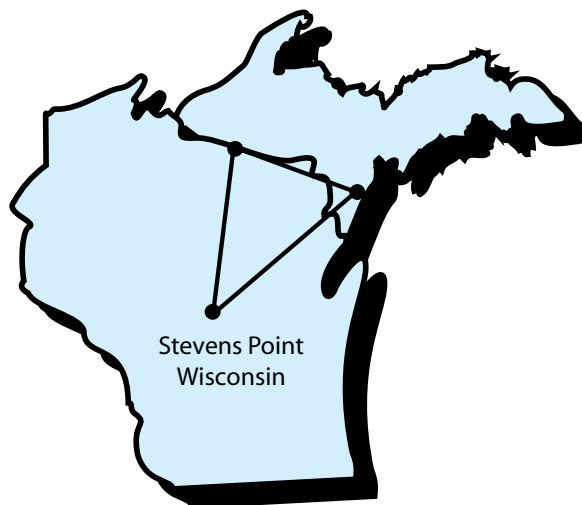
Recreation

*Riverfront
Rendezvous*

Stevens Point 300 Air Race

Sponsored by City of Stevens Point

July 20, 2007
10:00 a.m.



Mystery Route constructed with Jeppesen's NavSuite FlighStar and JeppView

Start/Finish:
Stevens Point Municipal Airport
Stevens Point, Wisconsin

The 2007 National Air Races finish with the navigationally challenging Stevens Point 300 Air Race which is conducted under Renaissance Rules for PSR teams. Race teams completing this course will have finished the final leg of the competition for the coveted Marion Jayne Perpetual Trophy. For the PSR, Pilot Skilled Race teams, fancy navigation instruments will be covered with decals allowing the use of only the compass and map for navigation—just as it was at the birth of aviation—maps and eyeballs. The maps are better now but the challenge of flying and navigating precisely are the same.

For the APR, Aircraft Performance Race, teams flying smoothly to optimize the on-course speed is critical. All navigation aids are available to them. The triangular route and checkpoints are given to both sets of the contestants in their arrival registration packages. Each team follows the Federal Aviation Regulations and the U.S. Air Race Rules.

Teams find a tremendously gratifying sense of accomplishment in this type of flying. The excitement of the race will culminate in the same-day awards with the theme song (to "Row, Row, Row Your Boat"). "Race, Race, Race your plane; swiftly through the skies. Navigate. Navigate. Navigate. Navigate. Win yourself a prize!"



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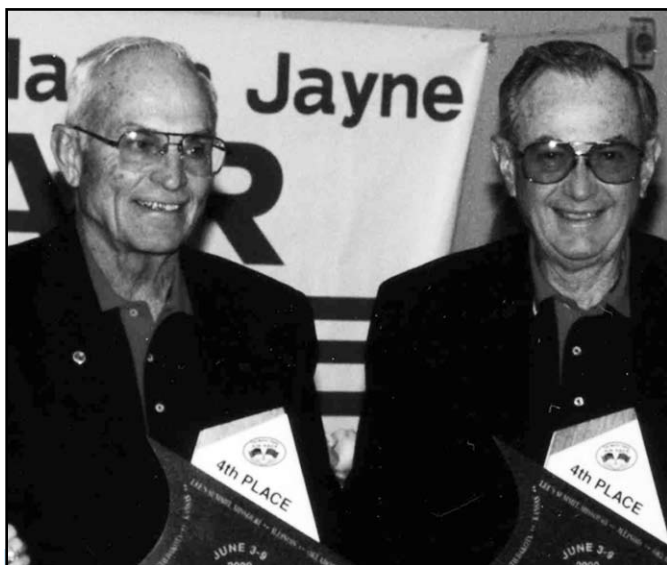
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Charlie Daubs
Ret. SR-71 Pilot/Farmer
Bellevue, NE

Race 1 **1969 Piper Comanche 260 hp**

Pilot: Harlon Hain—10,500 hrs, ASMEL, CFI/II, Comm'I
Co-Pilot: Charlie Daubs—7,200 hrs, ASMEL, CFI, Comm'I



John Thompson
Flight Instructor
Plover, WI

Wanda Zuege
Flight Attendant/Instructor
Custer, WI

Race 2 **1967 Piper Cherokee 140 150 hp**

Pilot: Wanda Zuege – 1,800 hrs, ASMEL, CFII, ATP
Co-Pilot: John Thompson – 2,960 hrs, ASEL, CFII

Harlon has raced in seven Marion Jayne Air Races and Charlie has raced with him in six of them. The team is always in contention for the top spot. They won the 1998 Shreveport 300 and finished fourth in the 2000 Marion Jayne Air Race and the 2002 Fargo 300.

Harlon competed in the 1992 Around the World, the Kitty Hawk, the Great Hawaiian and the Sunset Derby Air Races. He earned his wings in an F-51 Mustang and served in the U.S. Air Force from 1944 to 1981. He retired again in February 2007 after 20 years with Northrup/Grumman. Harlon has flown many aircraft including fighters, bombers, helicopters, gliders and cargo planes. He has been a flight instructor since 1953.

Charlie earned his pilot's license at age 17 in a 40hp Piper Cub. He joined the air force and flew trainers, bombers, CB-47, B-52 and SR-71. He is an avid air racer and has flown the Mile High Derby, Kitty Hawk and Sunset Air Derby when they don't interfere with his farming responsibilities.

Harlon and Charlie are members of AOPA, EAA, Daedalians and the Quiet Birdmen. They stand proud as two of the 90 pilots trained to fly the famed and record-holding SR-71 Blackbird.

We're excited to see these two sharp competitors return in 2007. In their rookie racer year they placed third in the Marion Jayne Air Race and won the Top Team flying a Piper trophy.

Wanda started flying in 1989. While on a backpacking trip, she and husband Dave were inspired by an Alaskan bush pilot who landed a 182 on a dry riverbed in the wilderness, drew a circle on a topographical map for the pickup location and promised to meet them there in two weeks. As he flew away, they promised to 'learn to fly before we die'. Most of Wanda's hours are flying with her husband in a 150 or Piper 140. She also actively instructs and will be running the Accelerated Ground School at the GTO™ convention with her partner John.

John has been flying for over 40 years. He started in 1940 as a crew chief in the Army's 82nd airborne division, spent a year in Vietnam as a crew chief gunner on a helicopter and then started working on his pilot's license after coming home from overseas. He did a lot of flying as a counter drug officer in the Wisconsin Wing CAP. He's been having a blast being a flight instructor since 1998 and added the CFII rating in 2000. He and Wanda offer complete flight training with Am I High Aviation at the Stevens Point airport.



Marvin Guthrie
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Kristina Bucklew
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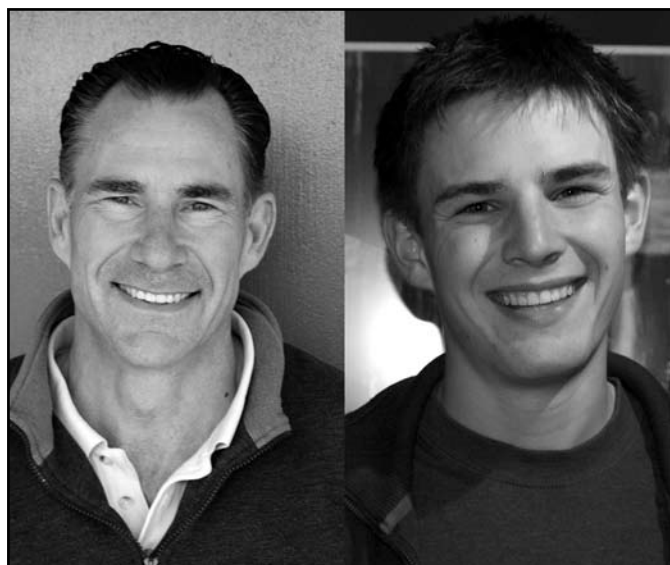
Race 3
1976 F33A Bonanza 300 hp
"Winning Machine"

Pilot: Marvin Guthrie—3,200 hrs SEL, IFR
Co-Pilot: Kristina Bucklew—513 hrs ASEL

By day, Marvin is an attorney but on nights and weekends he really contributes to the amateur sport of air racing. Marvin has spearheaded the acquisition and testing of the new race timing system called loggers and has become the acknowledged expert in managing, scoring and analyzing the logger data. He willingly shares his expertise with others.

He has raced his Bonanza for over a decade with a variety of copilots. Marvin is the returning 2005 Marion Jayne Perpetual Trophy Champion and also the Carolinas 300 Air Race winner. He also has raced as copilot with Stu Morse with a third place in the 2003 Flying magazine Texas 200 Air Race. Marvin truly enjoyed the helicopter ride over to the Texas Motor Speedway as they got their awards in front of 190,000 Indy car fans. After all, speed is speed and we all just love the sound of those roaring engines.

Kristina is new to racing and according to the email we have, she says she is willing to learn ... and then Marvin added, "she believes everything I tell her". It sounds like these two will have lots of fun. Welcome to Kristina and we especially look forward to hearing what the conversations are like during the navigationally challenging 300-mile races.



Lee Behel
Auto Dealer
San Jose, CA

Jay Behel
Student
San Jose, CA

Race 5
2002 Lancair Legacy 310 hp

Pilot: Lee Behel—6,000 hrs, Comm'l, IFR, MEL
Crew: Jay Behel

The USAR welcomes this father/son team to their first PSR, Pilot Skilled Race. Lee and Jay are racing a Lancair Legacy constructed by professional builder Andy Chiavetta. When not flying, Lee runs a Porsche-Audi Dealership. Lee's flying experience includes a Military background piloting RF-4Cs in the Nevada Air National Guard from 1972 until 1996. He retired as a Lieutenant Colonel. Lee was one of the founders of the Sport Class at the Reno Championship races and has raced every year since its inception in 1998. He served as President until 2003. He also races in the Jet Class.

Jay is a student and plans to attend Embry-Riddle Aeronautical University in the fall of 2008 majoring in aero engineering. They have flown the Air Venture Cup 7 times together with four wins to their credit.

At Reno, Lee has had a couple of seconds, a few thirds and the rest fourth place finishes. "I have never won—but I have always edged out Mike Jones, and I never let him forget it. He urged me to enter the USAR races because he is convinced that he can finally kick my butt. As a side note, Mike's co-pilot Rick Vandam, and I were squadron mates in the Nevada Air National Guard and were team mates in several military flying competitions. We are great friends and fierce rivals. Jay and I will definitely have our hands full."



Charles F. Robinson, Jr.
Flight instructor Portage, MI

Maisie Stears
Semi-retired business owner Kalamazoo, MI

Race 6
1959 Piper Geronimo 360 hp
"Sweet Potato"

Sponsor: Krum Pump & Equipment Co.
Pilot: Charles F. Robinson, Jr.—9,400 hrs, SELS, MEL, IFR, CFI, CFII, Comm'I
Co-Pilot: Maisie Stears —5,000 hrs, SELS, MEL, IFR, Comm'I

Team "Sweet Potato" is back! Charles and Maisie are rarin' to go. They look forward to seeing old friends and meeting new ones. We missed these two in 2006. Maisie has made a list of "things to do before I die" and flying to Alaska was one of them, so 2006 found her flying to the far north and west edges of the North American continent.

Charles started his racing career by winning the 2003 Renaissance 300 with Maisie in Maisie's Geronimo. Charles took his first flight lesson in 1987 and since then has flown 68 different aircraft and is a full time self-employed Gold Seal Flight Instructor. He integrates what he learns from air racing into his flight plans.

Maisie will be flying her 8th Marion Jayne Air Race. She started flying in 1958 to accommodate hubby's new hobby. She had to overcome a phobic fear of flying to do it. After obtaining his license, hubby discovered that flying was not his cup of tea, but ironically, Maisie loved it! Welcome back and Good Luck this year.



Jeanette Hackler
Tax Specialist Arlington, TX

Dennis Hackler
Flight Instructor Arlington, TX

Race 7
1967 Piper Arrow PA28R180 180 hp
"Magic Carpet"

Pilot: Dennis Hackler – 1,700 hrs, Comm'I, IFR, CFII, ASMEL, GIAI
Co-Pilot: Jeanette Hackler – 1,300 hrs, SEL

These two likely feel as though they have a target on their backs. In 2006 for the first time in U.S. Air Race history, the same team won both 300-mile pilotage-only races. What an accomplishment! Dennis and Jeanette met while taking flying lessons. Their first race, the 1987 Okie Derby, convinced them that racing is a great adventure. Jeanette has flown eight Air Race Classics in her Cessna 172. This husband and wife team has six U.S. Air Races to their credit. They are the winners of the 2002 Catbird 500 and the first FLYING MAGAZINE Texas 200 Air Race in 2003.

Dennis is a recent retiree from the U.S. Small Business Administration. He keeps getting "recalled" to help with disaster relief efforts and missed racing in 2004. Jeanette is intensely busy with taxes during tax season with H & R Block. They are both members of AOPA.

The Hacklers are one the teams or part of teams competing with us this year that also raced in the inaugural 1995 U.S. Air Race. The Hacklers donate their time and talents to the U.S. Air Race Advisory Board and assist with the handicapping.

*Thank you
Maisie Stears!*

*Your continued
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**Race team 11
Dr. Henry Punzi**

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Rick Neely
Sales
Burnet, TX

Justin Milam
Pilot
Lampasas, TX

**Race 8
1999 Mooney Ovation M20R 310 hp**

Sponsor: Mooney Airplane Company
Pilot: Rick Neely—2,200 hrs, ASMEL, IFR, Comm'l
Co-Pilot: Justin Milam—3,300 hrs, ASMEL, Comm'l, CFII

We are absolutely delighted to have another Mooney team enter the National Air Races. This is a match made in heaven. Mooney touts their aircraft performance and races are exactly the place to show off all that speed. Rick Neely supervises Mooney's sales force at the company's headquarters in Kerrville, Texas. Neely is an experienced corporate pilot and says his dad started teaching him to fly when he was only 12 years old. His mother and father are both pilots. He managed his own automotive service business for the past 10 years. He earned credit towards degrees in aviation science and criminal justice from Central Texas College in Killeen, Texas. Neely has served as a corporate pilot for Trautman Development in Laredo, Texas and serves as reserve deputy and Commissioned Peace Officer for the Burnet County Sheriff's Office.

After a high school friend took Justin flying he was hooked. Rick, his best friend, asked him to join him in the race. This is their first race of this type. They both have done NAA races in the past and can file for any records set during the Marion Jayne Air Race. Rick and Justin are one of two Mooney sponsored entries and one of four teams racing Mooney airplanes—we're guessing there may be some private challenges—perhaps whoever places the best gets their fuel paid for by the other teams ... just a thought.



Chloe Watson
Homemaker
Arlington Heights, IL

Angus Watson
Executive
Arlington Heights, IL

Race 9
1998 Cessna 182S 230 hp

Pilot: Angus Watson—210 hrs, Private ASEL
Crew: Chloe Watson

Angus and Chloe had so much fun flying the 2006 Wisconsin 300 that they just had to return and fly all three events in 2007.

Angus started flying in 2003 at Palwaukee Airport, now Chicago Executive Airport. After obtaining his license in 2004 he joined the Schaumburg Flying Club. They will be flying the Schaumburg Flying Club 182S. Angus is a member of AOPA, Aircraft Owners and Pilots Association and the Palwaukee Pilots Association.

Angus is the Director of Ticket Operations at the Ravinia Festival, America's oldest summer music festival where musical luminaries from Itzhak Perlman to Tom Jones to Patti LaBelle entertain Chicago area people of all ages.

Chloe is a homemaker and green-thumbed gardener. She handles the turf at home and joins Angus in this marvelous adventure. They fly places purely for fun. Chloe is not a licensed pilot but Angus says she is one awesome navigator.

These two were the first of several entries who will be competing for the Best Team with less than 1000 hours of flight time.



Mike Jones
Interior Designer
Fullerton, CA

Rick Vandam
Airline Pilot
Reno, NV

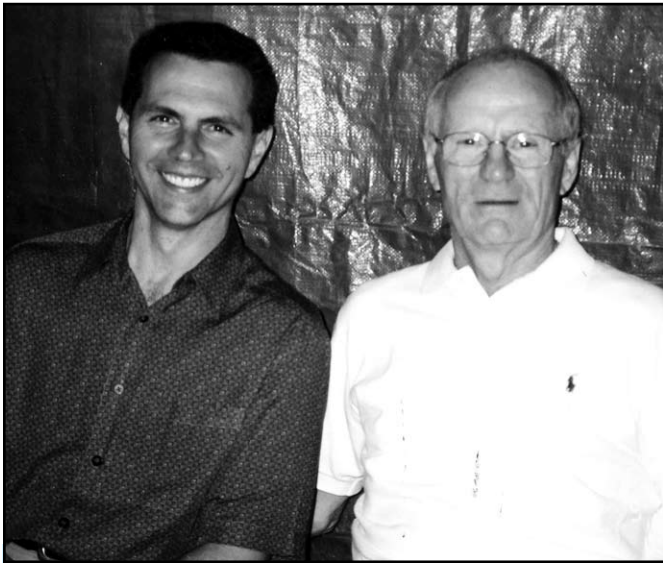
Race 10
1994 Stoddard Hamilton Glasair III 360 hp
"Warp Speed Wanda"

Pilot: Mike Jones—2000+hrs, ASEL, IFR
Co-Pilot: Rick Vandam—24,500 hrs, ATP

The 2006 winners of the Marion Jayne Perpetual Trophy are back to defend their championship. Mike gives the lion's share of credit to Rick for their 2006 overall win, saying that the navigator's role is critical to cross country racing success.

Mike completed construction of his GlasAir III in 1994. The two-seat composite low wing won the Wright Brothers award and was Grand Champion at Sun n' Fun and Oshkosh in 1995. Mike has competed in the Reno National Championship Air Races since 1998, winning the sport Silver Crown twice at speeds of over 300 mph. 'Wanda' also transports Mike to job-sites associated with his interior design firm. Mike was one of the pilots who initiated Sport Class racing at Reno and was entrusted with the presidency of the Sport Class in 2003.

Both Rick and Mike are instructor/evaluators for the Reno pylon racing school and Rick is now the treasurer for the Sport Class. Rick flies for USAir. Rick was also a top competitor in the Sport Class and now he races in the Jet class at Reno and placed second at the 2006 National Championship air races. Rick flew F-4's in the Nevada Air National guard and was a squadron mate of Lee Behel's (Race 5).



Dr. Henry A. Punzi
Physician/Researcher
Denton, TX

Bill Vorderbruggen
Retired Airline Pilot
Denton, TX

Race 11
Mooney M20C 180 hp
"The Comie Joe"

Pilot: Dr. Henry A. Punzi—500 hrs, SEL
Co-Pilot: Bill Vorderbruggen—19,600 hrs, ATP, CFII, MEL



Terese Barta
College Professor
Stevens Point, WI

Jeremy Beaudry
Student
Stevens Point, WI

Race 12
1967 Piper Cherokee 140 150 hp

Sponsor: River Cities Aivation
Pilot: Terese Barta—150 hrs, AESL
Co-Pilot: Jeremy Beaudry—200 hrs, ASEL

This team of rookie racers is certainly no rookies when it comes to flying and to competition.

Henry joined the Civil Air Patrol at 16 because he loved flying but then moved to South America to play professional soccer and complete his medical degree. After returning to Dallas, he rekindled the desire to fly and got his license in 2002. He flies for pleasure and business. Henry says he is very interested in air racing and is excited about flying this year's events. Sounds like we have a new racer in our midst!

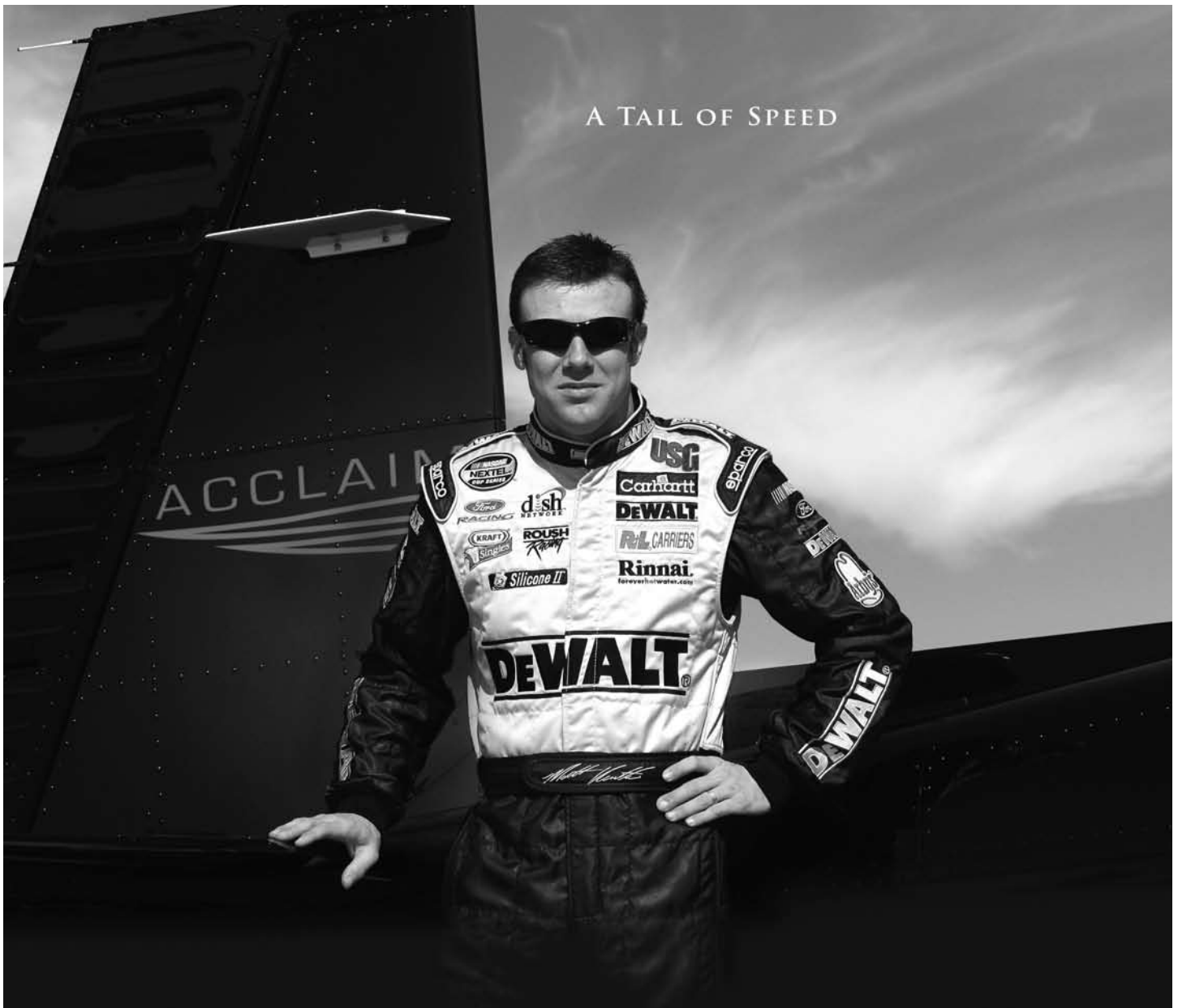
Bill has always had a love of aviation and took his first flying lesson in 1958. He retired as an airline captain in 1997. For the past 20 years he has co-owned a Cessna 172 which he flies regularly. Henry and Bill are friends and neighbors and will be a great racing team.

In 2005 things didn't work out for this team when a mechanical problem grounded them from starting the race. Then with Hurricane Rita bearing down on Texas, they decided to try for better luck in 2006 but were thwarted by weather again. They may not have raced with us yet, but they are smart enough to have chosen one of the easiest numbers to put on a plane. We hope these fast learners have a great time this year.

At age 46, Terese Barta is a relative newcomer to flying and air races. In 2006 she got her private license 'moments' before the Wisconsin 300 Air Race and she and Jeremy then successfully completed the race with zero penalties. She receives encouragement in her new passion from her brother, who is a navy pilot, as well as other family members. Terese flies because she loves to take on new challenges and is inspired by the rich history of women in aviation. So, of course she is a member of the Ninety-Nines, the international women's pilot organization. After earning her private pilot certificate, her goal is to pursue aerobatic training.

Jeremy got his first airplane ride from his grandfather, Jim, at the age of three months—in a Skyhawk that is still based in Stevens Point and has loved aviation for as long as he can remember. He built his first RC model at age 13. He soloed a C-172 in 1997 at a small Minnesota airport and took the private checkride in Wisconsin in 2004. Jeremy is currently working on an instrument rating. He is the Secretary of the Stevens Point Pilots Association, a member of the CAP, works part time for the local FBO, does part time construction, auto repairs, computer help, and many widely varied hobbies and he is a Business student at the University of Wisconsin Stevens Point.

A TAIL OF SPEED



Take it from a man who knows about speed, Matt Kenseth, one of the winningest drivers in NASCAR. Coming off of his record 2006 season, Matt wanted a new airplane. No surprise, he bought an Acclaim.

Acclaim is not only the fastest single engine piston in the world; it's also built by the world's number one manufacturer of super high performance aircraft. Acclaim flies faster, farther and with aerodynamic purity that's unrivaled, without sacrificing comfort, safety and efficiency.

Team up with Matt and experience this new breed of speed today.

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ACCLAIM



MOONEY



David Copeland
Mooney Sales Vice President
Wichita, KS

Dr. Remy Blanchaert, Jr.
Dentistry
Wichita, KS

Race 15
2007 Mooney Acclaim 280 hp

Sponsor: Mooney Airplane Company
Pilot: David Copeland—5,800 hrs, ATP
Co-Pilot: Remy Blanchaert Jr. —880 hrs, ASMEL, Comm'I, CFII



Jim Clarry
East Islip, NY
Controller

Stuart Morse
Daytona Beach, FL
Oklahoma City, OK
Retired Controller Pilot

Race 25
Grumman Tiger 180 hp
"Tiger Lilly"

Pilot: Stuart Morse – 3,700 hrs, SEL, IFR
Co-Pilot: Jim Clarry – 1,250 hrs, SEL, IFR

As the ad on page 34 says, when you feel the 'Need for Speed', just buy and fly a Mooney. David and Remy will be flying Remy's new Mooney Acclaim. It is touted as the world's fastest single engine piston plane. The National Air Races are exactly the place to show off all that speed in either the PSR, Pilot Skilled Racing or the APR, Aircraft Performance Racing.

David grew up in the aviation industry. His family owned and operated a private airport and fixed-base operations in his hometown of Wichita. His parents, both avid aviators, taught him the love of flying. He later earned his airline transport rated license and flew for American Airlines for four years. David has also worked at multiple other aviation companies.

Remy will be flying in his first air race. He was drawn to aviation during his early childhood when his mother took him for picnics on the cliff overlooking the Kansas City downtown airport. After completing his training he bought the 172 in which he was originally certified in March, 2000 and set out to learn more about aviation by earning six more ratings and licenses. Remy welcomes the challenges of air racing and cherishes the opportunity to participate in the promotion of General Aviation.

Stu and Jim will be racing the Marion Jayne Air Race for the fourth time as a team. They have a winning record and are great competitors and sportsmen. Stu has retired from "the tower" but Jim is still "pushing tin" in New York. It seems that Stu has come out of retirement and is spending the next few months working for the FAA out of Oklahoma City.

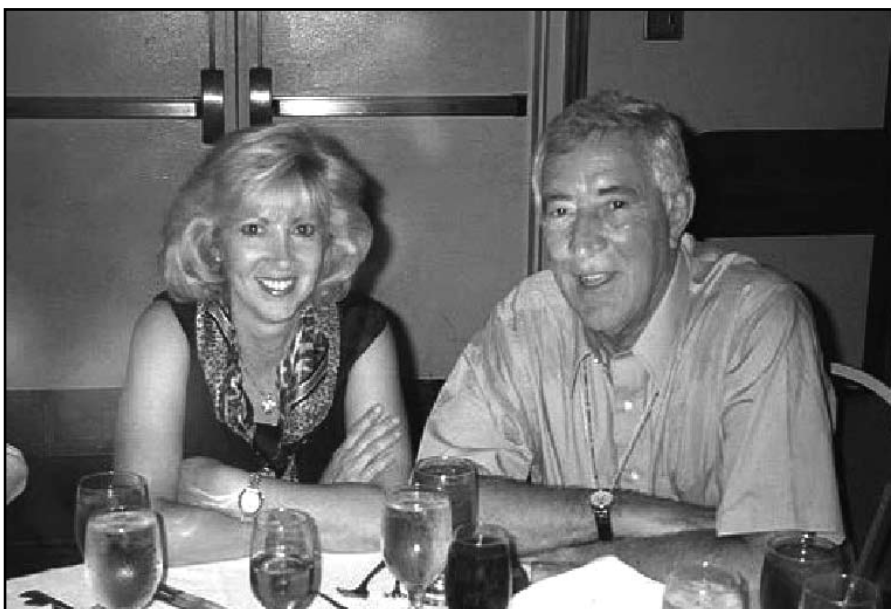
This team won the 2003 Great Southern Air Race and placed second in the 2004 California 300 and Marion Jayne Division A. Stu really enjoyed his third place win in the 2003 Flying Texas 200 Air Race. The winners of that race were flown by helicopter from the airport to the Texas Motor Speedway to receive their trophies before 190,000 race fans awaiting the start of the Bombardier 500 Indy-style car race.

Stu is a member of PATCO (Professional Air Traffic Controllers Organization), AOPA, AYA, EAA and Angel Flight. Jim is a member of PATCO, CGA and AOPA. This team is aiming for the Marion Jayne Perpetual Trophy and guarantees it will fit in the Grumman.



Arthur T. Mott

Our Perennial Top Gun Sponsor



Charlotte and Arthur Mott



John Dawson, Arthur and son Tyler



82U lined up and ready to race



Arthur's beloved Baron, "Cumulus Bound"



John Dawson
Richmond, VA
Business Manager

Arthur Mott
Waxhaw, NC
Business Owner

Race 29
Beech Baron B58 620 hp
"Cumulous Bound"

Pilot: Arthur Mott — 2,700 hrs, SEL, MEL, IFR, Glider
Co-Pilot: John Dawson — 1,600 hrs, SEL, IFR

These two are always racing and always in the winner's circle whether they fly separately or race together. Arthur and John won the 2005 weather-plagued Marion Jayne Air Race. They'll be after that other pesky Beech owner, Race 3, Marvin Guthrie as Marvin and Esther Grupenhagen managed to best Race 29 for the 2005 Perpetual Trophy. They'll be challenging the 2007 winners too as one of the faster planes in the races. Arthur wants to win that Marion Jayne Perpetual Trophy again.

Arthur was an Inaugural 1995 U.S. Air Racer and he won the 1996 Marion Jayne Air Race. Arthur has only missed one year of the U.S. Air Races and even then he 'attended' by listening to the proceedings via cell phone. He had broken his shoulder shortly before the 2004 races and his doctor would not release him to fly. He has also won the Great Southern and Hawaiian Air Races. He jumped right into cross country racing with his first event as the 1994 Round the World Air Race. Arthur's dedication to air racing and his support make him a winner every year.

John Dawson keeps Arthur on course and "in line" and he enjoys every second of it. John owns a Beech Sierra, is a veteran air racer and now has the London to Sydney air race in his log book. John's contributions extend beyond his own flying. He graciously serves on the Handicap Validation Group and lends his expertise in handicapping and timing systems to many races. We hear that John is also racing solo...on his bicycle and he has the scars to prove it.

THANK YOU, Arthur
For your continued support



Shelby Bowles
Financial Planner
Waldorf, MD

Jim Reed
Aviation Safety Counselor
LaPlata, MD

Race 41
Cessna Skymaster 337-B 320 hp
"Wild Thing"

Pilot: Shelby Bowles—1,600 hrs, SEL, MEL, IFR
Co-Pilot: Jim Reed—6,400 hrs, ATP, MEL, IFR, CFI



Mathew Giltner
Pilot/Retired Coast Guard
Whitehouse Station, NJ

Pam Dellea-Giltner
Business Executive
Whitehouse Station, NJ

Race 54
Mooney M20C 180 hp
"The Mighty Mooney"

Pilot: Mathew Giltner—3,500 hrs, ATP, ASMEI, Comm'l.,
CFI, LRJET
Crew: Pam Dellea-Giltner—500 hrs, ASEL

The 2004 Marion Jayne Perpetual Trophy winners are back. They say they will go for another victory and look forward to another great race. This team also won second place in the 2003 Flying Magazine Texas 200. While they are ferocious competitors with 'aggressive backgrounds'—Marines and Air Show pilot, they are two of our favorite gentlemen pilots. They are always, always polite and wonderfully helpful.

This will be Shelby's ninth Marion Jayne Air Race and he has competed in the Kitty Hawk Cup, Great Southern and Great Bahamas races. Shelby is the owner of a Financial Services Company. He is married and has one son who is in the Coast Guard. Shelby belongs to the AOPA and EAA and his military background in the Marines keeps him active in veteran's organizations.

Jim began flying as a hobby in 1962, but after retiring from his post in the Navy as an electron microscopist, flying became his career. Jim has built two experimental aircraft from scratch. For 16 years he used his Reed-Pitts Special in air shows, retiring from that business in 2001. He is an active Gold Seal Flight Instructor and Aviation Safety Counselor. Jim has clearance to the Washington D.C. airspace where he conducts aerial inspections for several local power companies.

Pam and Mathew are racing in the USAR again. Pam is an executive for a major Pharmaceutical Company in New Jersey's "Pharm Country" region. Mathew is retired from the United States Coast Guard after 20 years, where he was a navigator and Search and Rescue planner. His mission list is impressive (over 5,000) with numerous high profile rescues documented in novels, motion pictures and other media. Giltner was also involved in the TWA Flt 800 crash. On September 11th 2001 he was the New York City Duty Officer and says, "without a doubt it was the longest day I have ever worked." Mathew continued his navigation skills in civilian life as a Learjet charter pilot, but has since retired from professional flying.

With these two the competition is not just in the air. As an example, check out the ice-climbing photo above. On the ground you can find them cycling, competing in endurance adventure races, or using their Mooney, to fly them to compete in pistol matches around the United States as they both shoot in the International Defensive Pistol Association state championships. In the rare down time, you might find them playing with the love of their life, the rescued Rotty, Pheobus, or putting the finishing touches on their fifteen year project, restoring their turn of the century Victorian home.

Race team 41 Shelby Bowles and Jim Reed

*Sponsors of a
Learn to Fly
scholarship*

THANK YOU!



Robert Dopp
Engineer
Beldenville, WI

Chris Gregersen
Pilot
Minneapolis, MN

Race 57 Mustang 2 150 hp

Pilot: Robert Dopp—425 hrs, Comm'I, SEL, IFR, CFI
Co Pilot: Chris Gregersen—2,000 hrs, Comm'I, IFR, CFII,
MEI

U.S. AIR RACE

Thanks

HANDICAP VALIDATION GROUP

John Dawson

Harlon Hain

Dennis Hackler

Mathew Giltner

Rick Vandam

For their
contributions to
making the races
safe, fair and fun.

Rookie race team #57 may only have 150 horses under the cowl but their Mustang 2 will be charging around the race course at a very respectable speed. The "Midget Mustang" was originally designed in 1959 by Robert Bushby. There have been 400 built.

Both Robert and Chris say they are truly looking forward to the challenge of air racing. Robert first took an interest in flying while working for a local aerial application business in the summers while attending college. At the age of 19, he took his first flight lesson in a Cessna 150 and has since gone on to obtain his advanced ratings and is now a flight instructor part time.

Chris was introduced to flying at age 7 and has been hooked ever since. Currently he flies a wide variety of aircraft, but his favorite plane and flying style is going low and slow in a Champ.

The first person to call 817-235-4854 with the answer to the following question will receive 5 free raffle tickets for a learn to fly scholarship. Offer ends July 20, 2007 at Noon. What 4 state capitals begin with the same first letter as their state.



Donald Gallion
IT System Administrator
Michigan City, IN

Donald McAlhany
Semi-retired
St. Joseph, MI

Race 61 **1974 Piper PA-28-151**

Pilot: David Gallion—450 hrs, ASEL
Co-pilot: Donald McAlhany —447 hrs, ASEL

We welcome these two new racers. They are the second of several teams competing for the best team with under 1000 hours of flying time when they entered the race.

David works for AEP at the Cook Nuclear Plant in the Information Technology department. He got his pilot's license in 1978. He flew for a couple of years and stopped and then started flying again in 1999. This time he really invested and bought a Warrior to fly. There is nothing quite like having your own plane, to have more fun with flying. When David is not flying or working, he likes to Skydive, Scuba dive and target shoot. When it comes to guns, he needs to meet some of the racers, like Race 54 team, who competes with pistols.

Donald and David both belong to the United States Pilots Association (USPA), Aircraft Owners and Pilots Association (AOPA) and Experimental Aircraft Association (EAA). We look forward to meeting both pilots and introducing them to the fabulous sport of cross country air racing!



Dennis Schwieger
Business Executive
Dixon, IL

Bett Schwieger
Home Manager
Dixon, IL

Race 66 **1975 Cessna 177RG 200 hp**

Pilot: Dennis Schwieger—1,200 hrs, ASEL, IFR
Co-pilot: Bett Schwieger

Dennis became passionate about flying when he took his first plane ride at age 6. He earned his pilot's license after college but put flying on hold while he was overseas. The Schwieger's have owned different types of airplanes. Today, Dennis and his wife, Bett fly a Cessna 177 because of its easy entry and exit as Beth has a bionic leg.

Dennis and Bett got huge enjoyment out of Dennis' first 300 mile race in 2005 and they are back this year as a team on the ground and in the air. During the navigational challenge of the Renaissance Rules—flying as it was at the birth of aviation—for the Carolinas 300 Air Race, Dennis had his own innovation to facilitate navigation by map and eyeball—you know, without all those fancy electronic gadgets. He enlarged the sectional maps that covered the course for easier reading and geographic feature recognition. Clever guy—especially since it was his very first race.

Since then, all of this got very complicated because business demanded a move from North Carolina to Dixon, Illinois. They wanted to compete in 2006 and are quite determined to join all three National Air Races in 2007. After all, what is the sense of working so hard, if you can't play hard in between all the other work and life commitments?

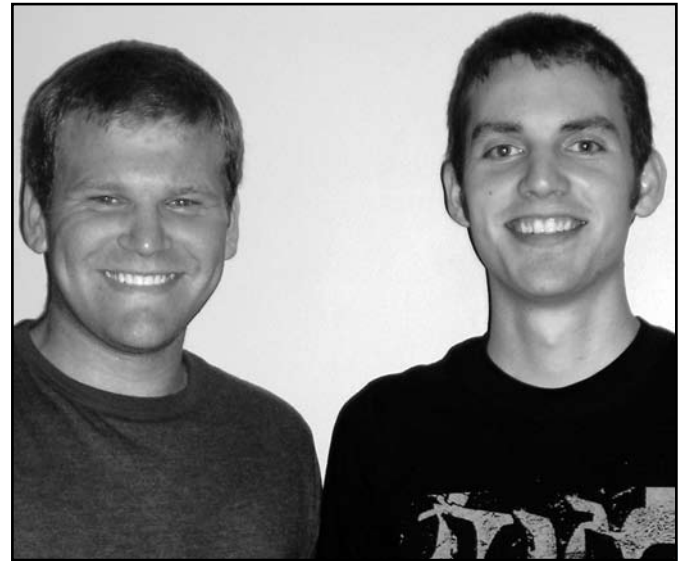


Robert Axsom
Retired
Farmington, AR

Jeanine Axsom
Retired
Farmington, AR

Race 71
2004 Axsom Van's RV-6A
"Blue Bird"

Pilot: Bob Axsom—4,700 hrs, ASEL, IFR
Co-pilot: Jeanine Axsom



Ken Kessler
Student
Mankato, MN

Brett Carpenter
Student
Mankato, MN

Race 88
2006 Diamond DA20-C1
"The Dragonfly"

Pilot: Kenn Kessler—153.5 hrs, ASEL
Co-pilot: Brett Carpenter—51.3 hrs, ASEL

This is our first entry into the APR (Aircraft Performance Racing) competition. They have already scored SARL (Sport Air Race League) points this year and expect to add more in the Wichita 300 air Race.. Bob retired after 50 years in the aerospace industry and 4 years in the Air Force. Bob and Jeanine built their own plane from a kit produced by Van's aircraft. It took them about 8 years. They have flown it from coast to coast and border to border. They have also raced in the 2005 and 2006 EAA AirVenture Cup cross country APR races. They have raced with us in the past in their Red-bird in the PSR events.

Jeanine helped build the Blue Bird and has labeled it a good, fast plane. She finds it enjoyable to travel in the plane but the main reason she races is to support Bob.

A sense of humor...

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Kenn never thought he'd ever like to fly especially after his first flight really scared him. Fast forward ten years. He took another flight and then he knew ... he had to learn to fly. Now he has entered into the Minnesota State University Mankato aviation program to do just that—learn to fly. He has already earned his private pilot's license and is enjoying every minute of it. This will be his first air race.

Brett has loved aviation since the day he was born. After a short year of studying another of his passions, music, he came to his senses and entered the pilot training program at Minnesota State University Mankato. He has never looked back and just loves to look up.

The U.S. Air Race welcomes these two new aviators. They have the distinction of being the team with the fewest hours that has ever entered one of our competitions. There is an advantage to the very fresh training regimen, they will be great at pilotage which is a key factor for success in the 300-mile navigational challenge they have entered.



Ken Keefer
IBM Sales Consultant
Trophy Club, TX

Pat Keefer
Motivational Speaker
Trophy Club, TX

Race 00
Piper PA-39 Twin Comanche 320 hp
Race Board Aircraft

Pilot: Ken Keefer—1,700 hrs, ASMEL, IFR
Co-Pilot: Pat Keefer—1,200 hrs, ASMEL, IFR

Ken got into aviation because he wanted to participate in the conversation at the dinner table. He married into a family with three pilots and that included his wife and mother-in-law. He took instruction for both his private license and instrument rating from, yes, his mother-in-law. That mother-in-law was Marion Jayne and she let him use her airplane. Of course, before he got to use the plane, he had to fly it to her high standards.

Ken uses the Twin Comanche to fly to the Rocky Mountains where he enjoys wilderness backpacking on week-long trips. This is serious outdoor stuff as he packs everything he needs for a week in the wilderness and treks a lot of miles with long-time backpacking buddy Jerry. When he isn't busy savoring flight time or outdoor beauty, he's keeping track of family finances and enjoying life. He just retired after being a technical sales consultant for IBM for 32 years.

Pat has always relished air racing for the challenge as well as the friendships made and sights seen along the way. Pat met husband Ken in college as they both studied for their degrees in Physics and MBAs. In 2003 Pat completed her 30 year sales and management career with IBM and retired. Now she balances working on the air races with motivational speaking, elder care management and most importantly, enjoying her husband of 32+ years.

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Awards



MARION JAYNE PERPETUAL TROPHY

The Marion Jayne Perpetual Trophy will be awarded in recognition of the team whose flying skills resemble the depth and breadth of flying talent personified by Marion herself. The team with the best combined score of excellence in pilotage as exemplified in the Wichita 300 Air Race, sustained performance as shown in the 1800 mile Marion Jayne Air Race and precise navigation in the Stevens Point 300 Air Race, will have the traveling replica of the stunning trophy for one year and commemorative plaques stating that their names appear on the Perpetual Trophy.

**THANKS to our many sponsors,
Over \$25,000 in cash prizes and trophies will be awarded.**

MARION JAYNE AIR RACE

First Place:	Trophies & Cash
Second Place:	Trophies & Cash
Third Place:	Trophies & Cash
Fourth Place::	Trophies & Cash
Fifth Place:	Trophies & Cash
Sixth Place:	Trophies & Cash
Seventh Place:	Trophies & Cash
Eighth Place:	Trophies & Cash
Ninth Place:	Trophies & Cash
Tenth Place:	Trophies & Cash

BEST TEAM FLYING A PIPER

New Piper Aircraft has sponsored trophies for the highest scoring team flying a Piper aircraft in the Marion Jayne Air Race.

BEST TEAM WITH LESS THAN 1000 HOURS

This award will be won by the team in the Marion Jayne Air Race whose combined time at the date of their entry totaled less than 1000 hours.

WICHITA 300 AIR RACE

First Place:	Trophies & Cash
Second Place:	Trophies & Cash
Third Place:	Trophies & Cash
Additional Places:	Prizes

STEVENS POINT 300 AIR RACE

John Dawson Awards

First Place:	Trophies & Cash
Second Place:	Trophies & Cash
Third Place:	Trophies & Cash
Additional Places:	Prizes

MARION JAYNE ENCOURAGEMENT AWARD

This award recognizes a race team whose spirit encourages others. It is funded each year by the Marion Jayne Memorial Fund and includes a copy of the *Racing for Gold: 24 Days Around the World* video donated by RTW, A Motivational Company.



U.S. Air Race Winners

1 st Place	Charlie Horton & Jaime Gonzales	400 Comanche
2 nd Place	Paul Whistle	Archer II
3 rd Place	Arthur Mott & Phil Mauyiaris	Baron 58
4 th Place	Mike & Cathy Wappler	A36 Bonanza
5 th Place	Walter Price & Harlon Hain	A36 Bonanza

Route: Napa Valley, CA; Minter-Shafter, CA; Laughlin, NV; Gallup, NM; Clovis, NM; Fort Worth, TX

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U.S. Air Race Winners

1 st Place	Arthur Mott & Tim Bastick	Baron 58
2 nd Place	Ken & Judy Johnson	Glasair III
3 rd Place	Charlie Horton & Don Johnsen	400 Comanche
4 th Place	Greg Marshall & Bruce Chapman	Piper Lance
5 th Place	Mary Creason & Maisie Stears	Grumman Tiger

Route: Durango, CO; Roswell, NM; Liberal, KS; Beatrice, NE; Branson, MO; Marshall, TX; New Orleans, LA

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Marion Jayne U.S. Air Race Winners

1 st Place	Pete, Bill & Rob Bedell	Baron D55
2 nd Place	Ken & Judy Johnson	Glasair III
3 rd Place	Marco & Luciano Pierobon	172RG Cutlass
4 th Place	Charlie Horton & Don Johnsen	400 Comanche
5 th Place	Arthur Mott & Ian Britton	Baron 58

Proposed Route: Albuquerque, NM; Guymon, OK; Hutchinson, KS; Atchinson, KS; Farmington, MO; Bowling Green, KY; Columbus, GA; Monroe, NC

Actual Route: Hutchinson, KS; Atchinson, KS; Farmington, MO; Bowling Green, KY

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Marion Jayne Air Race Winners

1 st Place	Susan Collier & Nancy Toon	Mooney 20F
2 nd Place	Chuck Forcey & Larry Chubb	Piper Clipper
3 rd Place	Charlie Horton & Jaime Gonzales	400 Comanche
4 th Place	Greg Marshall	Piper Lance
5 th Place	Jeff Bossert & Bill Paulus	250 Comanche

Proposed Route: Shreveport, LA; Tulsa, OK; Millington, TN; Litchfield, IL; Dayton, OH; N. Wilkesboro, NC; Frederick, MD

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1998—Shreveport 300 Winners

1 st Place	Harlon Hain & Charlie Daubs	260 Comanche
2 nd Place	Greg Marshall	Piper Lance
3 rd Place	John Dawson & Roy Johnson	Beech Sierra

Route: Shreveport, LA; Mount Vernon, TX; Stephens, AR; Shreveport, LA

Marion Jayne Air Race Winners

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1 st Place	Ken Johnson & Dan Reed	Glasair III
2 nd Place	Charlie Horton & Melody Dougherty	Piper 400 Comanche
3 rd Place	Greg Marshall & Mary Rawlings	Piper Lance
4 th Place	Susan Collier & Nancy Toon	Mooney Executive
5 th Place	Perry Null & Jason Null	Cessna 210

Route: Gallup, NM; Hereford, TX; Hutchinson, KS; Knoxville, IA; Oshkosh, WI; Kirksville, MO; Bloomington, IN



1999—Gallup 300 Winners

1 st Place	Charlie Horton	400 Comanche
	Melody Dougherty	
2 nd Place	Ken Johnson	Glasair III
	Dan Reed	
3 rd Place	Greg Marshall	Piper Lance
	Mary Rawlings	

Route: Gallup, NM; Kayenta, AZ; Winslow, AZ; Gallup, NM



2000—Lee's Summit 300 Winners

1 st Place	Ed Hutson	Cessna 172
	Larry Chubb	
2 nd Place	David Richardson	Cessna 172
	Kent Clark	
3 rd Place	Arthur Mott	Beech Baron
	John Dawson	

Route: Lee's Summit, MO; Emporia, KS; Pittsburgh, KS; Lee's Summit, MO



Marion Jayne Air Race Winners

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1 st Place	Ken Johnson & Dan Reed	Glasair III
2 nd Place	Arthur Mott & John Dawson	Beech Baron
3 rd Place	Mathew Giltner & Pam Dellea	Piper Cherokee 180
4 th Place	Harlon Hain & Charlie Daubs	Piper 260 Comanche
5 th Place	Greg Tobias & Mel Pippert	Piper 180 Comanche

Route: Day 1: Lee's Summit, MO; Kirksville, MO; Atchinson, KS; Day 2: Lee's Summit, MO; Marion, IL; Lee's Summit, MO; Day 3: Lee's Summit, MO; Yankston, SD; Lawrence, KS; Day 4: Lee's Summit, MO; Miami, OK; Monett, MO; Lee's Summit, MO



2002—Fargo 300 Winners

1 st Place	Marcia Forcey	Cherokee 180
	Chuck Forcey	
2 nd Place	Darrol Schroeder	Cessna 172
	Alex Macdonald	
3 rd Place	Harlon Hain	260 Comanche
	Charlie Daubs	

Route: Fargo, ND; Fertile, MN; Devil's Lake, ND; Fargo, ND



Youth Scholarship 2000



Pat Keefer presents 8 scholarships to Larry Young, EAA Chapter 61

Youth Scholarship 2002



Twelve scholarships were given to the Fargo Learning for Life Aviation Explorers Post in honor of Pat & Jon Livers

Marion Jayne Air Race Winners

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1 st Place	Greg Marshall & Mercé Marti	Piper Lance
2 nd Place	Ken Johnson & Dan Reed	Glasair III
3 rd Place	Clancey Maloney & Becky Hempel	Baron B55
4 th Place	Arthur Mott & John Dawson	Beech Baron 58
5 th Place	Denise Waters & Nancy Toon	Grumman Tiger

Route: Fargo, ND; Watertown, SD turn point; St. Cloud, MN; Thunder Bay, Canada; Warroad, MN; Aberdeen, SD; Spearfish, SD; Garrison, ND; Fargo, ND



2003-2004 Winners

Marion Jayne Air Race



Division A 2003

1st Place	Ed Hutson	172
	Larry Chubb	
2nd Place	Ed Sleeper	172
	Jim Nolan	
3rd Place	Mike McElheny	180 Comanche
	Fr. Neil Jones	



Division B 2003

1st Place	Bob Samson	Lance
	Carol Burns	
2nd Place	Charles Robinson III	Geronimo
	Maisie Stears	
3rd Place	Stu Morse	Tiger
	Jim Clarry	



Division C 2003

1st Place	Marvin Guthrie	F33A Bonanza
	Cheryl Finke	
2nd Place	Arthur Mott	Baron 58
	Tim Bastick	
3rd Place	Dwight Ensley	Baron D55
	Cindy Ensley	



Division A 2004

John Dawson Awards

1st Place	Denise Waters	Tiger
	Nancy Toon	
2nd Place	Stu Morse	Tiger
	Jim Clarry	
3rd Place	Patty Mitchell	182
	Gene Nora Jessen	



Division B 2004

1st Place	Bob Samson	Lance
	Carol Burns	
2nd Place	Charles Robinson III	Geronimo
	Maisie Stears	
3rd Place	Linda Lunsford	Mooney 20F
	Ron Lunsford	
	Linda Love-Quiggle	



Division C 2004

1st Place	Shelby Bowles	Skymaster
	James Reed	
2nd Place	Larry Morris	Baron 58
	John Dawson	
3rd Place	Fran Bera	260 Comanche
	Patricia Noyes Prentiss	

Marion Jayne Perpetual Trophy

The Marion Jayne Perpetual Trophy was awarded in recognition of the team whose skills resembled the depth and breadth of flying talent personified by Marion herself. It was awarded to the team with the best combined score of that year's Marion Jayne Air Race and the 300 mile or race or races.



2003

Bob Samson & Carol Burns
Piper Lance



2004

Shelby Bowles & Jim Reed
Cessna Skymaster

2003 Proposed Route: Elmira, NY; Jamestown, NY; Cumberland, MD; Hudson, NY; Stowe, MA; Saranac Lake, NY; Malone, NY; Machias, ME; Laconia, NH; Elmira, NY **2003 Actual Route:** Elmira, NY; Hudson, NY; Hamilton, NY; Saranac Lake, NY; Laconia, NH; Elmira, NY **2004 Route:** French Valley, CA; Kingman, AZ; Farmington, NM; Dalhart, TX; Winfield, KS; Mexico, MO; Valparaiso, IN; Cleveland, OH



2003 Renaissance 300

1st Place	Charles Robinson III	Geronimo
	Maisie Stears	
2nd Place	Maggie Dodson	172
	Denise Waters	Tiger
3rd Place	Nancy Toon	



2003 Youth Scholarships

Two of the four 'Learn to Fly' scholarships were awarded to Ryan Smith & Jeff Jones



2003 Flying Texas 200

1st Place	Dennis Hackler	Arrow
	Jeanette Hackler	
2nd Place	Shelby Bowles	Cessna 337
	Jim Reed	
3rd Place	Stu Morse	Tiger
	Marvin Guthrie	



2004 California 300

1st Place	Bob Samson	Lance
	Carol Burns	
2nd Place	Stu Morse	Tiger
	Jim Clarry	
3rd Place	Charles Robinson III	Geronimo
	Maisie Stears	



2004 Youth Scholarships

Two of the six 'Learn to Fly' scholarships were awarded in Kingman, Arizona.



2004 Cleveland 300

1st Place	Shelby Bowles	Skymaster
	Jim Reed	
2nd Place	Larry Morris	Baron 58
	John Dawson	
3rd Place	Tookie Hensley	172
	Don Hensley	

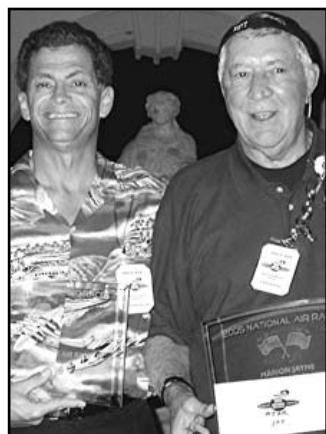
2005 Winners



Marion Jayne Perpetual Trophy

Marv Guthrie and Esther Grupenhagen
F33A Bonanza

The Marion Jayne Perpetual Trophy was awarded in recognition of the team whose skills resembled the depth and breadth of flying talent personified by Marion herself. Marv and Esther demonstrated their navigational skills in the Carolinas 300 Air Race and in the Marion Jayne Air Race. With the combined results of these two events, Marv and Esther received the Perpetual Trophy.

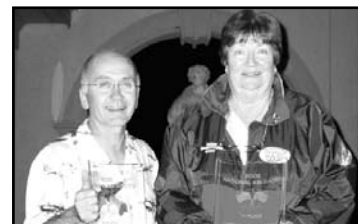


Marion Jayne Air Race

1st Place	Arthur Mott	Baron 58
	John Dawson	
2nd Place	Marv Guthrie	F33A Bonanza
	Esther Grupenhagen	
3rd Place	Bobby Bennett	Cessna 172
	Annelise Bennett	
4th Place	Larry Morris	Baron 58
	Dan Spagnoli	
5th Place	Shelby Bowles	Skymaster
	Jim Reed	

Planned Route: Mesquite, TX; Miami, OK; Tunica, MS; Pascagoula, MS; Gadsden, AL; Waycross, GA; Monroe, NC. Hurricane altered actual route: registration at Glasgow, KY; Monroe, NC; Anderson, SC; Waycross, GA; Monroe, NC; Myrtle Beach, SC; Jacksonville, NC; Lumberton, NC; Monroe, NC.

Carolinas 300



1st Place	Marv Guthrie	F33A Bonanza
	Esther Grupenhagen	
2nd Place	Stu Morse	Tiger
	Jim Clarry	
3rd Place	Shelby Bowles	Skymaster
	Jim Reed	

Route: Monroe, NC; Cheraw, SC; Wallace, NC; Monroe, NC

Best Team Flying a Piper
Dennis and Jeanette Hackler

Best Team Flying a Cessna
Shelby Bowles and Jim Reed

Best Team Flying a Beech
Marv Guthrie and Esther Grupenhagen

Two Learn to Fly Scholarships were awarded

Marion Jayne Encouragement Award recipients were Larry Morris and Dan Spagnoli

A Tribute to Susan Coller

1998 Marion Jayne Perpetual Trophy Champion



Susan Coller (right) and author Nancy Toon (left)

By Nancy Toon

Susan Coller was truly the Renaissance woman. Nothing was beyond her grasp in any endeavor. I was her flight instructor, her race partner and her friend. We had raced 22 races together, winning five of them and placing in the top 10 many times. We were the first women's team to win the Marion Jayne Air Race. This was accomplished in Susan's Mooney M20F. We both had raced against Marion Jayne and considered her to be a formidable competitor! Oh, the sights we saw while racing from the Bahamas to California and back again. Cancer took Susan's young life in April, 2007. Susan was 52. She had lived in France for the past seven years and had given up flying for other goals. She married Greg Marshall a year before she died. She had met him on an air race. We raced against him many times. She also leaves a daughter, Virginia and a son David. She will be sorely missed by many of her friends, and especially by me.

2006 Winners



Marion Jayne Perpetual Trophy

Mike Jones and Rick Vandam Glasair III

The Marion Jayne Perpetual Trophy was awarded in recognition of the team whose skills resembled the depth and breadth of flying talent personified by Marion herself. Mike and Rick, in particular, demonstrated their navigational skills in the Hutchinson 300 Air Race and the Stevens Point 300 Air Race. Together they executed a great race strategy in the Marion Jayne Air Race. With the combined results of these three events, Mike and Rick received the Perpetual Trophy.



Marion Jayne Air Race

1st Place	Mike Jones Rick Vandam	Glasair III
2nd Place	Marvin Guthrie Cheryl Finke	F33A Bonanza
3rd Place	Wanda Zuege John Thompson	Cherokee 140
4th Place	Arthur Mott John Dawson	Baron 58
5th Place	Denise Waters Nancy Toon	Tiger

Route: Hutchinson, KS; Akron, CO; Rapid City, SD; Wolf's Point, MT; Devil's Lake, ND; Orr, MN; Stevens Point, WI

Hutchinson 300



1st Place	Dennis Hackler Jeanette Hackler	Piper Arrow
2nd Place	Marvin Guthrie Cheryl Finke	F33A Bonanza
3rd Place	Mike Jones Rick Vandam	Glasair III

Route: Hutchinson, KS; Milford Lake Dam; Paradise standpipe; Hutchinson, KS

Wisconsin 300



1st Place	Dennis Hackler Jeanette Hackler	Piper Arrow
2nd Place	Shelby Bowles Jim Reed	Skymaster
3rd Place	Mike Jones Rick Vandam	Glasair III

Route: Stevens Point, WI; Hermansville, MI; Channing, MI; Stevens Point, WI;

Best Team Flying a Piper



Wanda Zuege and John Thompson

Learn to Fly Recipient



Jerry Boone received 1 of the 4 Learn to Fly scholarships

Best Rookie Race Team



Wanda Zuege and John Thompson

Marion Jayne Encouragement Award Recipients were Don and Pat Eisenberg.

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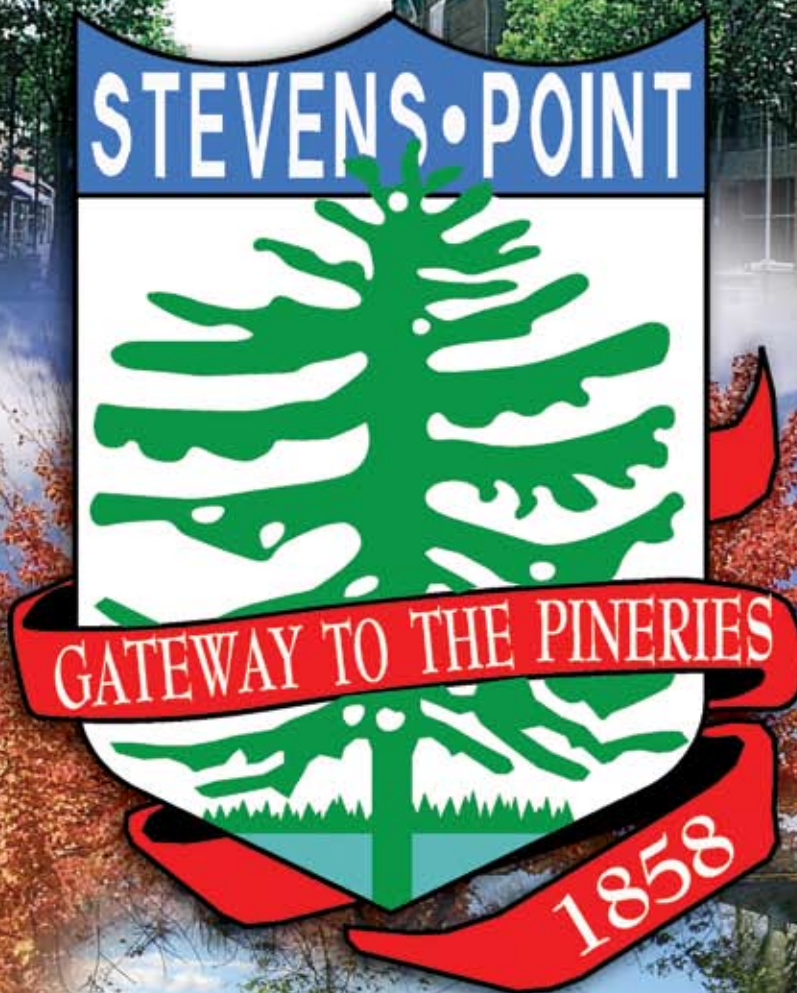
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