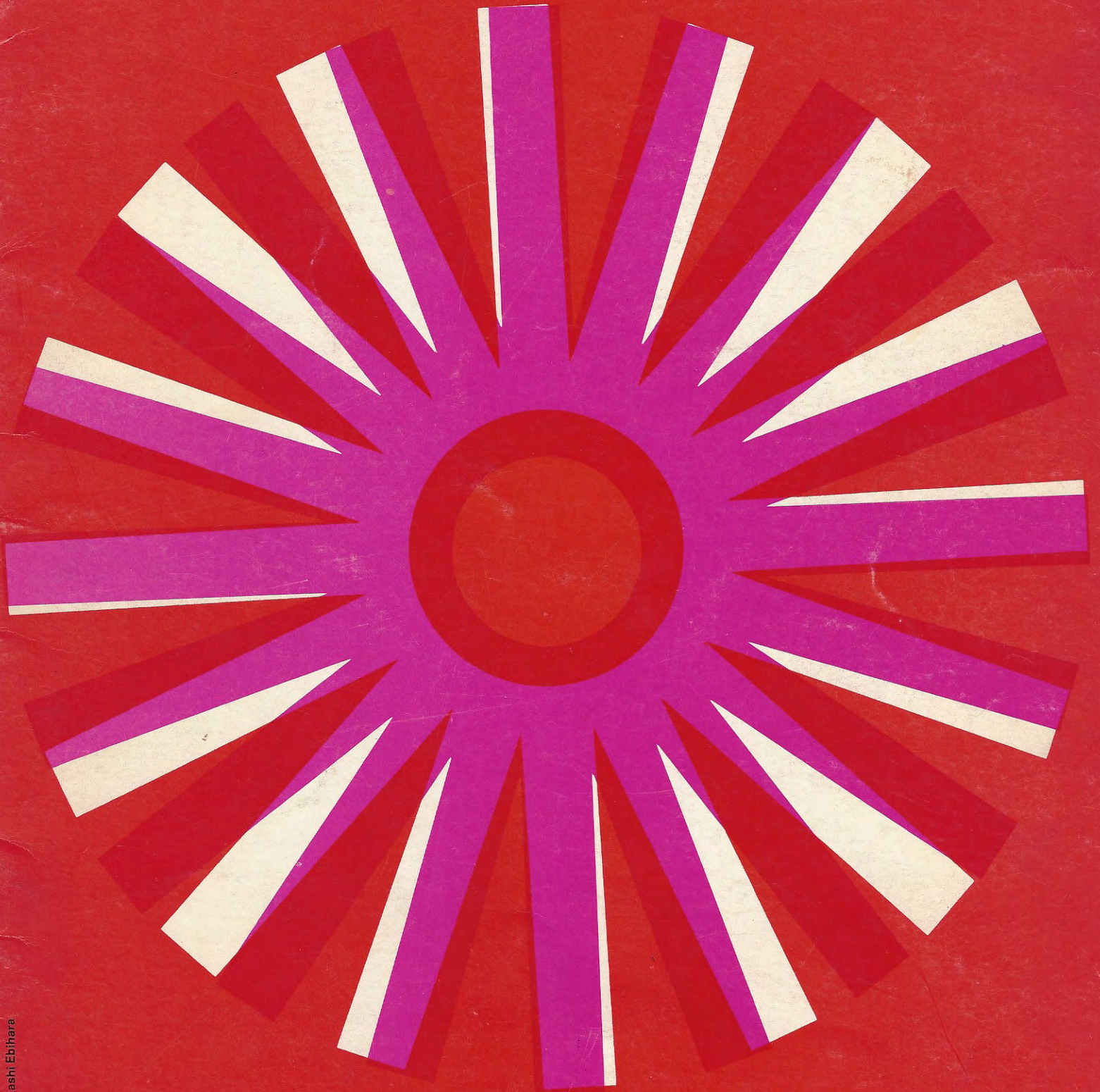
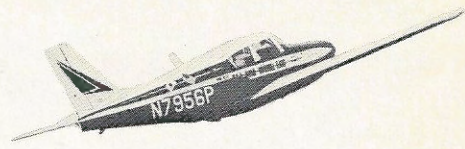


*Henry Ohye Trophy Race*  
**1950-1972**



Cover Design: Takashi Ebihara

Donation: \$1.00



**Contents**

Story of the 1972 Queen..... 1  
Story of Henry Ohye..... 2  
Map of the U.S.-Japan Goodwill Flight..... 7  
A Photographic Review of Nisei in Aviation..... 8  
Henry Ohye Air Trophy Race Winners—1950-1970.....10  
About the 1972 Race..... 16

To:  
Mr. George Meard  
with  
Best Wishes  
Very  
Sincerely,  
Henry Ohye  
Jul 27, 1975

?



Miss Christine Fukui, 1972 Queen

**Story of the 1972 Queen**

Pretty Christine Mari Fukui, 21-year-old junior at the University of Southern California, wears the tiara of the 1972 Henry Ohye Air Trophy Race and will reign over all events related to the air race. She is the daughter of Mr. and Mrs. Soichi Fukui of Los Angeles and a graduate of Westchester High School.

Christine's main interest lies in sports. She enjoys playing volleyball, bowling, swimming, body surfing, and skiing. Her favorite spectator sports are basketball and football. This winter her plans are to get in as much skiing as possible and also learn to play golf. It's no wonder that this athletic young lady is equally interested in learning how to fly a plane. Henry Ohye has offered to personally supervise her instruction, and since she is so keenly adept at sports of all types, Christine may be a "natural" pilot. Should she decide to take up flying, she would become one of the first women of Japanese American ancestry to earn her pilot's license—an attractive newcomer to the field of aviation.

At USC, she is majoring in pre-criminology, or criminalistics, and is preparing for a career in that area. She is intrigued with the idea of working in a police laboratory. Previously enrolled at the University of California at Los Angeles, she first signed up for the pre-criminology curriculum because it "looked like the most interesting of them all." After she graduates with her bachelor of science degree, Christine plans to further her studies at California State University at Long Beach.

While at UCLA, she was affiliated with Chi

Alpha Delta sorority, one of two all-Oriental sororities at the Westwood campus. Now that she is a student at USC, she has joined another prestigious organization, Delta Phi Kappa sorority and is currently listed as a pledge.

Christine was also active at Westchester High, where she was a member of the girls service club, belonged to the Knights and Ladies organization, marched in the drill team, served on the school newspaper staff, and qualified for membership in the Westchester chapter of the California Scholarship Federation, a statewide honor society.

In addition to her aspirations in the field of criminology, she has another goal—she would like to visit Japan. Although Miss Fukui is a fourth-generation Japanese American, she still feels a cultural tie to Japan and longs to learn as much as she can about that country's life-style and the Japanese people. She has no immediate plans of visiting there but is keeping her fingers crossed that someday her dream will come true.

As queen of the 1972 air trophy race, she wants to be a worthy representative of the field of aviation. She succeeds Janet Ikuko Takahashi, who reigned over the 1970 Henry Ohye Air Trophy Race.

The new titlist has one sister, Cathy, 23, and a brother, Gerald, 19.

Her father, Soichi, is recognized as a leader in the Japanese American community of Los Angeles as well as a prominent businessman. He devotes much of his time to civic endeavors.

RESOLUTION NO. C-20226  
 A RESOLUTION OF THE CITY COUNCIL OF THE  
 CITY OF LONG BEACH DESIGNATING AND DECLARING  
 JUNE 15, 1968 AS "HENRY OHYE DAY" IN THIS CITY

WHEREAS, Henry Shigeji Ohye, a prominent businessman in Southern California, is known as the "Father of Aviation" in the Japanese-American community, by reason of his outstanding qualifications and interests in that field; and

WHEREAS, his distinguished career in aviation began in 1929; he received his private pilot's license in 1931, limited commercial pilot's license in 1932, and in 1933 he became the first American of Japanese ancestry to earn a commercial transport license; and

WHEREAS, for many years he operated a flying school during which time he organized numerous aerial salutes, air shows and Statewide good will tours to stimulate active interest in private flying; and

WHEREAS, as founder and dynamic leader of the Japanese-American Aeronautical Association, he sponsored the now nationally famous "Henry Ohye Air Trophy Races" in 1950, 1952, 1954, 1965, 1966 and 1967, with the 1968 races now being planned to originate from the Long Beach Airport on June 15; and

WHEREAS, in 1964, he became the first American of Japanese ancestry to fly solo the lonely, perilous journey over 6,000 miles of the Pacific Ocean from Oakland to Tokyo in a single-engine light airplane, named "Tokuhana" in honor of his parents; and

WHEREAS, Henry Ohye has served as an airborne ambassador of good will from the United States to various sister cities in Japan and has greatly contributed to the furtherance of good will and friendship between these countries; and

WHEREAS, he exemplifies by his soaring idealism, extraordinary courage, dogged determination, precise discipline in flight and a consuming love of flying, the highest and noblest traditions of aviation;

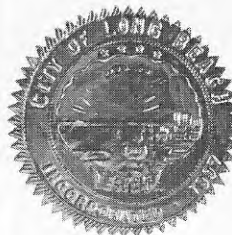
NOW, THEREFORE, the City Council resolves as follows:

Section 1. That Saturday, June 15, 1968, be, and the same is hereby, proclaimed, designated and declared as "Henry Ohye Day" in this City. All residents of this community are urged appropriately to recognize and observe this date for that purpose.

Sec. 2. That a certified copy of this resolution be forwarded to Henry Ohye as a token of the esteem and appreciation of the City Council of this City.

ADOPTED this 11th day of June, 1968.

*Edwin M. Wade*  
 Mayor of the City of Long Beach



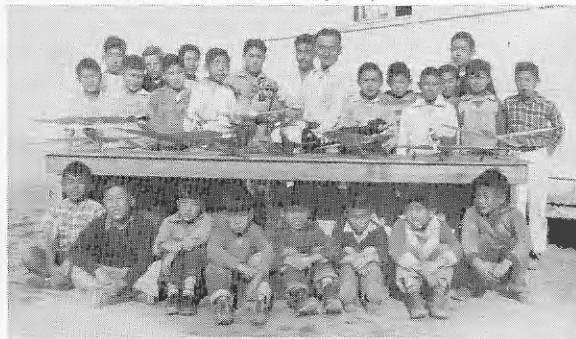
Attest:  
*Margaret L. Moore*  
 City Clerk

ASA:HH  
 6-10-68  
 5

Standing: George S. Hattori, Late James Saiki and Dick Takeshita.  
 Kneeling: Henry Ohye and John Kenjo



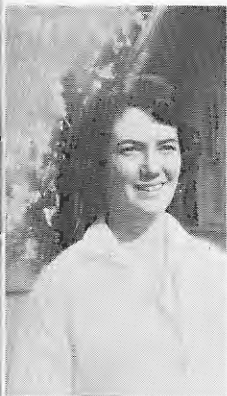
Gila Relocation Center, Gila, Arizona.



Mrs. Henry Ohye



Betty Miller



Chuck Miller



Max Conrad



Capt. Gene Newman



Toku-Hana passing Mt. Fuji.

### Story of Henry Ohye

Over forty years of dedication to the field of aviation have earned for Henry Ohye distinction as the undisputed "dean of Nisei pilots," having pursued a colorful career as a pilot highlighted by his solo transpacific flight to Japan in July, 1964. This year marks the eighth anniversary of the flight—first ever attempted by an American of Japanese ancestry, successfully.

He describes his U.S.-Japan goodwill flight as the most outstanding and gratifying of his career. Both the American and Japanese governments hailed his achievement for its history-making significance and contribution toward cementing ties between the two countries. He carried goodwill messages from numerous American cities to their "sister cities" in Japan and gained the admiration of the citizens of the U. S. and Japan.

In his Piper Comanche 250, which he called "Toku-Hana" (named after his mother and father), he took off from Los Angeles and flew the treacherous stretch of the Pacific Ocean by way of Long Beach, Oakland, Hawaii, Midway, Wake, Guam, Okinawa, and finally Tokyo.

"Never before has any airman succeeded in flying the entire Pacific solo in a single-engine plane. (Another Japanese—Masashi Goto, a Los Angeles Issei—attempted the flight from L. A. to Tokyo in 1929 and was killed in the attempt.)

"And in these days of giant, supersonic jets that shrink oceans and continents, the vast and threatening Pacific still remains an unconquered challenge to a man in a small plane flying alone. This is the challenge Henry Ohye will be taking up," wrote the Tokyo Mainichi Daily News upon learning of the daring flight.

Henry Ohye succeeded in his solo crossing in 1964, but he had been dreaming of it since he first obtained his commercial pilot's license in 1933, becoming the first Japanese American to qualify for a certificate. Born in Watsonville, Calif., he has been flying since 1928. As early as 1932, he began promoting an air show for Nisei pilots and a year later realized his goal. In 1934, he organized the first Nisei California Air Tour, mustering the support of every able-bodied Nisei pilot in the state.

When World War II erupted, Ohye had



Ki Tani greeting Henry Ohye at Haneda Airport.



Henry Ohye with Edwin O. Reischauer, former Ambassador to Japan.

decided to utilize his knowledge and experience in the field of aviation to serve the United States as an Air Force pilot. He was among the first to apply for the service, but unfortunately was turned down because of his race. Despite the fact that he was an American-born U.S. citizen, he and fellow Japanese Americans came under suspicion and were evacuated from the West Coast to relocation camps throughout the U.S. The Ohyes were sent to Santa Anita and then relocated to Gila, Arizona. Though disappointed because he could not serve his country, his spirit was not dampened and he continued to pursue his love of aviation. He established model airplane shops while in camp for young boys and organized a model airplane show to stimulate the youth's interest in aviation, even on a small scale.

After the war, he returned to California and became an automobile salesman. He was determined to reinstate the image of Japanese Americans as capable pilots willing to serve the United States loyally. He felt the best way to call attention to the capabilities of Japanese American pilots was to hold a major air race and thus

sponsored the first Henry Ohye Trophy Race in 1950, from Los Angeles to Chicago via Tucson, El Paso and Tulsa. Nisei pilots from around the country gathered to participate, with a common goal in mind.

Two years later, he sponsored the second Henry Ohye Trophy Race, which was followed by subsequent races in 1954, 1965, 1966, 1967, 1968 and 1970. Although his early air races were open only to Nisei pilots, he soon invited pilots of all races to compete, thereby broadening the scope of the event.

He founded the Japanese American Aeronautics Association to encourage more persons of Japanese descent to gain greater skill and experience in the air and began staging air shows under the auspices of the new organization.

There no longer exists a restriction on persons of Japanese ancestry flying in the U.S. Air Force. This fact may be due in part to the efforts of Henry Ohye and men like him who relentlessly pursued their aims in the name of goodwill. It cannot be denied that he helped win a place for Japanese Americans in commercial



With Japan's Foreign Minister Masayoshi Ohira and Moriki Tani, Ambassador to Laos.



Henry Ohye speaking at one of seventeen sister cities.



Key to the City of Tokyo, presented by Governor Ryutaro Azuma.

and military flying.

He prepared for more than 30 years to make his transpacific crossing alone—an example of the courage and determination which has motivated Henry Ohye's life. He made the flight in honor of his parents, who a half century earlier had crossed in the opposite direction—from Japan by sea as immigrants to the U.S. They were Issei, pioneer people of daring and courage. And perhaps it was this same attribute which moved him toward his feat.

Back in Watsonville, as a 9-year-old boy on his father's truck farm, Ohye saw his first airplane land at Watsonville Airport and made up his mind he was going to be a pilot.

He saved pennies to pay for flying lessons. It took him four years to pay for enough lessons to solo and finally earn his pilot's license. Nine years later he became the first Nisei ever to receive a commercial transport pilot's license.

For a time, he operated his own flying school and taught a number of prominent individuals to fly, including Japanese diplomat Moriki Tani, one-time consul in Los Angeles and now a leading

figure in Japanese government.

"I shall never forget the thrill and joy of the day when I was granted the solo-flight license," Tani said, and he thanks Ohye for the opportunity to become a licensed pilot.

This year, Ohye is planning another Henry Ohye Trophy Race. Interest is mounting rapidly and it is destined to become his biggest endeavor yet.

Besides his participation and promotion in the field of aviation, he is associated with Carson Toyota in Carson, a new dealership which opened only three months ago.

Ohye and his wife, Shizuko, a floral designer, reside in Los Angeles.



荒垣秀雄 連載対談 時の素顔 56

荒垣 富山は、生れて初めて見たわけですが、富士山はやっぱり、口では甲斐もありません。アメリカ・ボーン(生む)の二世に見たい。ほんたにともいえない。

**大和魂を翼にのせて**  
 日本なら定年までの五十四歳。父母の名をつけたちっほけな軍艦機で、はるばる太平洋を横断、故国日本へ飛来したサムライ二世。



「ウメボシって、おいしいですね」大江さん

荒垣 富山は、生れて初めて見たわけですが、富士山はやっぱり、口では甲斐もありません。アメリカ・ボーン(生む)の二世に見たい。ほんたにともいえない。

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荒垣 二世だけの飛行機は、飛来したサムライ二世。...



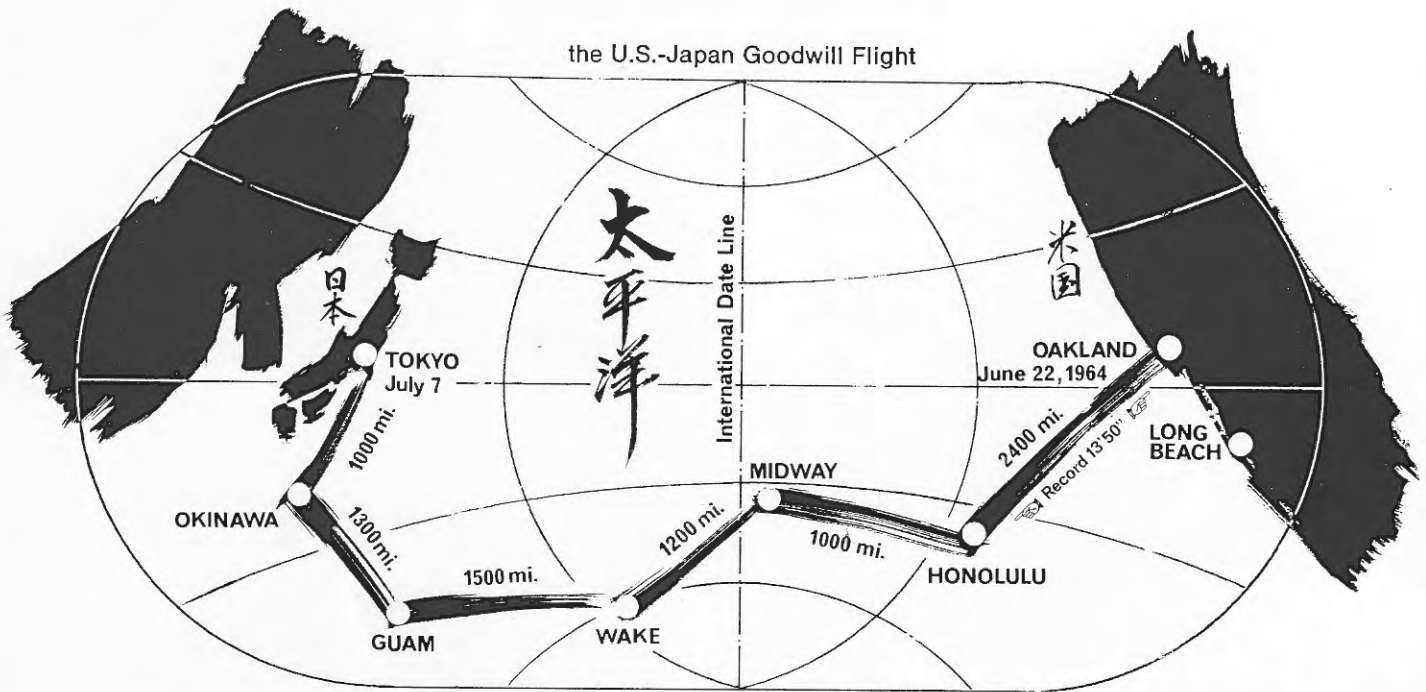
Above left: Visiting Wakayama Castle.  
 Above right: Wakayama school children welcome Ohye.  
 Above: Mr. Z. Okamoto, host during Japan tour, greets Ohye.



The deceased parents of Henry Ohye, Tokutaro and Hana Ohye. Henry's airplane was named in their honor.



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7

1. 1934 goodwill air tour, the late Dr. Furuzawa.
2. The late Dr. Art Sugino, 1964 U.S.A. - Japan Goodwill Chairman.
3. 1952 Queen Sadako with USN pilot Lt. Harvey Kitaoka.
4. 1954 Queen Janet and Long Beach Mayor Edwin W. Wade.
5. 1950 air race trophy.
6. Christening Spirit of Nisei.
7. L.B. city officials at 1964 send-off.
8. 1950 air race winners and queen.
9. 1968 Queen Mari and honorary air marshal Jerry Lewis.
10. 1934 air tour pilot Frank Yamaguchi.
11. 1934 air tour pilot the late James Saiki.
12. 1934 air tour pilot Saburo Yamaguchi.
13. 1934 air tour queens at San Jose Airport.
14. L.B. Airport Director Nicholas Dallas with attorney George Shibata.
15. 1970 Queen Janet with Capt. Walter Matsui of United Air Lines.



13



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12

## 1950 Air Race Winner

Albert Kushihashi of North Platte, Nebraska, flew his Cessna 170 to victory in the first Henry Ohye Trophy Race from Los Angeles to Chicago, a 2000-mile stretch, with John Clinch as his navigator. The race lasted five days, and it was Kushihashi's first experience with mountain flying.

"Crossing those mountains was something," he recalls. "I remember one pass. The mountains around us were higher than I was. The pass was just ahead. I had the throttle all the way in, and the Cessna pulled hard, like a truck going up a steep hill loaded with spuds. Anyway, I still like that flat, farm country around Nebraska best for flying."

Kushihashi started flying in 1937 and had logged some 500 hours flying time when he won the 1950 race. He completed the L.A.-Chicago run in 17 hours and 46 minutes, and was judged winner by a five-man panel which studied flight data, including elapsed time, fuel consumption, distance and weight.

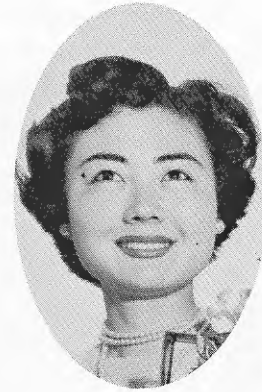
Helping to sponsor his trip was his wife, Joey.

Kushihashi, who served with the United States Army in Korea, says his interest in aviation was kindled by Henry Ohye. He often read and heard of the exploits and ambitions of Ohye and decided to try his hand at flying one day.

He has his own trucking company.



**Albert Kushihashi**  
North Platte, Neb.



**Pauline Takahashi**

## Queen of 1950

Reigning over the 1950 event was Pauline Takahashi, who at the time was 23 years old and attending the Los Angeles Art Center as a fashion design student. She was also a student at UCLA and worked for a time for the Beverly Hills couturier, Adrian. Today she is Mrs. Herbert Hayakawa and has three children.

## 1952

Although Thomas T. Takemura placed third in the first Henry Ohye Trophy Race, he had better luck in the 1952 event and captured first place honors.

Hailing from Tacoma, Washington, he began his flying lessons in 1947 in Puyallup, Washington, and gained his commercial pilot's license and flight instructor's rating. At the time of the race, he had decided upon a career as a flying instructor.

During World War II, he served for two years with the 442nd Regimental Combat Team.



**Thomas Takemura**  
Tacoma, Wash.



**Sadako Kawanami**

## Queen of 1952

A gal with a genuine love for flying, Sadako Kawanami, reigned over the 1952 air race. That year, she worked her regal duties into a busy schedule which included her job as a legal stenographer and classes at Los Angeles State College.

1954

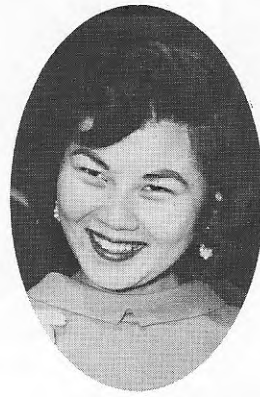
Don B. Atkinson of Newport Beach had learned flying only a year before winning the third Henry Ohye Trophy Race, sponsored by the the Nisei Flyers of America. He had logged 350 hours of flying time.

In the race, he chalked up a plus score of 14,234, flying an average of 166.2 miles per hour in his Bellanca Cruisemaster. The race was run from Fullerton to San Jose, over a 640-mile air course which was flown in two legs—Fullerton to San Jose and the return flight from San Jose back to Fullerton.

Atkinson led a field of 32 contestants. In addition to the Ohye perpetual trophy, he won the first place trophy.

His stiffest competition in the race was from a San Diego schoolteacher, Mrs. Maxine S. Smith, who led the first leg but lost ground on the return flight and finished in second place. She was one of six women who participated in the race. Incidentally, the third place finisher was also a woman, Fran Bera of Inglewood.

Only three Nisei pilots were entered in the 1954 competition. Of them, Thomas Takemura of Tacoma, Wash., was the only one to finish.



Betty Yasui

**Queen of 1954**

Third biennial air race was graced by the regal presence of Betty Yasui, who at the time was a legal secretary with an avid interest in flying.

# BEST OF LUCK!

**ALBERT S. KUSHIHASHI**

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**C. Scott Brown**

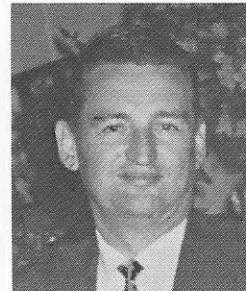
**1965**

Flight instructor C. Scott Brown, a commercial pilot, was the top winner in the 1965 Henry Ohye Air Trophy Race, from Long Beach to Las Vegas. He holds an airline rating and has operated a flying school in San Jose.

Currently, he is seeking employment with Japan Air Lines and is working as a flight instructor in Napa.



**Fran Bera**



**Dr. Dale Hauck**  
Pasadena, Calif.

**1966**

**Speed Division**

Aviatrix Fran Bera captured the coveted speed trophy, competing against 15 other pilots in the 1966 Henry Ohye Trophy Race, and flew in previous Ohye races in 1954 and 1965, placing third and second, respectively.

She is a seven-time winner of the Women's Transcontinental Air Race and has broken the world's light plane altitude record.

She holds airline transport, land, sea, instrument and helicopter ratings and, as a Federal Aviation Flight Examiner, she has licensed over 2000 pilots. After World War II, she ferried surplus aircraft and became an expert free-fall parachutist.

She has been a commercial pilot since 1945.

**Proficiency Division**

Dr. Dale Hauck has been flying about eight years and trained at the Aztec Flying School in Long Beach. He was relatively new to aviation when he won the proficiency division of the Henry Ohye Trophy Race in 1966.

Born in Battle Creek, Michigan, he is a resident of Pasadena with his wife, Eloise, and daughter, Sherrie. The Haucks have another daughter, Mrs. Pamela Brandt, a nurse, and a son, George, a veteran of Vietnam.

Dr. Hauck obtained his education at Andrew University, Pacific Union College, Loma Linda University, and the University of Southern California graduate school. He is an associate clinical professor.



**John Butler**  
Santa Ana, Calif.



**Barbara Endo**



**Dr. Philip Reames**  
Long Beach, Calif.

1967

**Speed Division**

John Butler of Santa Ana captured the speed division of the 1967 Henry Ohye Trophy Race with his Cessna Centurion, flying with a handicap of 188. His ground speed was 204 with a plus factor of 16.0. He led the field of 11 contestants to take the main trophy.

The race was flown from Long Beach to North Las Vegas Air Terminal and culminated with an awards banquet at Caesars Palace, where race headquarters were set up.

The Japanese American Aeronautical Association sponsored the event, and the Air Oasis Company at Long Beach Airport served as official starting point for the race.

**Queen of 1967**

Barbara Endo presented trophies to the speed and proficiency winners of the 1967 air race at the awards banquet held in Las Vegas' Caesars Palace hotel and casino. She is the daughter of Mr. and Mrs. Masami Endo and has held numerous beauty titles.

**Proficiency Division**

Race veteran Dr. Philip Reames of Long Beach performed much as expected when he won the sixth Henry Ohye Trophy Race. He placed second in the proficiency division of the 1966 race.

In the 1967 event, he outplanned 11 others and took home the first place trophy, flying a Bonanza K-35. His fuel estimate was actually right on the button with not a drop off his estimate. As for his time, he was only 7½ seconds late.

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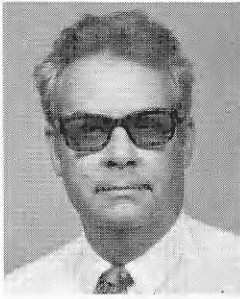
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**good luck pilots**

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Dr. Bud Chandler  
Scottsdale, Ariz.



Mari Hattori



Harry Gaul  
San Gabriel, Calif.

1968

**Speed Division**

Dr. Bud Chandler of Scottsdale, Arizona, was the speed division winner in the 1968 Henry Ohye Trophy Race from Long Beach to San Diego and back.

Sponsored by the Japanese American Aeronautical Association, the race was held on Henry Ohye Day, proclaimed in an official Long Beach City Council resolution on June 15, 1968.

Second place in the speed division was captured by Virginia Wegener of Pomona, followed by Talbot Delgado of Long Beach.

**Queen of 1968**

Mari Hattori, daughter of Mr. and Mrs. Shoji Hattori, wore the air race crown in 1968. She holds a degree in fine arts from UCLA and is a former Nisei Week Festival princess.

**Proficiency Division**

Harry Gaul of San Gabriel won the trophy and cash award that went with the proficiency division honors in the seventh Henry Ohye Trophy Race.

He was followed by Dr. Phil Reames, 1967 winner, who landed in second place, and Margaret Mead of Santa Barbara, who took third.

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GEORGE F. SCHLAGEL  
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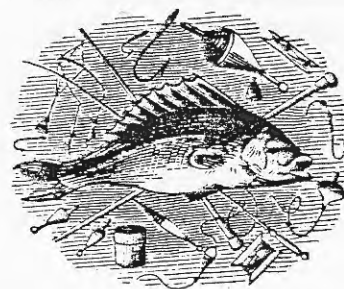
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Mrs. Shirley Tanner Cote  
Newport Beach, Calif.



Janet Ikuko Takahashi



Dr. Dale Hauck  
Pasadena, Calif.

**1970**

**Speed Division**

Mrs. Shirley Tanner Cote of Newport Beach edged 29 other aircraft to win the 1970 Henry Ohye Trophy Race from Long Beach to Las Vegas. She turned in the fastest time against her allotted handicap. Her husband, George Cote, was the co-pilot.

Mrs. Cote flew a fabric-covered, single engine plane, Sitabria, to win her trophy and cash in the speed category.

**Queen of 1970**

Presiding over the 1970 air race as queen was Janet Ikuko Takahashi, who at the time was 18 years old and a student at California State University in Long Beach.

**Proficiency Division**

Previous air race winner, Dr. Dale Hauck of Pasadena, who won the 1966 competition for proficiency, led the same event in 1970, with his wife, Eloise, along as co-pilot.

The husband-and-wife team was proclaimed winners at the post-race banquet in the Stardust Hotel for figuring their fuel usage—despite headwinds—within a tenth of a gallon of that consumed.

*congratulations!*

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### About the 1972 Race

Cash prizes and trophies will be awarded at Rochelle's Restaurant at Long Beach Municipal Airport for the ninth annual Henry Ohye Trophy Race. Competition is open to all types of light aircraft.

Take-off Saturday, November 11, 1972, 1:30 p.m.

Open to all licensed pilots. Winners will be determined on the basis of proficiency.

Sponsored by the Japanese American Aeronautical Association.

Purpose of the air race is to stimulate interest in private flying. Originally open only to pilots of Japanese ancestry, the committee now has opened the annual event to all persons of all races and creeds.

### Acknowledgements

Edwin W. Wade, Long Beach Mayor  
Robert C. Allen, FAA  
Nicholas Dallas, Long Beach Municipal Airport Director  
George Schlagel, general chairman  
Barbara Endo, banquet chairman  
Jim Mott, airport supervisor  
Jim Carr, assistant airport supervisor  
Albert Takahashi, timer  
John Zakus, advertisements  
Captain Gene Newman, air race official  
Nicholas Dallas, Long Beach Municipal Airport director  
Betty Dutton, secretary

### Henry Ohye Air Race Chairmen—1950-1972

1950—George Nakano  
1952—Frank Chuman  
1954—Frank Chuman  
1965—Albert Kushihashi  
1966—Albert Kushihashi  
1967—Dr. Tom Omori  
1968—Frank Hideo Takahashi  
1970—Frank Hideo Takahashi  
1972—George Schlagel

### Transpacific Flight Acknowledgements

Bank of Tokyo  
U.S. Navy  
U.S. Air Force  
Max Conrad  
Gene Newman  
Chuck and Betty Miller  
The late Dr. Arthur Sugino, D.D.S.

### Booklet Staff

Takashi Ebihara, art director  
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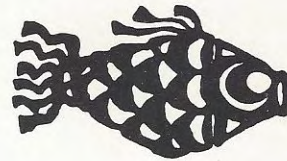


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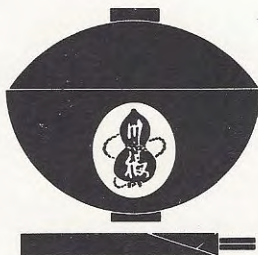


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