

DECEMBER 2008

FLIGHTLINE

Corbi Bulluck, Governor, Southeast Section 99s



Corbi and her Piper

Judy Bowser, SES Newsletter, Editor



Judy and her 182 "Rudy"

The Southeast Section officers:

Governor – Corbi Bulluck
Vice-Governor - Catherine Cavagnaro
Secretary - Becky Ritter and Barbara Yeninas
Treasurer - Marlene Raseta
Immediate Past Governor - Marie Grein

Article deadline 15th of each month

From Governor Corbi

I'm in Wichita, KS (have been here since Thanksgiving), and am in the middle of intense training for our new airplane (a King Air 200 with ProLine avionics). I'm spending about 20 hours a day either in class, in the simulator, or studying with my sim partner. Unfortunately, I don't have much time for the usual, day-to-day things that I need to do. [I'm sure Corbi will grace us with words of great wisdom next month, if she lives through this training session!]

SOUTHEAST SECTION "FLY FOR THE BREAST CANCER CURE" LUNCHEON

by Barbara Yeninas

The weather was IFR on the morning of November 15, 2008 but that didn't deter the 99s from attending the Annual 99s Breast Cancer Cure Fly-in Luncheon and Silent Auction held at the Cessna Center at Lakeland Airport. There were 5 airplanes parked in front of the Cessna Center, as well as those 99s and guests that arrived by car at the luncheon. A big thank you to Tamra Sheffman (FL Goldcoast Chapter) and Nancy Wright (FL Suncoast Chapter) for Co-Chairing this charitable event. Due to Nancy's unfortunate accident in September, Tamra carried on to make it an enjoyable, successful and fun filled luncheon. Our thanks to Marilyn and Bruce Friedman for their generous donation of several pieces of art work. Also, thank you to all who contributed to the Silent Auction. Caterer Ron Hamlet donated the delicious food for the luncheon. Our thanks go to Ron who always supports the 99s. Through these generous donations, all proceeds of the luncheon go directly to Breast Cancer Research. Our congratulations and thanks to everyone who participated in the Fly for Breast Cancer Cure Luncheon, silent auction, magnets sales and donations, which raised **\$1,533.00** this year for Breast Cancer Research!



Becky Ritter, Pat Blasi, Sonia Bortolin, Tamra Sheffman, and Judi Betz



Marie Grein, Sophie Payton and Becky Ritter



Marilyn and Bruce Friedman



Marie Grein and Becky Ritter

Paradise Coast Chapter

by Terry Carbonell

Success in the Sunshine! The Sunshine Derby came off without a hitch on a beautiful Florida Fall Saturday. There were 8 airplanes entered and about 70 people who came for the afternoon cookout. Contestants started arriving around 0800 hrs for re-fueling, registration, coffee and morning pastries. The pre-race briefing and strategy session followed then everyone departed around 1100 hrs in a cloudless and beautiful blue sky; but with the customary LaBelle crosswinds ranging in the 12-20 kts. range. (This was a proficiency race, and I promise all became more proficient at cross-wind landings today!) The first of the planes, a Beech Baron flown by Stan and Cheryl Lynn Dratler, returned about 1-1/2 hours later after flying the 224 s.m. course from LaBelle (X14) to Buchan Airport (X36) to Arcadia (X06) to Belle Glades (X10) and back to LaBelle; while Sunshine #8, a Liberty flown by Dick Gates & John Hawkins, arrived some 2-1/2 hours after departure.

After the race, the Paradise Coast Chapter 99s put on a feast to remember at the hangar of Vernon Only Air Services with the grill-miester, Vern, at the helm. There were ample thick and juicy burgers, hot dogs, cold salads, hot beans and baked goods to satisfy any sweet tooth in the house. Awards followed the cookout where the winners were announced. Our congratulations to the winners:

1st Place - Richard Haldeman & Steve Fort, Cessna 182, Fort Myers, FL (also best fuel - 3/10th gallon off estimate)

2nd Place - Dick Gates & John Hawkins, Liberty XL2, Naples, FL

3rd Place - Aaron Schneider & Steven Johnson, Mooney M20G, St Petersburg, FL (also best time - 12 sec off)

4th Place - Tamra Sheffman & Ron Mayer, Cessna 182, Miami Beach, FL

5th Place - Susan Carastro & Robin Holtsinger, Cessna 172, West Palm Beach, FL

The Paradise Coast Chapter 99s extends sincere gratitude to all who participated, ate, volunteered or sponsored this event as it was the fund raiser for a scholarship fund established by the Chapter. Look for the Sunshine Derby again next year and please visit the web site at <http://www.teamwildmama.com/paradisecoastchapter99s/> for the Power Point show of the fun we all had at the Sunshine Derby.



Picture #1 Jessica Stearns, Judge; Steve Fort, and Dick Halderman 1st Place, Best in Fuel
 Picture#2 Jessica Stearns, Judge; Dick Gates & John Hawkins 2nd Place
 Picture #3 Jessica Stearns, Judge; Aaron Schnieder, and Steven Johnson 3rd Place, Best in Time
 Picture#4 Jessica Stearns, Judge; Tamra Sheffman, and Ron Mayer 4th Place
 Picture #5 Jessica Stearns, Judge; Susan Carastro & Robin Holtsinger 5th Place



Sunshine Derby Coordinators, Terry Carbonell, & Jessica Stearns

(Editor's Note: That Tamra Sheffman girl, she is everywhere!)

December 13, 2008 was the Christmas party for this chapter. The girls had not officially installed their 49 ½'s, so they



Jim Ferrari, Husband of Deb Stone, Ed Thurn, husband of Ellen Herr
 Bob Bowser, husband of Judy Bowser, Bruce Skaggs, husband of
 Carolyn Skaggs, and Vern Conly, friend of Terry Carbonell.

took the opportunity to do so. Chapter Chair, Jessica Stearns, gathered the guys together and made them raise their right hands and repeat after her various chores to do, with their planes, to help their 99s.



Judy Bowser awarded Terry Carbonell and Jessica Stearns as coordinators of the 1st Annual Sunshine Derby. Congratulations ladies on a great job!



Judy Bowser, MC; Debra Stone, and Jessica Stearns, CC

Jessica also presented certificates of accomplishment to those present for what they had achieved this year. Awards were given to Deb Stone for her PPL, Judy Bowser for her IFR. Those not present were Sherry Lorenz for her IFR, and Lynne Graham for her PPL. Congratulations ladies!

The party was held at Jim Ferrari and Deb Stone's rental home. Everyone brought something to eat and the leftovers were divided up among the late "stayers". They say a big Thank You to Jim and Deb for hosting a great party!

New Orleans Chapter

The New Orleans chapter celebrated the holidays with a toy lift on December 6th to benefit the battered women's shelter in the greater New Orleans area. Several airplanes with one belonging to Santa and his 99 were delivering presents to the representatives of the Metropolitan Women's group.

Later that evening the New Orleans chapter gathered to celebrate the holidays and to enjoy the restored home of Vickie Goodbee and to toast another recovery in the city of New Orleans.



Florida Firstcoast Chapter

NEXT MEETING: Saturday December 20th at 10 AM Firstcoast Chapter Holiday Party We will meet at Palatka Municipal Airport, Lt Kay Larkin Field, 28J, In Bud Clarke's hangar which is to the right of the fuel farm www.PalatkaKayLarkin.com, (386) 329-0148 Please bring a wrapped gift from \$10 to \$20 for our traditional gift exchange. Also, please bring a luncheon dish or dessert to share.

PAST MEETING Members attending were Millie Thomas, Laura Riggs, Darlene Hayes, Reba Ludlow, Linda Ross, Eileen Tonkinson, and guests Linda Knoepfel, Susan King and Shelley Phillips. We met November 15th at 10 AM in Bud Clark's hangar, *Trickworx*, at Kay Larkin Airfield, Palatka. Before we started our Thanksgiving feast, we had a short orientation to our new —home basell at Bud's hangar and office for his business, *Trickworx*, where he does airplane repair and maintenance plus beautiful custom artwork in addition to standard painting. We received a warm welcome from Bud and the airpark where they are in the process of updating and upgrading the airport facilities. We look forward to increasing our active membership by holding most of our meetings closer to the pilot population than on the coast, and we especially thank Bud for opening his facilities to us. We planned for the next few meetings or events: December is our holiday party and gift exchange (see above), January is a presentation by Marcia Gitelman on the first woman pilot – Blanche Stuart Scott, February is repainting our compass rose at Keystone Heights Air Park (to be coordinated by Laura) in preparation for the Wings of Freedom the following week (see flier below), and March is Bob Oehls to give us a presentation on one of his areas of expertise – flight safety. We hope to see many members and guests at our meetings and events.



Millie Thomas, Eileen Tonkinson, Reba Ludlow, Darlene Hayes, Linda Ross, Laura Riggs.

(continued)



Wings of Dreams presents

The Collings Foundation's

Wings of Freedom Tour

1st Stop of the 2009 National Tour

- February 20 - 23, 2009 -

Keystone Heights Airport

Join us for the *Wings of Freedom Tour* and the historic gathering of WWII Combat Airmen, Fighter Aces and Women Airforce Service Pilots (WASP). Come meet and talk to true American heroes, hear epic tales of their wartime experiences and participate in tributes to commemorate their service.

The mighty and most famous "freedom fighters" of World War II - the B-17 Flying Fortress, the B-25 Mitchell and the only flying B-24 Liberator and TP-51 C Mustang - will be on display and available for tours and rides for a tax-deductible donation, along with a host of other vintage and military aircraft. Flight instruction will be available in the B-25. No pilot's license required.

Friday, Feb. 20, 1 pm
Bombers arrive; tours, rides
Saturday, Feb. 21, 9 am - 5 pm
Bomber tours, rides, B-25
instruction
Hangar Dinner/Dance - 7 pm
Sunday, Feb. 22, 9 am - 5 pm
Bomber tours, rides, B-25
instruction
Monday, Feb. 23, 9 am - noon
Tours, rides; bombers depart

- World War II Combat Airmen exhibits & war stories
- Fighter Aces Symposium
- Big Band Hangar Dinner/Dance with a 22-piece swing band
- Women Airforce Service Pilots (WASP) Symposium
- Vintage aircraft, flyovers and demonstration flights
- WWII reenactors
- Youth aviation & aviation history activities
- Helicopter rides
- Aviation & historical exhibits and vendors
- Elvis Tribute Artist Ted McMullen
- National Champion Civil Air Patrol Cadet Color Guard
- Vintage cars, motorcycles, military equipment displays

Visit www.wingsofdreams.org for more information



Spaceport Chapter

contributed by Carolyn Biter, CS

One of our Spaceport Chapter members, Amanda Lovejoy is graduating FIT this December with her Bachelor's and has just accomplished her multi engine rating.

Carolyn Biter earned her Instrument rating this past September. She accomplished with the aid of the 2007 Les and Martha Griner Scholarship awarded from the Goldcoast Chapter.

Florida Suncoast Chapter

This month they have their Annual Holiday luncheon at the St. Petersburg Yacht Club, which is always decorated like a winter fantasyland. They have invited their scholarship winners again this year to tell what they enjoyed about Space Camp.

The Annual Wine Tasting Party was a success. Everyone brought food and lots of donations to the silent auction!! While Garry Moore was pouring the wine, the harpist Vicki Garcia was hard at work and made the afternoon seem heavenly, she played the harp like an angel, it was amazing !!

Besides buying almost everything they had, Jess Bylsma, stayed late and cleaned up for hours with Dima!! The finale' was even better as Garry Moore donated funds to cover the full payment for the harpist, that really made the day.

Marie Grein was at Dima's home early as usual and eager to jump in and help, Chris and Jeanne Burklund, Barbara Strachan, Sophia Payton, Debbie Palmer was also great with all her donations, Barbara & John Yeninas did more than their share of donating, helping with buying lots of stuff, & brought lots of food. The best was seeing Nancy Wright and Jim Pappas !!! Nancy had fallen and broke her hip in the Fall, so they were so glad to see that she made it to the fundraiser and even more excited that Nancy is getting so much better and pretty soon will be back on track and be involved in doing 10 things at once as usual.

The last count they had raised about \$700.

Mississippi Chapter

Brunch will be served at the home of Susan Coco-Gensheimer for January 13th meeting.

January 26th, the Mississippi Chapter is spending the day with the kids! Hopefully, next month we will have pictures of all the fun!

Big News from our Southeast Section Member Carol Ann Garrett:

Carol Ann and friend and fellow 99 sister Carol Foy of Spicewood, TX (SWS) flew around the world in 8 days to raise awareness and money for ALS (aka Lou Gerig's Disease). Carol Ann lost her mother to ALS, and Carol has a family member diagnosed with the disease. They both own Mooney aircraft, and flew in Carol Ann's for this trip. The plan was to fly around the world in 7 days, but due to head winds the trip took 8 days. To read the daily updates, go to http://www.alsworldflight.com/flight_log.php

Carol Ann will be writing a book about the adventure, with all the details, hoping to be out in February. She also wrote a book about her adventure of solo circumnavigating around the world in her Mooney, in 2003. The proceeds go to ALS research.

Congratulations, Ladies, on a job well done!

EVENTS

February 20, 2009 Wings of Dreams (see flyer page 6)

February 26-28, 2009 Women in Aviation 20th Annual Conference, Atlanta, GA <http://www.wai.org>

April 21-26, 2009 : Sun 'n Fun, Lakeland, FL

May 1-3, 2009: Southeast Section Meeting, Destin FL

July 22-26, 2009 : The Ninety-Nines International Conference, Chicago, IL

July 27-August 2, 2009 : EAA Air Venture, Oshkosh, WI

November 5-7, 2009 : AOPA Expo 2009, Tampa, FL

July 2010 : The Ninety-Nines International Conference, Kona, HI

July 2011 : The Ninety-Nines International Conference, Oklahoma City, OK

ANNOUNCEMENTS:

→ **The 99s give three awards at our annual conference.** The Award of Achievement is presented to a 99 (or a group within the 99s, such as a chapter, section, Trust, etc.) in recognition of contributions made to The 99s or to aviation in general (such as aviation history, education, science, exploration, etc.). The other two awards are presented to "non-99s." The first one, the George Palmer Putnam Award, is given in recognition of support of The 99s. The other award, the Award of Merit, is given to recognize a contribution(s) made to aviation in general. Each of these awards may be presented to an individual or an organization. Individual winners may be male or female. Recipients may be living or deceased and from any country. The contribution may have occurred at any time in the past or present, as a single action or a series of events.

The nominating requirements are:

A. Nominations may be submitted by any individual or group within The Ninety-Nines.

B. The nomination should be in the form of a one-page letter and up to three additional pages of substantiating material. The name, address and phone number of the nominee or the nominee's next of kin, if the nominee is deceased, should be included.

C. The nomination should give complete, but concise, details justifying the award to the nominee with such background information as considered pertinent, and any other relevant information, that would assist the Awards Committee.

D. Nominations from previous years may be resubmitted.

E. Nominations should be sent to The Ninety-Nines Headquarters to the attention of the Awards Committee.

F. Nominations may be submitted by electronic transmission (fax or email) or by post. The nomination must be received on or before **January 15, 2009**.

Contact Corbi Bulluck, International Awards Chairman, MCBulluck@aol.com 919-387-6664

COMING Southeast Section Meetings

2009

Spring Pensacola/Destin May 1, 2, and 3

Fall Blue Ridge Chapter TBA

2010

Spring New Orleans Chapter TBA

Fall ???????????????????

2011

Spring Paradise Coast Chapter TBA

Fall ???????????????????

An Idea was introduced to me this month by Dr. Janann Sherman. I only know about Amelia Earhart as one of our Charter Members, and Jan is writing about another of our founding sisters. The following is her contribution to FLIGHTLINE:

Phoebe Fairgrave Omlie, Memphis' Aviation Pioneer

Dr. Janann Sherman



Phoebe Fairgrave Omlie, contemporary of more famous flyers like Amelia Earhart and “Pancho” Barnes, began her

career in the early 1920's when barnstorming was one of the few ways to make a living by flying. But she progressed beyond this daring and dangerous aspect of aviation to become one of the field's most ardent supporters and innovators, a central participant in the move to organize commercial and private aviation in America.

Phoebe Fairgrave was born in Des Moines in 1902. One day just before her high school graduation in 1919, she saw her first air show and fell in love with aviation at first sight. She thought about it; she dreamed about it. She began hanging out at the local airfield, begging the manager until he finally agreed to let one of his pilots take her up for a ride. The pilot's instructions were to give the girl “the works” — a few loops, maybe a nosedive or two— and get her good and sick. Then maybe she would leave them alone. But the pilot's efforts to discourage Phoebe were counterproductive, to say the least. She loved it!

Not long after, Phoebe showed up at the airfield with a small inheritance from her grandfather and bought herself an airplane, a war-surplus Curtiss “Jenny.” Then she hired a young veteran pilot, Vernon Omlie, to fly her Jenny for her, while she taught herself to walk wings, hang by her teeth below the plane, dance the Charleston on the top wing, and parachute. After a couple months of intensive practice, the Phoebe Fairgrave Flying Circus was born.

Thousands would come out to see Phoebe's show, but it was difficult to ensure that all of them paid to see it. The real money was made in encouraging the crowd to take rides at \$5 or \$10 a trip. It was a tough way to make a living. Phoebe and Vernon headed south, hoping to stay one jump ahead of the coming winter weather. By December, they landed in Memphis, where Phoebe spent much of the winter doing speaking engagements about her life in aviation. In February, 1922, Phoebe married her pilot and changed the name on the side of her plane to read the Phoebe Fairgrave Omlie Flying Circus.

Phoebe's flying circus continued for several more summers, but Vernon was eager to settle down and build himself a business around aviation. Memphis was warm, it had no aviation facilities and he saw that as opportunity. He set up operations first in the middle of the horse track at Memphis Driving Park and began offering rides and lessons. He and Phoebe put on shows for the locals. Gradually the Omlies attracted and trained a group of flying enthusiasts who eventually built Memphis's first real airport, Armstrong Field.

Vernon was happy to settle down. But Phoebe still craved excitement. She gave up wing-walking and took up piloting. In 1927, she became the first woman to receive a transport pilot's license and the first woman to earn an airplane mechanics license. In 1928, when Vernon moved his fixed-base and charter operation to the new Memphis Municipal Airport, Phoebe won new fame on her own. Her new passion was air racing, and during the late 1920s she entered dozens of races. She finished first or in the money most of the time.

In 1928, she was the only woman competitor in the National Reliability Air Tour for the Edsel Ford trophy. The following year, America staged its first all female race. It began in Santa Monica, California and ended in Cleveland, Ohio, eight days later. Press coverage was flippant; humorist Will Rogers called it the Powder Puff Derby and the name stuck. Phoebe won the light plane division in her single engine monocoque, "Miss Memphis." That same year, Phoebe was a charter member of the inner sorority of women flyers who founded the Ninety-Nines, an International Organization of Women Pilots, to foster sisterhood along with friendly competition.

Phoebe crossed the finish line first in the Dixie Derby of 1930, and took the purse of \$2000. In 1931, after she was the overall winner in the 1931 Transcontinental Handicap Air Derby, besting some 55 other entrants including 36 male pilots, she received a telegram from Eleanor Roosevelt asking her to campaign for her husband. Phoebe took "Miss Memphis" over 20,000 miles to champion Franklin D. Roosevelt across the country.

After the election, President Roosevelt made her Special Assistant for Air Intelligence of the National Advisory Committee for Aeronautics, the first woman government official in aviation. She initiated and designed an Air Marking program to paint navigational aids on the roofs of barns, factories, and water tanks. As part of the Works Progress Administration, air marking provided thousands of jobs for unemployed men, and for some women as well. Phoebe hired female pilots to establish and administer the program in each state. The marker program was an unqualified success. Within a year it was 58 percent completed. Phoebe and her flying staff received well-deserved credit for both an innovative idea and effective execution. She was featured on the cover of Time magazine. First Lady Eleanor Roosevelt honored Phoebe Omlie among a host of women achievers whom she said had been a constant inspiration to her and to the country.

Phoebe lost her husband, Vernon, in a tragic accident in 1936, but she found solace in continuing her work. In 1937, she co-authored Tennessee's new aviation act, which provided for an aviation fuel tax to be divided between state airports and aviation education for Tennessee's youth. Under this program, Phoebe introduced the first vocational courses in aviation in public schools that became part of the curriculum in Memphis city schools.

Just before America's entry into World War II, as Senior Private Flying Specialist of the Civil Aeronautics Authority, she coordinated aviation activities to establish a system of state-supported schools for training civilian pilots that would become a model for the national Civilian Pilot Training Program. During the first few months of 1941, she traveled some 12,000 miles and established 66 schools in 46 states. One of these, in Tuskegee, Alabama, was the only school that trained black pilots. Then she returned to Tennessee to establish a model program intended to alleviate an anticipated pilot shortage by training women as primary flight instructors for both the Army Air Forces and the Navy.

Phoebe remained active in the Civil Aeronautics Administration into the 1950s, when she finally left government work to come home to Tennessee. She invested in some land and small businesses in northern Mississippi that did not work out well and she lost most of her investments. In 1970, she checked into a shabby hotel in Indianapolis and never checked out. She lived there for five years, a victim of poverty, lung cancer, and old age, too proud to let anyone see her in what she described in letters to friends as her deteriorated condition. She died on July 17, 1975 at age 73. Ninety-Nines of Memphis brought her back for burial next to her husband in Forest Hill Cemetery.

In June 1982, sixty years after Phoebe and Vernon landed in Memphis and brought the city into the air age, a new control tower was erected at Memphis International Airport. It was named in honor of Phoebe and Vernon Omlie. At the dedication, the focus was on Phoebe's achievements: "Her place in the pages of aviation history is unchallenged. A woman of daring, courage, intelligence and devotion to the 'air age,' she ranks as one of the greatest participants in American progress."

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