

NOVEMBER 2009

FLIGHTLINE

Lisa Cotham, Governor, Southeast Section 99s

Judy Bowser, SES Newsletter, Editor



The Southeast Section officers:

Governor – Lisa Cotham
Vice-Governor – Marlene Raseta
Secretary – Judy Bowser
Treasurer – Nan Salomon
Immediate Past Governor – Corbi Bulluck

Article deadline 1st of each month

New feature: Advertising see last page

Meet your Board members

This month we are featuring our SE Section Secretary, me.

I was born in western NY. After High school, I married my neighbor's grandson, and we had 2 girls, Juliet and Jennifer. Things didn't go well between us, and we divorced, and I stayed single for a number of years, raising the two girls on my own. When Juliet was in 1st grade, I went on to pursue my childhood dream, being a nurse. I enrolled in LPN school and graduated 18 months later. My girls and I moved from NY to FL. I went on to enroll in school, again, this time getting my RN. The girls grew up, married and have given my husband, Bob, of 17 years, and I, 9 grandchildren, ranging in age from 18 to now 3 ½ months. Collectively, we have 17 grandchildren.

Bob and I own and run an X-Ray sales and service company in SW FL and have for about 25 years. We now spend our summers in Bob's home place in Ursina, PA, and winters are spent in Cape Coral, FL.

We own our own plane, a Cessna 182 Model G, with Garmin stack of Intercom, 530 GPS, and Mode S Transponder. We have terrain, convection, and traffic on the 530, Bendix King backup radio/Nav, and carry a 496 Garmin GPS with XM Weather. After I achieved my IFR Rating, a new Aspen module was installed in the instrument panel. Bob

Mission Statement – PROMOTE world fellowship through flight PROVIDE networking and scholarship opportunities for women and aviation education in the community PRESERVE the unique history of women in aviation

received his pilot's license in 1968, we bought our plane in 2001, and I started lessons the following year. I have been a pilot since 2004, and been IFR rated since 2008.

I was instrumental in starting the SW FL chapter, Paradise Coast, and am presently VC for FL Suncoast Chapter, your Southeast Section Newsletter Editor, as well as SES Secretary.

The things I like most about 99s: Making new friends and keeping in touch with all friends, being able to fly to meetings, and being in a "club" with all women pilots.

Suncoast Chapter

In December, our Christmas Party will be held at Fantasy of Flight. All are welcome to attend, just fill out the information form below.

Florida Suncoast Chapter Saturday December 12, 2009 Holiday Meeting, **Fantasy of Flight 11:30 am**
Starts with Lunch at the Officer's Club followed by private guided tour of the Fantasy of Flight Museum Aircraft. \$36.55 per person. includes lunch, tour & entrance to FOF attraction Lunch choice:
Garden Club w/bacon-turkey-ham
Chicken Caesar Wrap
Tarragon Chicken Salad
Ham & Cheese Panini
served w/bacon potato salad, homemade cookie, iced tea/water.

Deadline for reservations is December 1st

Make check payable to Barbara Yeninas: and fill in the coupon below.

Mail to:

Barbara Yeninas • 2023 Dockside Drive

Valrico, FL 33594

Name _____

Lunch choice _____

Amount enc. _____ Phone # _____

Barbara phone: 813-654-3780 • e-mail: jjybmy@verizon.net

Making It Happen

By Danna Park, Assoc. Member, Blue Ridge Chapter

Mission Statement – PROMOTE world fellowship through flight PROVIDE networking and scholarship opportunities for women and aviation education in the community PRESERVE the unique history of women in aviation

Last year, as my husband and I walked the Oshkosh grounds with our kids (who were reclining in a red wagon), again I marveled, walked around, explored planes, and finally realized that I not only really liked airplanes, but that for the first time, I wanted to learn how to fly one. My husband had gotten his private pilot's certificate 5 years prior, and had recently tacked on a glider rating, much to the delight of my Dad, who has been flying for years. My husband even talked about flying like my Dad did. Our kids adored airports and had more model planes and toy airplanes than I had thought humanly possible. It was clear we were to be an aviation family. But it wasn't like I had time I was trying to fill. On the contrary, my life was quite full of things to do already. I kept turning the idea over and over in my mind as I walked up and down the rows of airplanes and through the hangers. I looked more closely at the Private Pilot training materials, which looked daunting. I went to the Women in Aviation booth and talked with the women in the 99s tent about my idea. They were enthusiastic. I tried to explain about my already hectic life, the kids, the relatively recent move across the country. Would I be able to do it? "Yes", they said. "We did it....and you can do it too. You just have to decide." I didn't breathe a word of my secret thought to my husband. I let it sit, mulled it over...all the way back to North Carolina. Would it be possible? What about getting sick? What about the smell of av gas?

By the time I walked through the door at WNC Aviation in Asheville, I had decided. I was going to learn to fly. Not that that had any effect on my anxiety about it. But I wanted to do it, I wanted to learn. One way or another, my family was going to be up in the air, and I could have some time at the yoke or I could sit in the right seat (and try not to get sick). Or both.

I read a lot about "finding an instructor" before I did the drive to our local airport. All the websites on learning to fly were quite upbeat and positive, but none of them addressed my specific issues. There weren't many women pilots or women student pilots, and all the general information I pulled up about flight training reflected that. What if you're juggling kids, babysitters, household chores, and (later on) a part-time job? Then is it do-able? Would I let my already over-scheduled life keep me from doing this? Or was there another way?

As it turns out, learning to fly has been one of the biggest challenges I've ever taken on. The technical and learning aspects continue to challenge my 2-D wired brain constantly. But what have been even more interesting have been the personal aspects of the training for me. I thought I was wired to complete challenging tasks in a certain way, like studying for a test. Ten years of post-graduate training had taught me well. I had to have quiet time, I had to be alone, I had to sit down for hours at a time and memorize things...all of what I'd known about studying, preparing, learning a new skill, I'd thought had to be done "just right" or I wouldn't be successful. Flight school was so outside my box, I had no idea how I would accomplish it.

I now know that I have the capacity to learn in ways I'd never thought possible, in places where I wouldn't have previously thought conducive to learning, and that I don't require quiet or a lot of uninterrupted time to get something into my brain. I've also learned that note-cards are portable and can be reviewed when one is in line to pick up a kindergartener, that anything chocolate is a good "bribe" for working through difficult concepts, and that my children are happy to demonstrate flight maneuvers with one of their many model airplanes. My biggest challenge is to not put too much pressure on myself...the reverse of what I thought it was going to be! I thought I'd have to get even more structured, even more diligent and serious than ever to learn how to fly. Instead, I am constantly learning to "go with the flow", prioritize, and make decisions about what to do next as things evolve, and "the big let-go" - to not be hard on myself.

The Buddhist quote "Before enlightenment, chop wood, carry water; after enlightenment, chop wood, carry water" made much more sense to me after my first solo in August. Here was truly a momentous occasion for me. I wanted quiet to revel in it, and time to think about it. There was no quiet until long after the kids' bedtime; instead there was family celebration, pictures galore, our kids climbing all over the airplane, everyone talking at once, my shirrtail cutting happening while our children were playing with (expensive) flight school binoculars, climbing on the small refrigerator, asking for popcorn. It was happy chaos. So, the lesson continues to be "Nothing happens the way I think it is going to happen- there is uncertainty and chaos in everything and still things happen"...or to paraphrase the Buddhist saying, "Before solo, do dishes, go grocery-shopping; after solo, do dishes, go grocery-shopping".

I am changed in the doing of this work. As it is in my life, so it is in the cockpit, I've found. The work (lots) and workload (high) doesn't change all that much; the environment is constantly changing and in flux, and my relationship (literally, how do I relate and react?) to constant change and flux is what the work is about for me. My challenges in flying so far have mirrored my challenges in regular life. Over-controlling the aircraft, trying to

“stay ahead” of the workload, work overload and my “tunnel vision” response, fear of failing or forgetting something important, putting lots of pressure on myself to achieve a certain result, “thinking too much” ...all the same stuff. The airplane environment is different, to be sure, but the questions whether in the air or on the ground, are the same. What is my relationship to my fears? How do I want to respect my fears? What is my relationship to not knowing something? What do I do, and where do I go in my head when I start to feel scared? What’s the difference within me when I have a “good day” flying and when it’s a “bad day”?

I’m finding that being present and aware and able to react appropriately when flying is teaching me a lot about being truly present all the time. After all, mentally “checking out” in an airplane is not an option. When my focus and presence sharpened up for flying, it started to catalyze change everywhere else too. Being present means being present for everything...the successes and failures, the achievements and frustrations, the stress and overwork and the accomplishments. It is definitely not easy. But then again, flying isn’t easy. John F. Kennedy pointed this out in a speech at Rice University on September 12th, 1962:

“We choose to go to the moon in this decade and do the other things, not because they are easy, but because they are hard, because that goal will serve to organize and measure the best of our energies and skills, because that challenge is one that we are willing to accept, one we are unwilling to postpone, and one which we intend to win...”

Rod Machado, one year at Oshkosh, asked me a question: “Why is it, do you think, that more women don’t take up flying?” I stood there like a fish out of water, my mouth opening and closing soundlessly for a few seconds before I could formulate a reply. At that time, I was just thinking about taking it on myself, so I was awash in the “how on Earth am I going to pull this off?” mentality. We are busy! We work, raise children, take care of the house, clean the fish tanks, put food on the table, get the socks sorted in the laundry, pay the bills, empty the dishwasher...and sometimes accomplish these things roughly all at the same time! In choosing to learn to fly, there has to be passion and commitment for the love of it, because otherwise, frankly, the extra work just wouldn’t be worth it. There is a high integrity and commitment in the choosing, that I think the women I talked to in the Oshkosh 99s tent knew. “Decide,” they said simply. They knew that if the decision is a “yes”, then it is a done deal. It may take 40 hours or 120 hours, it may take 6 months or 4 years, it might take firing an instructor or two, or it might entail taking on a part-time job to pay for the training, but it HAPPENS. Kurt Hahn, the founder of Outward Bound, said: “We are better than we know. If we can be made to see it, then perhaps for the rest of our lives, we will be unwilling to settle for less.”

I am in the middle of my flight training now. My horizons are expanding. I can see, albeit a long way off, the finish line and the paradox- the end achievement of a pilot certificate is really just the beginning of a lifelong skill and ability that continually needs nurturing and exercising. I can’t even fathom now all the dividends that this will yield, how having two parents who fly will impact the lives of my children. Perhaps in the same way my Dad’s flying passion has impacted mine? It is too soon to know, and there is still the usual work to be done at home...dirty dishes await and the plants need watering. Before enlightenment, try to land on the 1000-foot marker; after enlightenment, try to land on the 1000 foot marker.

Tennessee Chapter

This is the latest news regarding “Mama Bird” Evelyn Johnson’s 100th Birthday Celebration!

The North Central Section sent Mama Bird, Evelyn Johnson a card for her 100th birthday. It was even featured on Knoxville's Channel 8 at 6:00 and 11:00 that night! The Tennessee Chapter made her a book of remembrance - people were lining up to sign it. They also had a banner flown over the airport with Birthday wishes from the 99's. A lovely day for Miss Evelyn.

MORRISTOWN, Tenn. (WVLT) -- Reaching 100 years old is a mile-stone very few reach, but for one East [Tennessee](#) Woman, her life's passion has kept her going.

It has been a tradition for decades, to hold Evelyn Bryan Johnson's birthday party at the Moore-Murrell Airport in Morristown, because she still works there as an operator 5 days a week.

"For many years, like 50 of them, I'd come every day, 7 days a week," she said proudly.

It all started as a hunt for a hobby, when Evelyn got the idea to learn to fly. "It was love at first flight, and about 65 years later, which is along in now, it still is."

But the hours of flying made her want to encourage others, "So I thought I'll just get an instructor rating and teach people to fly, never realizing I would enjoy it so much."

Known as "Mama Bird" she has dedicated her life to flight and got the opportunity to travel the world. "Over the ocean most of the time, but as long as the engine kept running it didn't matter if it was over the ocean or land."

But a car accident is what could have taken her life; instead it took her left leg. And, her eyesight is failing, so she hasn't piloted a flight in about 3 years, but her high-flying tales still motivate.

"Saying that they'd read my book, "Mama Bird," and said it gave them inspiration that they didn't have to sit down and curl up and wait to die."

Mama bird's secret to a long-life, is simply do what you love.

They recently tore down the airport terminal, which was named after Evelyn, but Wednesday they broke ground for a new building, and Evelyn hopes she'll celebrate her 101st Birthday in her new office. (Copied from WVLT website)

High flying local celebrates 100th Birthday

She has dedicated her life in East Tennessee to what started as a hobby more than 50 years ago, but that soon turned into a passion for flying. And, Wednesday, the woman known by many as "Mama Bird" celebrated a very special milestone. (Copied from WVLT website)

MORRISTOWN, Tenn. (WVLT) -- She has dedicated her life in East Tennessee to what started as a hobby more than 50 years ago, but that soon turned into a passion for flying.

And, Wednesday, the woman known by many as "Mama Bird" celebrated a very special milestone Volunteer TV has featured this high flying woman several times over the years.

With awards, halls of fame inductions, even a world record, all because of her love for flying. And, that has not faded at all, as she celebrates her 100th Birthday!

5 days a week you can find Evelyn Bryan Johnson at the Moore-Murrell Airport in Morristown, still working as the operator of the small air-field.

"For many years, like 50 of them, at least, I'd come every day, 7 days a week," she said.

But before her decades in the air, her husband enlisted in the [Air Force](#), days after the bombing of Pearl Harbor.

Left to run their dry cleaning business, the long days left her wanting to get away from it all, and a newspaper served as her guide. "It was about a 3 inch square and it simply said learn to fly, well I said that's for me, that's what I'll do," she said as she smiles.

She got her license to fly privately in 1944 and worked for several years to reach new levels of flight, until Mama Bird started teaching others. "So, I thought I'll just get an instructor rating, and teach people to fly, never realizing I would enjoy it so much," she added.

Each year her former students gather for her Birthday, as they all celebrate the passion that has inspired.

"It was love at first flight, and about 65 years later, which is along in now, it still is."

Over the years, Evelyn has won awards, been inducted into several halls of fame, and she still holds the world record for the most flight hours of any woman, at nearly 60,000.

All of which is her secret to reaching triple-digits.

"Doing what you like to do, enjoying your work, staying in [good health](#)," and she added, "Just be as happy as you can."

Evelyn hasn't piloted a plane in about 3 years because of her health, but she still rides whenever she can. Watch Volunteer TV News at 11 to see more from "Mama Bird" and how she says she could have lost her life. (copied from Heather Haley, WVLT website)

By Martha Miller

teachrpilot@aol.com



pic from file



The Board of Directors of the Tennessee Aviation Hall of Fame
Requests the pleasure of your company at the

EIGHTH ANNUAL ENSHRINEMENT GALA

Saturday, November 14, 2009 at Five-Thirty in the Evening

To Honor and Enshrine

Jennifer C. Baker
Jim D. Ethridge
E. Ward King (1896-1977)
Lt. Col. William H. Pickron, USAF (Ret.)

Also Honoring Evelyn Bryan Johnson's 100th Birthday

TENNESSEE MUSEUM OF AVIATION
Gatlinburg-Pigeon Forge Airport
135 Air Museum Way
Sevierville, Tennessee 37862

Reception – Dinner – Ceremony – Silent Auction

RSVP - Black Tie Optional - Paid-In-Advance Reservation Required
All Guests Welcomed Reservation Form: www.tnaviationhof.org
Telephone: (865) 908-9372 Email: gala@tnaviationhof.org

DOWNLOAD RESERVATION FORM AT: www.tnaviationhof.org

Reservations Deadline: November 2, 2009

The Tennessee Aviation Hall of Fame was established to recognize, honor and enshrine individuals whose leadership in or for aviation, whether by exceptional service or extraordinary achievement has made an enduring contribution to aviation for Tennessee, our nation or the world. Established in 2001 as Tennessee's Official Aviation Hall of Fame by the 102nd General Assembly, those inducted are recipients of Tennessee's highest honor in aviation or aerospace. This institution will record their achievements and perpetuate the memory of those enshrined for all time.

The Tennessee Aviation Hall of Fame, Inc. is a non-profit IRS 501(c)(3) public charity dedicated to the preservation of Tennessee's aviation history, the advancement of aviation education and to honoring those who have made extraordinary and enduring contributions to aviation and aerospace.

TENNESSEE AVIATION HALL OF FAME, INC.
P.O. Box 6460 Sevierville, TN 37864
(865) 908-9372 Fax: (865) 908-7564
Email: eda@tnaviationhof.org



**PRESERVE
EDUCATE
HONOR**



2009 TENNESSEE AVIATION HALL OF FAME GALA
Individual or Reserved Eight-Seat Table Reservation
 Saturday – November 14, 2009 – 5:30 PM

Please check the desired reservation:

Note: For Sponsorship Level Premium Tables please call (865) 908-9372

____ Reserved Table for EIGHT (8-guests seated together) - \$700.00
 ____ Individual Guest(s) @ \$75.00 ea. (Open seating) Total: \$ _____
(\$50.00 of the Individual Ticket price may be tax deductible as a donation to the TAHF)

Please complete the following information (print clearly):

Name: _____
 Company/Organization: _____
 Address: _____
 City, State, ZIP: _____
 Telephone: () _____ Fax: () _____
 Email: _____

Checks payable to: **TENNESSEE AVIATION HALL OF FAME**

____ Check Enclosed in the Amount of _____
 ____ Charge to Credit Card: Type: _____
 Credit Card Number: _____
 Expiration Date: _____

Signature of Card Holder: _____

Reserved Tables & individual reservations are assigned on a first come, first paid basis.
 November 2, 2009 is the deadline for all reservations.

Please fax to: (865) 908-7564 or mail this reservation form to: P.O. Box 6460, Sevierville, TN
 37864 **before** November 2, 2009. Email: gala@tnaviationhof.org **THANK YOU!**

Fed. I.D. No. 26-0122592

Tennessee Charitable Regis. No. 9540

The Tennessee Aviation Hall of Fame, Inc. is a non-profit IRS 501(c)(3) public charity dedicated to the preservation of Tennessee's aviation history, the advancement of aviation education and to honoring those who have made extraordinary and enduring contributions to aviation and aerospace.

NEVER "EMAIL" CREDIT CARD INFORMATION – THE TAHF FAX IS SECURE

P.O. Box 6460 Sevierville, Tennessee 37864
 Telephone: (865) 908-9372 Fax: (865) 908-7564

Paradise Coast Chapter

By Terry Carbonell, VC

The movie *AMELIA* premiered in Fort Myers Friday, October 23 and a group of local 99s along with the Air Race Classic Board were on hand for "dinner and a movie". Our group of about 15 met up at Mimi's Cafe for the usual fare - great food and hangar flying. It was the perfect opportunity for an impromptu girl's night out



This was a great opportunity to increase the visibility of the 99's and our chapter by distributing information about the 99's outside the movie theatre. Jessica did a great job at securing us a table at the entry to the movie theatre and Ellen with the help of Carolyn whipped up some quickie posters to let the public know that the legacy of Amelia still lives on. We handed out many flyers for the 99s and for the upcoming Aviation Day at Page field.



I am happy to say that there was a mention of the "Powder Puff Derby" and of the formation of the 99's in the film; of course, for all of us, the mention was all to brief.



Thanks to all who were in attendance.

By Terry Carbonell, VC

We would like to issue a Chapter Challenge to help with our fund raising efforts. As we are the only Chapter working on 2010 ARC, we would like to challenge each chapter to raise at least \$100 each to contribute to Paradise Coast 99s to go to our scholarship fund. That will go a long way in getting us started. We have already raised \$1,175 so far but have a \$20,000 goal. As we are the newest chapter in the section, "baby sister" is asking "big sisters" for their help. . . and the sooner the better so we can pay for the things we have to pay for to put on this show! Many thanks for your help.

Fly the **Air Race Classic!**

June 22 - 25, 2010



ENTRIES OPEN: January 2, 2010
ENTRIES CLOSE: Postmarked By April 15, 2010

Celebrating the 100th Anniversary of Licensed Women Pilots 1910-2010

Visit www.airraceclassic.org to learn more!

We want YOU to help us continue the tradition of women's air racing in today's aviation!

Join us, in the spirit of Amelia Earhart, Louise Thaden, Bobbi Trout and many, many more.

Enter Air Race Classic's thirty-fourth race and become a part of women's aviation history.

Racers: Flight crews of two to four women pilots per airplane make up a team. Two licensed & current women pilots are the minimum. Additional crew members may be flown if they are women pilots with or without a medical or women student pilots.

Race Schedule: Required events that occur before and after the race should be part of race planning. Start arrival deadline is June 19th. Departure from the Terminus is June 28th. Race days are June 22-25, 2010.

Airplane: This handicap race is limited to STOCK and modified STOCK airplanes, certified in the normal or utility categories with normally aspirated engine(s), rated for CONTINUOUS MAXIMUM OPERATION at full takeoff power. Check the website or contact airplane@airraceclassic.org for additional airplane requirements.

Fees: The race registration kit is \$30.00. Additional fees are required for Race Entry, Start and Terminus activities.

Air Race Classic, Inc is a 501(c)3 organization. Your tax deductible donations are welcome.

Race Registration Kits available November 1, 2009

Order online www.airraceclassic.org/2010entry

Race Registration Kit \$30.00

Questions? Contact info@airraceclassic.org

Or send check or money order to Air Race Classic, Inc.

21530 Pearl Street

Alva, FL 33920

239-633-0077 phone

863-674-0130 fax

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: (____) _____ Email: _____

A-1 Race Route Flyer

06/27/2009

Paradise Coast Chapter is also hosts of the 2nd Annual Sunshine Derby. Deadline for registration is January 20, 2010.

2nd Annual Sunshine Derby Proficiency Air Race



Sponsored by: **PARADISE COAST CHAPTER 99S**

- * Secret Round-Robin Course
- * No longer than 225 sm
- * Open to ALL PILOTS of conventional fixed-wing aircraft
- * Entry fee \$50 which INCLUDES Lunch for 2 after race

January 23, 2010 @ 0800

LaBelle Municipal Airport, LaBelle, FL (X14)

For Race Packet and more information, contact:

TERRY CARBONELL, Race Chair

21530 Pearl Street * Alva, FL 33920

paradisecoast99s@hotmail.com * 239-633-0077

www.paradisecoast99s.org

FL Spaceport Chapter

By Bobbi Lasher

Members of the Florida Spaceport Chapter of the Ninety-Nines set up a display about the 99s and Amelia Earhart in the lobby of the Cobb Theater in Merritt Square Mall on Friday and Saturday for the opening of the movie "Amelia". Mary Anne Demmer, Carol Gosling and Bobbi Lasher also dressed as Amelia. The Ninety-Nines are the International Organization of Women Pilots, with 5100 members worldwide. Amelia Earhart was the first President of the organization in 1929. Many movie goers talked to these pilots to learn more about flying and the Ninety-Nines. Any woman pilot who is interested in learning more about this organization can call Mary Anne, Chapter Chairman at 321-453-0086 or check out our website www.Spaceport99s.org.



Carol Gosling and Bobbi Lasher



Mary Anne Demmer



Amelia's ghost, Mary Anne Demmer, Carol Gosling

February 26 to 28, 2010

Hope Town Harbour
Elbow Cay, Abaco, Bahamas



The group will be staying at the Hope Town Harbour Lodge. Located just east of Great Abaco Island, Elbow Cay is home to Hope Town.

Mark Steinberg will give a preflight briefing the night before departure from Page Field. Brush up on your international and over water flying procedures the easy way with a group.

The group will fly into Marsh Harbour International Airport then take a ferry boat to Hope Town.

Mark is a friend of mine (Newsletter Editor). He asked that I include 99s in the invitation. Rooms go fast, so get your reservations now. We had to use an overflow hotel last year! You MUST have a valid passport and customs decal on your plane to return to the US. If you plan to go, start the processes now! Questions: contact Judy sailawayjb@embarqmail.com or Mark pilot@capecoralbuilder.net

Make your own Hotel reservation at: 1-866-611-9791. Rates vary, but some rooms are as low as \$99.00/night! I just reserved mine for that rate! They accept Visa and MasterCard. See you there!

See a flier with all the details [HEAR](#) (Note: this is not my way of spelling here)

Alabama Chapter

They have been busy painting a compass rose and are getting ready for their Amelia Earhart luncheon, proceeds to go to the Birthplace Museum. Registration form follows:



January 9, 2010
11:00 a.m. to 2:00 p.m.

YWCA

309 23rd Street North

Birmingham, Al

Registration Form

Amelia Earhart Luncheon

January 9, 2010

Information (please print or type)

Name	
Address	
City	
State	
ZIP Code	
Telephone (home)	
Telephone (business)	
Fax	
E-Mail	
Number of Tickets Requested (\$30.00* each):	
Total amount Enclosed:	
I can't attend, but would like to make a donation to the Amelia Earhart Birthplace Museum in the amount of:	

*** You will receive a tax deduction of \$15.00 for donation to the Amelia Earhart Birthplace Museum.**

Signature(s)
Date

Registration form must be received by December 31, 2009.

Please make checks payable to: Birmingham Zonta Club

Mail to:
Nancy Miller-Borg
573 Lakeview
Steele, Al 35987

Or e-mail information to: AlaLlama@aol.com
Phone: 256-538-2672

ANNOUNCEMENTS: **Coming Events**

November 14, 2009, Evelyn Johnson Gala Birthday Party,

Mission Statement – PROMOTE world fellowship through flight PROVIDE networking and scholarship opportunities for women and aviation education in the community PRESERVE the unique history of women in aviation

December 12, 2009 Fantasy of Flight Christmas Party, Winter Haven, FL

January 9, 2010, 11:00 AM for the AE luncheon

Jan. 23, 2010: 2nd Annual Sunshine Derby, LaBelle, FL (X14)

Feb. 26-28, 2010: Bahamas Fly-In, Hope Town Harbour, Elbow Cay, Abaco, Bahamas

June 22-25, 2010: Air Race Classic, Fort Myers, FL to Frederick, MD

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

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

COMING Southeast Section Meetings

2010

Spring: FL Goldcoast Chapter Ft Lauderdale, FL

Fall: Southeast/NorthCentral Sections TN, Host TBA

2011

Spring: New Orleans Chapter,
Lafayette, LA, SE/SC Sections

Fall: Paradise Coast Chapter, TBA

Advertising:

If you have something to sell, Aviation related, send your information to sailawayjb@embarqmail.com and I will place your ad in the FLIGHTLINE.

This month's feature: Powder Puff Pilot. This is a new venture for sister 99, Denver based, Sue Hughes. The for

Her company is: <http://www.powderpuffpilot.com/default.aspx>