



# Flightline

Volume 6, Issue 11

November 2013

## Governor

Terry Carbonell  
godusty@hotmail.com



## Governor's Corner



Normally, I try to reserve the Governor's page for something inspirational, something 99s related or something of interest to the 99s members. But this month is pure fun. I had the privilege of attending the AOPA Summit in Fort Worth, TX this past month and getting the surprise of my life: an opportunity to fly a DC-3, *Southern Cross*, not once but twice. It was the thrill of a lifetime.



## Vice Governor

Sonia Bortolin  
bortolin@bellsouth.net



I have my tail wheel endorsement and my multi-engine rating so I was fully qualified to fly, even though it was not required. Under the watch tutelage of instructor, Jim Terry, I got to wake up the massive radial engines, taxi both out of and back to parking, take several runs around the patch and shut her down for the day. The *Southern Cross* was such a lumbering giant, reaching

a top speed during our flight of 110 kts. Our first landing was a low pass to get the sight picture to make the second landing uneventful. Flying small airplanes, we are accustomed to sitting a mere 4-5 feet off the ground. In the *Southern Cross* the pilot is mounted 16 feet in the air. There is no such thing as a three point landing in the *Cross*: you must fly her on to the runway and fly the tail wheel down to the ground, resisting the temptation to hit the brakes to stop. Jim T was very clear that the ONLY thing he cannot fix as an instructor is someone hitting the brakes on landing as the plane will nose over and ruin everyone's day.



## Secretary

Mae Marquet  
skyqueen31r@yahoo.com

## Treasurer

Hanna-Mari Salo  
hmsalo@hotmail.com

Flightline Editor  
stephlayne@aol.com

The other thing I got to do in Texas was participate in the San Marcos experiment to see the effect of lower gas prices on general aviation. San Marcos sold gas for \$1/gallon. OK, I will play the game and come get your cheap gas. Trying to build twin time, I made 3 trips to San Marcos from the Fort Worth area, slurping up 230 gallons of gas at \$1/gallon. It was fun just to fly again; to fly with no purpose other than enjoy the skies. So yes, gas is quite a bit higher where we live. Yes, it is difficult to afford. But it is well worth the effort to go back out and just fly for the pure joy of flight.

Blue Skies to all .... Terry Carbonell, SE Section Governor

**International Scholarship Registry:** Attention all Chapters and individuals. Please remember the International scholarship Registry, an idea who came to life because of our Section. Please see the attached Scholarship documents and consider moving your Chapter Scholarship to the Registry for 2014 and/or creating an individual scholarship yourself or with a group of friends. The more the better. Thanks for your support. Forms and information at the end of this Flightline

### **Looking for a Few Good Women..to Run for Section Director on the SE Section Board**

Your section needs you to run for the office of Section Director for the term beginning May 3, 2014.

What is a Director and what are her duties? Directors will be a part of all Board communications, and will attend all Board meetings before Section meeting as well as the Section meetings. Duties will be flexible and determined in part by the interests of the Directors as well as those assigned by the Governor. Examples of duties might include organizing section flying/ educational activities, chapter outreach, soliciting donations for the scholarship registry, and any other activities that help the Section work more effectively with our members and our chapters.

Each candidate will need to complete a nominating form, a statement describing her vision for the Section, and a short biography so your fellow section members can get to know you better. More information will soon be available on the section website. The deadline for submission of the Intent to Seek Election Form is January 15, 2014. Voting will begin on February 1 and close on March 15. Please consider running for Director and making a contribution to your Section.

Ellen Herr  
Nominating Committee Chair





## Night time is the right time!

Benefits of flying in the fall include better engine performance and an increase in visibility and of course being able to enjoy the changing of the leaves from 3000 feet. But with the end of Daylight Savings Time this past weekend, our days are getting shorter which for some means fewer hours to fly. The unfamiliarity, illusions, and fear of engine failure keep many pilots grounded after 6 o'clock. But flying in that smooth night air underneath starry skies and seeing the twinkle of city lights is a perfect example of the reward outweighing the risk.

So what does it take to be night current? If you are a certificated pilot, the FAA allows you to legally fly solo at night as long as your pilot certificate is current. In order to carry passengers, however, the FAR has specific regulations that address this issue:

**FAR 61.57—You cannot act as pilot in command (PIC) while carrying passengers from 1 hour after sunset to 1 hour before sunrise unless you have made three takeoffs and landings to a full stop in the same category and class of aircraft within the preceding 90 days during that period beginning 1 hour after sunset and ending 1 hour before sunrise.**

Do not get this confused with the FAA's definition of nighttime, which is used for logging flight time for private and commercial pilot certification:

**FAR 1.1 defines Night: "The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time"**

For purposes of currency and carrying passengers, that "1 hour after/1 hour before" time is when you should be logging those landings. How do you know when it is officially sunrise or sunset? There are a few ways to look it up. The American Air Almanac that the reg refers to is published by the US Navy and has sunrise/sunset tables for each day of the year for wherever you live. It can be

found online at [Http://aa.usno.navy.mil/data/docs/RS\\_OneYear.php](Http://aa.usno.navy.mil/data/docs/RS_OneYear.php). A weather briefer can also give you that information over the phone when you call Flight Service. Or many GPS navigators and applications such as Foreflight have that information in their database as well.

Your airplane has special equipment requirements between sunset and sunrise too. In addition to daytime requirements (remember "tomato flames?"), FAR 91.205 states your airplane needs position lights; anti-collision/strobe lights; a landing light if operated for hire; an adequate source of electrical energy to operate the required equipment; and spare fuses (one spare set, or three of each kind.). You are required to use these position and anti collision lights during this period unless the strobes are compromising your safety or the safety of another pilot. (You don't like being blinded on the highway by someone's bright headlights. A pilot coming in on short final would probably appreciate you cutting off your strobe light as well). And remember the VFR visibility requirements for class G airspace increase from 1sm to 3sm at night.

So you've done the minimum requirements to be "current", but is flying a plane at night like riding a bike? A smart pilot knows that being current does not mean being proficient. The old saying, "Use it or lose it" is relevant to every aspect of aviation, including night flying. Give your old flight instructor a call and ask her to go out for some night landing practice. Or ask a fellow 99 who is experienced at night to go on a cross country after dark. (Don't forget the required 45 minute fuel reserve!). Although it may not be one of those skills immediately resurrected after a long time off, the proper knowledge, training, and decision-making skills can give you the confidence to go out and enjoy the magic and splendor of night flying.

**NEW 99s LOGO CHARM:** Now available through the SE Section 99s: for only \$15, you can wear the new 99s logo charm. It's the same size as the ARC race route charm (7/8" x 3/4"). Follow the bar code below or order on line at [www.sesection99s.org](http://www.sesection99s.org) and follow the links to pay pal. Shipping is \$1 for up to 5 charms if shipped in the US. Shipping for Canada is extra and will be charged at cost. We can also take credit cards through square - call Terry Carbonell at 239-633-0077 with credit card information.



Support your SE Section!



# Goldcoast Chapter Meeting

Photo 1

FL Goldcoast Members with KHWO Tower Controller, Bob Craig, who made an educational presentation about "Enhancing Radio Communications."

Back row -- Cecile Hatefield, Charlene Biton (guest), Bob Craig, Chairwoman Myra Bugbee, Ursula Davidson, Connie Poppenhager

Front row -- Treasurer Elisabeth Wuethrich and Kathleen Suarez



Photo 2

FL Goldcoast Members Vice Chair, Jessica Miller, & Past Chair, Ursula Davidson, explore apps

# Alabama 99s

Pryor Field was the location of the newest SE Section Compass Rose. The Alabama Chapter “braved” pleasant temperatures and clear blue skies to “git ‘er done”.



**Council of Governors:** at the most recent International 99s BOD meeting we had the customary Council of Governors meeting. It was interesting to hear all of the interesting things that happen around the US and Canada with our sister Sections. We went around the room and the Governors gave us a list of things that they have found to be fun, educational and real bonding and strengthening experiences for their sections and Chapters. Here are some of the suggestions:

- a. Memorial for Opal Kuntz/Recognition of an old/deceased notable aviatrix
- b. Hosting International Conference/Assign committee chair to various chapters in the section to allow all chapters to work together
- c. Encourage Women Fly events – get state DOT to assist; offer plane rides, seminars, mini ground school sessions, have booths and other educational events
- d. Host or work on a National event such as the World Precision Flying Event
- e. Participate in Joint section meetings
- f. Assign directors as chapter liaisons to keep chapters involved with Section information and events and to assist chapters maintain viability
- g. Participate in a unique flying adventure with other female pilots like the trip across the English Channel
- h. Create a commemorative stamp honoring women pilots
- i. Create a section newsletter prior to Section meetings and a “light” version of the Section newsletter similar to the Centerline with bullet points that is NOT sent as an attachment for ease of reading in email.
- j. Visit another Section meeting – fill your plane with a group
- k. Send your Section newsletter to all governors of all Sections all over the world to help us connect as an organization. Include the IBOD on the email list as well.
- l. Participate in an organization-wide project or goal.

**99s Retreat:** Although the turnout was light members from Georgia, Paradise Coast, New Orleans, Middle Tennessee and Tennessee Chapters converged on the small town of Spencer, TN for a night (or two) of hangar flying and fun. The Upper Cumberland Regional Airport (KSRB) hosted a BQ to knock your socks off celebrating our newest Middle TN 99s Chapter among other things. 99s

took in the sights around the area and enjoyed S'mores around the camp fire as the evening turned a bit chilly. We had a great opportunity to discuss plans for the upcoming Fall 2014 Section Meeting and the 2014



International Conference plus find out what is happening in the represented Chapters. Thanks to all for coming out to join us and we will look forward to the next gathering. (Not pictured: Janice & Patrick Pelletti.)

**2014 International Conference:** Things are rolling as the Southeast Section, led by New Orleans Chapter, is number 1 for takeoff for the 2014 conference. It is exciting to see Chapters and members across the Section volunteering for specific tasks. A conference website is up and running that includes seminar information: [www.sesection99s.org/2014international99conference](http://www.sesection99s.org/2014international99conference).

We have arranged for a 4-day fund-raising cruise on the Carnival Elation from New Orleans to Cozumel! With a minimum of 10 cabins booked, a \$60 per person donation (max \$120 per cabin) will be made to the Endowment Fund. Fares are \$579 for an inside cabin and \$629 for ocean view. Depart on Thursday, July 3, and return on Monday, July 7, just one day before conference optional activities begin! Details will be provided by Bentley Hedges Travel for the Jan-Feb issue of 99News.

By the time of the September Section meeting, we had received our first in-kind contribution of 500 sponsorship brochures. Every member at the meeting was given a handful of brochures and marching orders to sell sell sell! The first ad purchase has been received as have several commitments. And just this week, Counsel Cecile Hatfield approved an exhibitor contract and guidelines and fund-raising has begun in earnest.

A concurrent silent auction is planned with the Endowment Fund. We are in the final stages of obtaining an exciting, one-of-a-kind aviation item that we hope will bring considerable competition. We plan to tease these items as they are procured on the conference website, Facebook, and eNetworks.

The schedule reflects expanded hours in the Fly Market. We did this to accommodate and promote CAMI's mobile altitude chamber, for which we have received a commitment from FAA! It is planned that when we are in conference-related business, the Fly Market and CAMI will still be open to the aviation public. We are very fortunate that our preliminary planning has been pretty much on target and required hardly any modifications.

As of the end of September we have 27 members registered and 3 guests. We're also thrilled that the terminal building at Lakefront Airport has reopened and we have made initial contact with their proposed catering company. Looks like our Thursday evening reception at this historic terminal is go!



**Let the Good Times Fly!**  
New Orleans, Louisiana



# **Southeast Section Meeting is coming soon only 175 days from now**

---

<b>Charleston has</b>	<b>Two FBOs</b>	<b>To chose</b>	<b>From</b>
<b>Charleston has</b>	<b>The SC ANG</b>	<b>With a</b>	<b>99s Visit</b>
<b>Charleston has</b>	<b>The Dreamliner</b>	<b>Built at</b>	<b>The airport</b>
<b>Charleston has</b>	<b>Horse Activity</b>	<b>Along with</b>	<b>A plantation</b>
<b>Charleston has</b>	<b>Many Airlines</b>	<b>To get</b>	<b>there</b>
<b>Charleston has</b>	<b>Great weather</b>	<b>IN</b>	<b>May</b>
<b>Charleston has</b>	<b>A Redbird</b>	<b>Simulator</b>	<b>In the FBO</b>

---

**Please Consider making the Spring Section Mtg. May 2-4, 2014**

**Hosted by the Carolina Chapter 99s**

**Contact: Barbara Harris-Para 910-949-2854 with questions**



## The Ninety-Nines, Inc. Scholarship Opportunity

Each year, hundreds of women seek an opportunity to expand their horizons learning to fly. Whether they are new pilots or experienced pilots desirous of improving their skills or seeking a professional career, many of these women are stopped because of a lack of funding. The Ninety-Nines, Inc. is collecting a registry of scholarships to offer to these aspiring pilots to start or continue their flight training. It is our hope that you, as a pilot, an aviation enthusiast or as a supporter of women, will sponsor a scholarship of a minimum of \$500 for one or more of these women.

Attached is a copy of the standard application and instructions to applicant for your review. Below is a form for you to describe the scholarship opportunity that you would like to offer, the amount of the scholarship, any limitations (geographic, type of training, age, etc.) that you would like to impose, and any additional information you would like to receive to help you in making the scholarship award. Please be sure to name your scholarship and, if it is a memorial scholarship, please include a brief statement about the person who you are honoring.

These scholarship awards will be made at the 2014 Ninety-Nines International Convention, held in New Orleans, LA in July 2014. We are asking that you commit to fund your scholarship opportunity at this time; send your scholarship offer (*no money needs to be sent*) preferably by October 31, 2013 and be prepared to receive application packets around March 14, 2014 for consideration. You or your organization will be the judge as to the recipient of your scholarship using the criteria that you select. You will make the payment arrangements directly to the recipient or her flight training center/instructor. You may choose to make the award immediately to get your pilot flying or you may wait until the "official announcements" are made in July 2014 at the Ninety-Nines International Conference.

Thank you for your support of women pilots and The Ninety-Nines, Inc.

Name of Scholarship: \_\_\_\_\_

Amount of scholarship or description if for time/services: \_\_\_\_\_

Honoree or dedication (if any): \_\_\_\_\_

Brief Description of Scholarship: (your motivation in offering the scholarship, type of flight training or rating, etc.)

---

---

---

---

---

---

---

---

Scholarship additional requirements, if any (special letter of recommendation, evidence of written test, etc.):

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_
4. \_\_\_\_\_
5. \_\_\_\_\_

Scholarship limitations (geographic area, veterans, specific type of training or rating ONLY, age, time limitation of use if other than June 30, 2015):

1. \_\_\_\_\_
2. \_\_\_\_\_
3. \_\_\_\_\_

Any other information you would like to request of the applicant or provide to the applicant: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of Group or individual offering the scholarship: \_\_\_\_\_

\_\_\_\_\_

Contact information: Name & position: \_\_\_\_\_

\_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

\_\_\_\_\_

Phone #: \_\_\_\_\_ email: \_\_\_\_\_

\_\_\_\_\_

Please send your completed form to:

Terry Carbonell,  
Scholarship Registry Coordinator  
[scholarshipregistry@ninety-nines.org](mailto:scholarshipregistry@ninety-nines.org)  
Phone 239-633-0077

The Ninety-Nines, Inc.  
P.O. Box 950374  
Oklahoma City, OK 73195-0374

*Thank you for your support!*



**The Ninety-Nines, Inc.**  
**P.O. Box 950374**  
**Oklahoma City, OK 73195-0374**  
**1-800-994-1929**



## **INSTRUCTIONS TO APPLICANTS**

1. Scholarships are open to ALL 99s. All applicants must be members of The Ninety-Nines Inc. at the time of submitting their scholarship applications. Please be sure to include your membership number on the Official Application.

2. Application submission: Please submit your **FULLY COMPLETED** application packet for each scholarship for which you apply in one of the following ways:

- (a) **Mail**: Submit one (1) original and two (2) copies of the application packet to the address above. Please mark the envelope **"99s Scholarship Applications"**
- (b) **Electronic**: Submit one (1) fully completed application packet via email to Terry Carbonell, [scholarshipregistry@ninety-nines.org](mailto:scholarshipregistry@ninety-nines.org). In the subject line please write: **"99s scholarship application - (scholarship name)"**. Expect a confirmation of receipt within 24 hours.

Please review your application packets carefully to be certain that all required items are included in each packet. **Completed scholarship application packets must be RECEIVED BY MARCH 14, 2014.** Scholarship packets shall contain:

- Official application – signed and dated
- Copies of all aviation certificates
- Copy of current medical certificate
- Copies of last 3 pages of your pilot log book, if applicable
- Typed descriptive essay (1000 words maximum)
- Professional resume
- Two letters of recommendation (each letter one page maximum)
- Any other information as requested for a specific scholarship

3. You may apply for UP TO two (2) scholarships.

4. Please be sure to include your scholarship essay of 1000 words or less addressing the following topics: aviation related activities in which you participate; your initial interest in aviation; your aviation career goals, if any, and how this scholarship will help you in attaining those goals; any challenges or obstacles that you have overcome to start or continue your flight training; how you plan to support the mission of The Ninety-Nines; what you feel uniquely qualifies you for this scholarship; other information as may be requested by each scholarship.

5. Scholarship winners will be notified on or before May 31, 2014.

6. All award money will be paid to the training institution, flight instructor or applicant as determined by each individual scholarship donor. All training must be completed by June 30, 2015. Progress reports shall be provided to the scholarship donor as requested by the scholarship donor.

**The Ninety-Nines, Inc.**  
**P.O. Box 950374**  
**Oklahoma City, OK 73195-0374**  
**1-800-994-1929**



**INSTRUCTIONS TO APPLICANTS**  
**Page 2**

7. Each scholarship is offered by an individual, organization or committee (collectively, the “scholarship donors”). The scholarship donors make the final decision on the recipient of their scholarship. The Ninety-Nines, Inc. is in no manner responsible for scholarship award decisions or the administration of the scholarship funds. It is the responsibility of the scholarship recipient to follow up with the scholarship donor to assure proper distribution and payment of scholarship funds.

8. Neither The Ninety-Nines, Inc., nor their members, agents, or representatives, are responsible for the quality of any training received with this scholarship, nor for any accident, incident, or any other event which may occur while the recipient of this scholarship is performing flight training or activities relating thereto, and recipient agrees to sign a hold harmless agreement in favor of said entities upon receipt of the scholarship and before any flight is made.

9. For questions or additional information, contact Terry Carbonell, Scholarship Registry Coordinator phone: 239-633-0077 or [scholarshipregistry@ninety-nines.org](mailto:scholarshipregistry@ninety-nines.org).

**The Ninety-Nines, Inc.**  
P.O. Box 950374  
Oklahoma City, OK 73195-0374  
1-800-994-1929



**All applications must be signed and  
RECEIVED by March 14, 2014**

**Scholarship title:** \_\_\_\_\_

Full name: \_\_\_\_\_ 99s Membership #: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Telephone #: (Home): \_\_\_\_\_ (Cell): \_\_\_\_\_

Email address: \_\_\_\_\_

Current ratings, if any: \_\_\_\_\_

Airman certificate #: \_\_\_\_\_ Medical class \_\_\_\_\_ expiration date: \_\_\_\_\_

Total flight time: \_\_\_\_\_ hours PIC time: \_\_\_\_\_ hours BFR date: \_\_\_\_\_

**Requirements for ALL APPLICANTS:**

- Official application – signed and dated
- Copies of all aviation certificates
- Copy of current medical certificate
- Copies of last 3 pages of your pilot log book, if applicable
- Typed descriptive essay (1000 words maximum)
- Professional resume
- Two letters of recommendation (each letter one page maximum)
- Any other information as requested for a specific scholarship
- Original & 2 copies of each application packet

*I hereby certify that I have read and agree to be bound by the instructions to applicants and that the information contained in this application is true and correct. I understand that the scholarships are offered by individual groups/organizations and that The Ninety-Nines, Inc. has no responsibility or liability whatsoever for any scholarships or awards or the quality of training received. It is my sole responsibility to assure timely receipt of my applications by the deadline.*

Date: \_\_\_\_\_

\_\_\_\_\_  
Applicant Signature

For questions or additional information, please contact  
Terry Carbonell, Scholarship Registry Coordinator, at  
[scholarshipregistry@ninety-nines.org](mailto:scholarshipregistry@ninety-nines.org) phone: 239-633-

**All applications must be signed and  
RECEIVED by March 14, 2014**