



Flight Line

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Governor's Corner



Vice Governor
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99s International Conference 2014 is here and we are looking forward to seeing our Section sisters in New Orleans for the celebration. This conference promises to be a grand event: hypoxia chamber, more educational seminars and of course all of the ambiance and fun of New Orleans - just think about that Lafayette Section meeting we had. . . . This is Lafayette on steroids!

Secretary
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And speaking of gatherings with 99s, we were very happy to have so many 99s volunteers during the 2014 Air Race Classic. Our 99s volunteers braved cold temperatures - ice and snow in Nevada and Wyoming - so they could mark the times of the racers as we all sped by the timing line. The 2014 Air Race Classic was a challenging race due to the weather throughout the route: adding rain storms in the east to the "wintery" mix of the west.

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But 2015 is coming and it will be in our back yard. The 2015 Air Race Classic will start in Fredericksburg, VA with a terminus in Fairhope, AL. We hope to see many racers from our Southeast Section. If you have never flown the race before, or you have not flown in a long time, 2015 is your year. Save the race dates: June 22-26, 2015 plus you will need a few days before and after for briefings and inspections.

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As part of our educational mission, we are looking for volunteers to work with the girls aviation program held in conjunction with the race and also with other local program springing up throughout the Southeast Section. Please be sure to contact me if your chapter is in need of a program and some ideas.



Blue skies and tailwinds to New Orleans and beyond!!

Terry Carbonell, Governor



Chapter Happenings

Tennessee Chapter

The Tennessee Chapter held their third Girl Scout Aviation Badge Day April 5, 2014, at the Knoxville Downtown Island Airport. Eighty-five scouts and parents attended the half-day event. The passage of a cold front the night before left the skies clear, but the air chilly. Fortunately three of the presentations were inside, giving everyone a chance to warm up. The presentations included: History of Women in Aviation, Aircraft Dispatcher, CFI, Airline Pilot, CAP, Glider Pilot, Balloon Pilot and Aircraft preflight. Once again the Downtown Island Airport Staff provided invaluable help and support.



The Tennessee Chapter met June 14 at the Knoxville Downtown Airport. Plans for the Fall Southeast Section Meeting were finalized and the registration forms are distributed. The 2014 Girl Scout Aviation Days report showed a total of 176 girls participating. After a very full meeting agenda, 99s took time to view the Ford Tri-Motor visiting the airport. Several 99s also participated in the activities supporting the Tri-Motor.



Goldcoast Chapter

Aviation Day May 17, 2014 at North County Airport Palm Beach Florida. (F45)

Florida Goldcoast 99s booth volunteers greeted guests and discussed women in aviation, training initiatives and scholarship programs. The organizers of Aviation Day @ F45 North County General Aviation Airport estimated that there were approximately 4500 attendees. Networking resulted in possible partnership opportunities with EAA/Young Eagles, Civil Air Patrol, Girl Scouts, The Airman Foundation and Oxbridge Academy. Ruth Jacobs was the hit of the day with her collaterals and interesting stories about her World Record 'Around the World' flight and her many other exciting aviation adventures and achievements. Ruth's UK friends Tony and Jane explained what a "99" means to them.



On April 12, 2014 the Florida Goldcoast chapter of the Ninety Nines met at the Coast Guard Air Station Miami. There was a large turnout of Ninety Nines and guests for this special educational meeting. (See Below Article)



After a brief meeting to discuss the business of the Ninety Nines, our own Myra Bugbee was presented the Amelia Earhart Medal by Ursula Davidson. This was in recognition of Myra passing her instrument Check ride, a result of winning the 99s Amelia Earhart Memorial Scholarship.

Then all attendees turned their full attention to fellow Ninety Nine Tina Pena, CDR USCG for the presentation on "Aircraft Ditching and Water Survival". As an Aviation Engineering Officer at the Coast Guard Air Station Miami and previously in the Great Lakes and North Atlantic regions, CDR Pena has conducted many Search and Rescue Missions from her seat as pilot of the H65 Helicopter.

The most important thing we all learned from the presentation is that with flight proper planning and by reducing your risk to exposure than there may be no need for a water rescue. A proper preflight, flying as high as possible, making sure you have enough fuel, along with flight following and/or a flight plan can mean the difference between life and death. Highlighted was the importance of having an emergency plan, and to practice the plan over and over again prior to ever experiencing an emergency. What we learn in training is what we will do in an emergency situation, practicing the plan will make sure you know what to do in the event of an emergency.

A Personal Floatation Device should be worn for all over water flights, and not just located in the plane. It was explained, most events happen on takeoff or landing and not when you are cruising at 10,000 feet. Having the PDF on you and not just in the emergency kit in the back of the plane, can save your life.

Proper bracing techniques on ditching can prevent broken legs, necks and thumbs, and if you do have to exit your aircraft than you should stay as close to the wreckage as possible because finding a wreckage is much easier than finding a person when you have miles of ocean to search. Have a proper emergency kit can help you remain afloat, and signal your positions. Signaling devices as simple as a mirror or as sophisticated as a PLB will allow you to signal your rescue team. The SAR team is searching as little as 12.5 sq. miles if you have an 406 Beacon or 450 sq. miles if you have an 121.5 beacon (assuming they knew where you were when you ditched the plane) so any help you can provide will assist in your recovery. Most important if you do nothing else is memorize these words that CDR Pena told us. "Lock, Talk, Squawk". Lock your seat belts TIGHT, Talk as to call out your mayday, and Squawk your emergency code 7700.

The overall general aviation ditching survival rate is 88 percent. Let's all hope that we never have to ditch, but if we do let's make sure we survive!

The whole presentation is available for the public to view and please read thru it, it may save your life! www.uscg.mil/hq/cg5/.../Ditching_WaterSurvivalAirventure08.ppt



June 16-19, 2014
From Sea to Shining Sea
ARC or Aviation Boot Camp
By Myra Bugbee

Camaraderie, skills development, decision-making, courage, nervousness, excitement, persistence, exhaustion, exhilaration, confidence building, inspiring, intentionality, preparation, discipline, spirit, growth... Those words and much more all describe the all women's Air Race Classic.

The Air Race Classic is an annual transcontinental, all-female pilot air derby, historically the longest in the world dating back to 1929. This event is a VFR, day only, approximately 2,500 statute mile cross country. This year's race was a 2,691 statute miles adventure starting at Buchanan Field in Concord, CA (KCCR) near San Francisco & finishing in Capital City Airport in New Cumberland (KCXY) near Hershey, PA.

This year's route was a challenging one with 10,000 to 14,000 foot high mountains to cross or fly around. Many said it was one of the most grueling races of all time, primarily because of weather issues. Due to hot weather, cold weather, rain, ice and snow, (yes, in June!), 15 teams spent an extra day in Elko, Nevada, (a huge gold mining town and one of the stops on the first air mail route). The *Sea to Shining Sea* west coast to east coast race was further complicated by two parallel fronts going north to south in the USA. As a result, only 33 teams of the 48 who started the race finished by the designated deadline. Some teams were so determined to be at the terminus they left their planes in Nebraska and took commercial flights or rented a car and drove to PA.

Here is part of our story, Team # 25 -- Cloud Dancers piloted by Tamra Sheffman and me. We had the adventure of a lifetime. We started with more mechanical issues than we could have imagined. There was a prop strike a few months ago and N37TJ came out of maintenance with an overhauled engine two days before the planned departure date for the air race (We live in Florida and had to make our way to California for the start of the race.). Tamra and I test flew the Cessna 182 for about an hour above the airport the day before departure. Everything checked out well so we planned to leave early the next morning. Pushing full power to help seat the rings, we had a smooth flight the first day and rested at Shade Tree Airport.

Shade Tree is a private airport with a grass strip, owned by a 99 and her husband, located near Gulfport, MS. What an adorable airfield!! Every Wednesday evening, they host a potluck supper and show a movie on a large outdoor screen. There is a quaint, comfortable, aviation-decorated cabin for overnight visitors.

We were off early the next morning to Texas. We planned to stop near Houston to have lunch with some of my friends and go on to San Antonio to spend the night with some of Tamra's friends. It was a three-hour flight. About one hour into the flight, we lost the autopilot, then the GPS, then the #1 radio, #2 radio, the transponder, and eventually the intercom. We were on an IFR flight plan and we know that when the electrical equipment starts failing, we ask *Are we in VMC or IMC?* Just before this happened, fortunately, we asked to go higher because we were in the middle of a thick layer of clouds. Now we were VFR on top but there was a thick layer of clouds below us so we couldn't easily find an airport to land. We put 7600 in the transponder so ATC knew we were having radio issues. We could still hear them but they could not hear us. The controller started asking us questions and asked us to push IDENT if the answer to the question was true. We were able to communicate in a limited manner for a while. One interesting aspect was that the transponder was telling him that we were climbing to 12,500'. I was flying that leg and I knew it was not true because the airspeed indicator was steady, the VSI was level, the attitude indicator was level, and the altimeter indicated level at 6000' so I kept the airplane level where we were. Since we couldn't see the ground, the engine was running, and we had plenty of fuel, we pressed on toward Conroe, TX. We were happy to have working iPads to help with navigation. Two hours of quiet can be unnerving. Finally, we approached Lone Star Executive (KCXO) and could see the field. At this point, the hand held radio we brought with us started working. They were expecting us. We landed safely and, of course, we were given a phone number to call. We explained what happened and the FAA was satisfied. My friend, Rich, is a highly respected airline pilot and A & P so we were well taken care of at Lone Star. He found a great maintenance shop on the field and our unexpected three-day visit provided N37TJ with a new alternator, a new regulator, a new starter, and some cleaned up wires. This also gave us time to spend with my friends.

Finally, we were on our way toward CA. We stopped at some interesting airports along the way. One of my favorites was Winkler County, TX (KINK). We felt like we were taken back in time to a ghost town with brambles rolling across the runway.

It was a really hot day and we needed fuel for the airplane and fuel for the pilots. We landed and expected the usual, a manager of the FBO there to welcome weary travelers. We pulled up to the pumps but there was no human being and no credit card machine. There was a sticky note pad by the door. It said if you need fuel, help yourself, and leave your name and address and we will bill you. Wow!! There was also a phone number to call. We called and were directed to the hidden key so we could go into the FBO and cool off. Many small airports have an airport car or some means of transportation to get to a local restaurant but not here. Fortunately, I had made tuna salad to bring on the flight!! Boy, did that taste good.

A few more stops and, finally, we arrived at Concord, CA (KCCR), the race's start. We were enthusiastically greeted by other racers, parked the airplane, and checked into the hotel for a good night's rest. We had an early appointment to check the pilots' credentials and to inspect the airplane. The pilots passed with flying colors. *(In each team, at least one of the pilots must have 500 hours or an Instrument rating.)* Not so lucky with the airplane. Oil coated the inside of the cowl. Over to maintenance we go again. The mechanic discovered a large crack in the oil cooler. There was no oil cooler to be found in the local area so we found out about a "counter to counter" process in which one can take an item to the ticket counter of an airline, send the item with the pilots, and deliver it to the counter at the end of the flight. We can't give enough compliments about Frank at Certified Engines in Miami. Frank took an oil cooler to Southwest Airlines in Miami at midnight and tried to send it to Oakland, CA for an overnight flight and early delivery. Southwest couldn't take the oil cooler and it didn't work out. However, Frank tried and, by some miracle, Dave the maintenance guy in Concord, found someone on the local field who had an extra oil cooler for a Cessna 182. Dave installed it on Father's Day. Once again, Tamra and I did a test flight and cylinder head temps, oil temp, and oil pressure were in the green. We were finally cleared to participate in the race!!

What a beautiful sight to have 50 airplanes nose to tail, tail to nose, lined up for take-off. The first take-off is the only time that all the airplanes are together. Subsequently, some airplanes fly faster and traverse farther in a day. Some fly high, some low, some in a straight line, while others fly around mountains and obstacles. Each team decides where to land for the night based on experience, fatigue, speed of the aircraft, etc. A large part of the race is about decision-making.

The faster airplanes could definitely get in front of the brewing weather systems. Fifteen teams, including ours, Team #25, spent the first night in Elko, NV, a gold mining town and one of the stops on the first airmail route. To our surprise, the temperatures went below freezing. We tried to travel as light as possible for the race and left jackets at home. After searching many stores in Elko for warm clothing, we found none because it was June. After the extra day's delay, we were at the airport before 6:30 am ready for an early departure. As we drove to the airport, we noticed frost on the golf course and cars so we knew it was not going to be a quick departure. When we arrived at the airport, all of the airplanes were covered with ice (Did I mention it was June??) Florida girls are not used to this but we knew enough to know that we had to remove the ice and dry the airplane. If not, when we climbed to higher altitudes, water could refreeze. One of the other teams included a retired airline pilot. She was gracious and caring. She asked if we "warm weather pilots" knew how to remove ice and gave us successful tips for getting rid of the ice.

This is just the tip of the iceberg of our stories. If you are interested in reading more about our adventure, our blog is still available at www.cloudancers.us

Safety is a high priority of the Air Race Classic. Prior to leaving for the race, each pilot is required to take some online safety courses about weather and flying near the Washington, DC SFRA. For several days before the race, all racers are required to attend several safety briefings that may include topics such as mountain flying, weather, fly-by rules, and other relevant information. During this race, I gained a new appreciation for the huge responsibility the air race leaders shoulder.

This was my second race and Tamra's eighth. My first race, in 2012, was a "normal" one. Of course, there were some weather issues but everyone made it to the end by the deadline. Teams shared stories with each other at each stop and there were no significant maintenance issues along the way. One significant difference I noticed in this race versus my first race was that the racers were more helpful, supportive, and doing what they could to keep everyone safe – in other words, they shared "air race secrets" usually carefully guarded. One example is when the experienced cold weather pilots gave warm weather pilots tips about cleaning ice off the airplane. Another example is that pilots shared their altitudes with teams who were behind them.

This gave helpful hints about how to get around or over mountains without going through the clouds (which is an automatic disqualification).

This was an exciting trip, a wonderful experience, and a fabulous adventure. We had real life experiences and learned much more than we could by just reading a textbook. We are both better, more skilled, and more knowledgeable pilots as a result.

I believe this race is about expanding each pilot's vision about flying, raising each pilot's performance to higher standards, improving and testing each pilot's character, while inspiring the new generation of pilots and acting as ambassadors for aviation. Courageous women have paved the way for us and we will do the same for future generations of pilots and of those who need a role model to achieve any new goal.

Of course, we wanted to finish in the top ten but isn't the main idea to experience life in an extraordinary way, to keep learning, to serve others, and fly for the fun of it? I think we accomplished those goals. We are living extraordinary lives and who wants to be ordinary?

Now, who is ready to fly in the 2015 ARC??? The start and terminus of this race are in the SE Section so it may be within an easy range for many of you. The 2015 race may not have mountains to cross but the challenge will be the changing directions of the winds. Hardy racers start planning for the next race the day after they return from the current race. Here are some hints to get you started:

- Study, study, the route and study it some more (Look for special air spaces, terrain, etc.)

- Select your flying partner

- Select your airplane

- Decide how you will finance the adventure (start saving your \$\$\$ or start fundraising)

- Fly with your partner

 - Will one person fly the entire route in the left seat and the other in the right seat or will you switch positions?

 - Fly the airplane with different RPM settings at different altitudes, practice leaning properly. Where does it fly best?

Think about strategies – some of this may not be finalized until race time.

Will you fly 500' AGL or find a higher level where the winds may be better?

Will you fill the fuel tanks at each stop or fill just enough to fly the leg + your reserve requirement?

Will you stop at each stop or continue on without stopping?

Know your personal requirements. What will you do about food, drink, and bathroom needs? Are both pilots early risers or do you need your beauty sleep? What if one of you wants to go early and the other doesn't?

Where else can you spend a week with amazing women who become your best friends – women who have moxie, skills, initiative, a competitive drive, a desire to learn, and still help and support each other? Who is ready to embark on this kind of extraordinary adventure?





Alabama 99s



The Ninety Nines Alabama Chapter is pleased to nominate Joey “Gordo” Sanders for the 2014 International Award of Merit to honor his dedication, contribution and achievement in aviation in Alabama and the United States.

Joey Sanders fulfilled his childhood dream of flying a Fighter Jet but that is only one of his many successful aviation careers. Lt Col Sanders recently retired from the Birmingham ANG 117th with a distinguished military career in the F4 Phantom and the KC 135. He continues to work for an international freight carrier as Captain on the MD11 since 1987. In 1996 he founded Sanders Aviation, a Fixed Based Operation at the Jasper, Alabama airport. At that location Sanders Flight Training was established and additional offices at the Shelby County Airport and Marion Military Institute soon followed.

Sanders T-6 Race team formed in 2004 for the National Reno Air Race Championship. During the 50th Anniversary Reno Air Race, Team Sanders celebrated 10 years of air racing and four First Place Silver finishes in Big Red T-6 that turned 40 years old, 2013. Joey Sanders is the President of the T-6 Racing Association, the T-6 Air Race Instructor and Check Airman and a member of the T-6 Class Board of Directors. Since 2006 Joey “Gordo” Sanders and Big Red have performed in air shows, participating in National and International venues. He donates proceeds and hosts fundraisers for The Birmingham Aero Club Scholarship Fund, The Southern Museum of Flight, Dreams on Wings and numerous charity appearances and performances.

Following Alabama’s deadly tornado outbreak in 2011, Sanders Aviation hosted a relief benefit drawing almost 1,000 in attendance where the Ninety Nines assisted.

In addition to the Airline Transport Rating, Joey Sanders is an FAA Designated Pilot Examiner and FAA Safety Team Leader. He has hosted several Learn to Fly events and the 2013 FAA Safety Stand Down. Since 1980 he has served as the Flight Department Captain for the Walker County Sheriff’s Department. From 2003 to 2006 Sanders was the 106th Squadron Commander of the Civil Air Patrol. As a member of the Birmingham ANG 117th from 1984, Sanders was hand selected to participate in the longest tactical deployment flight in fighter pilot history at the start of Operation Desert Shield/Storm. He participated in Operation Allied Force, Enduring Freedom and Noble Eagle.



Appalachian Adventure!

Fall Section Meeting September 19-21, 2014

Knoxville, TN Registration

Member Name _____ Phone # _____
 E-Mail _____ Badge Name _____
 Guest _____ Guest Badge Name _____
 Chapter _____ Date/Time of arrival _____
 Type of Arrival-Car _____ Private A/C to DKX _____ Commercial to TYS _____
 N-Number or Commercial flight information _____

TYS transport VIA 99's call : Linda Haynes 865-209-0120

DKX transport VIA 99's call: Linda Haynes 865-209-0120 or Hotel shuttle 865-522-2800

Rental cars can be delivered to DKX: Enterprise 865-579 5559, Hertz 865 938-6700 or DKX FBO 865 577-4461.

Full registration for 99s includes: Hospitality Suite, Seminars, Friday evening activities, Saturday East Tennessee Museum Tour and Saturday banquet.

Full registration before August 1 \$109 = \$ _____

Late registration after August 1 \$129 = \$ _____

Full 49 ½ or guest registration see above list \$80 = \$ _____

OR select Ala Carte registration for 49 ½ or guests:

Basic registration includes: Hospitality Suite, Seminars and Saturday morning guest activity.

Basic guest registration \$20 = \$ _____

Friday evening activities \$20 = \$ _____

Saturday museum tour & banquet \$45 = \$ _____

The banquet is a buffet including: green salad, pasta salad, pork ribs, chicken, fish, potatoes and Spinach Maria. Please note any special dietary needs _____.

Checks to: The Tennessee Chapter of the Ninety-Nines. Mail to: Janice Pelletti, 151 Allison Timbers Road, Piney Flats, TN 37686. Questions: Janice Pelletti b747AC@aol.com or cell 601 278-7331, home 423 391-7140. Refund policy: full by Aug. 15, fifty per cent up to Aug. 31.

Hotel registration direct to: Holiday Inn World's Fair Park, 525 Henley St., Knoxville, TN 37902. 865-522-2800. Room rates: \$105 standard/\$129 executive level. Rate guaranteed through August 19, 2014. Refer to Group Code SNN: (The Southeast Section of the Ninety-Nines, Inc. Tennessee Chapter). Breakfast coupons available at check-in: \$10.95/each.

Appalachian Adventure!
Join the Tennessee 99s in Knoxville for the SE
Section Meeting September 19-21, 2014

Friday, September 19. Fly in to Knoxville Downtown Island Airport (DKX). Full-service fuel discounted to the self-serve price and the tie-down fee is waived. Transportation to the hotel provided by the TN 99s and the hotel shuttle. Commercial flights are to McGee-Tyson (TYS). The TN 99s will provide transportation to the hotel.

The Hospitality Suite and registration are open from 2:30-5:00 pm. The hotel is within walking distance to restaurants and shopping, or you can ride the trolley.

We're planning Friday afternoon seminars at DKX. We will have more information on this soon.

Transportation to the dinner grill at DKX begins at 5 pm. Missions permitting the Remote Area Medical team and their DC-3, the sheriff's air rescue squad and local television and radio air units will explain their organizations. Transportation to the hotel starts at 7:30. The Hospitality Suite is open 9-11 pm.

Saturday, September 20. Breakfast is on your own. The hotel is offering buffet breakfast tickets each day for \$10.95 each; they are available at check-in. The Hospitality Suite and registration is open from 8-9 am.

The Section meeting is from 9-12 in the Cumberland room. During the meeting the hospitality suite is open for registered guests to relax and listen to guest speaker Jonathan Foulds. Jonathan is the owner of Horizon Avionics located at the McGee Tyson Airport. He will discuss the newest in avionics trends.

Lunch is on your own. You can walk to a number of restaurants in the downtown area. The Hospitality Suite is open from 12-1:30.

At 1:30 it's a four block walk to the East Tennessee History Museum for a semi-guided tour. Learn about the unique history of the Appalachian area. Transportation is provided by request.

The last chance to visit the Hospitality Suite is 3-5pm. Stop in and pack a travel snack for the trip home! The cash bar and banquet are from 5-9 pm. The guest speaker is Bob Minter, an aviation industry professional with experience in non-profit organizations, fund raising, and government policy.

Sunday, September 21. Breakfast is on your own. Transportation provided to DKX and TYS.