



Flight Line

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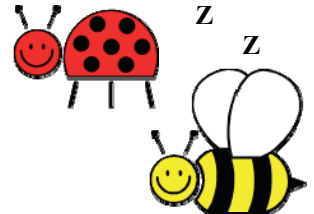
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Bugbee's Buzz



I just returned from an exhilarating SE Section meeting in St. Petersburg, FL, *Flamingo Fundango*. The weekend was filled with pink flamingos, a murder mystery (*which, by the way, my sleuthing skills served me well*), new friends, and rekindling connections. We honored our outgoing Governor with a fun skit, interactive poem, a slideshow of her adventures, and a check for *Aviation Adventures*. The Suncoast Chapter created a 'fun'dango weekend for us all. Every aspect was well planned, with goodie bags, educational seminars, a first look at a new documentary about the WASPS, delicious food, museums and local shops to peruse, and a great hotel within walking distance of the airport. This was the first time I actually flew my own plane to a section meeting and that was a thrill for me. Also spending time with some of my new best friends – what could be better?

My Vision . . .

Many things come together to lay the foundation for a successful organization. We are fortunate to have a healthy and successful SE Section. However, I always want to be better tomorrow than I was today. Don't you?

The transition of new leadership presents new opportunities for us to build on our good aspects and continue growing in a way that maximizes the potential of us all – to become better, more knowledgeable pilots; to sustain our active chapters; to support our chapters who need a "leg up;" to consider the sage wisdom of our experienced women, as well as involve our young mommy pilots; and to build stronger connections with each other.

Our SE Section is filled with wonderful, intelligent, and strong women. I love the smiles, the ideas, the commitment you have. We have a healthy bank account that allows us to provide scholarships and support for our members. We have an immense amount of knowledge and I see vast sharing and mentoring of those who have questions. We support each other when one of us achieves a milestone – whether by earning a private pilot license or an airline job or having a baby. I notice friendships developing among people who would never have known each other unless for the Ninety-Nines. And we have fun!!

Isn't it wonderful that we are all different? Each of us has strengths and skills to share. When we link our individual strengths together, we are INVINCIBLE!!

As we embark on a new year together I ask you to read the following and consider what each statement means to you:

Participate in the way that best matches your passion. The more you get involved in our organization, the more you will gain from it.

Inspire others. We are ambassadors for aviation and role models to others in our generation and in the younger generation. Help others discover possibilities - no matter what their age.

Learn - let's continue building our knowledge and skills to keep us safe and confident.

Outside the Box Thinking - be creative, take risks, and try new ideas.

Teach - be a mentor and nurture strengths of others while helping improve their weaknesses.

Serve - Perform random acts of kindness. Reach out to each other. You don't need to be asked, just jump in and do what's needed. (A card, a phone call, a shared plane ride, bring a sick 99s a bowl of chicken soup...)

Each of you is an important piece of our puzzle that makes us fit together in perfect harmony. With families, jobs, financial limitations, I know there can be challenges. However, I encourage you be active at your chapter level and to attend our SE Section meetings. You will gain more than you give.

I am honored to serve as your SE Section Governor for the next two years. I truly look forward to getting to know you better, learning with you, and having fun with you. We will continue to create an environment, which stimulates your joy of flying, builds friendships, exposes us to different areas of our country, all while having fun together.

Myra J. Bugbee

SE Section Governor



Mommy Pilots

“What do dreams know of boundaries?” – Amelia Earhart

If you were given a box, what would you do? Would you say it’s a nice box and just deal with it as it is? Would you begin to dream up ideas of what you could do with the box, until someone tells you to stop being ridiculous and that it cannot be done and then give up? Or would you take the box and your ideas beyond the limits of what we all believe it could be? Would you allow your ideas to flow freely and fluidly? Making alterations and tweaks, adjusting to your current situation, never taking no for an answer but rather opening another door to new possibilities?

We are three of many mommy pilots throughout the world. We all have an invisible thread that binds us together: a story of knowing no boundaries. We fly, work, and raise kids, piecing together and duct taping our lives as we carve our unique stories from our individual circumstances. In the following paragraphs, we each share how we overcame boundaries to follow our dreams. We hope our stories will inspire and encourage you to think outside the box!



Maria Burns

Hattiesburg, Mississippi

Married to a professional pilot with a 5-year old son and a 22-month old son

Pilot Quals: Commercial ASEL, ASES, Instrument

Working on: Commercial AMEL add on and CFI

Goals: Earn CFII / MEI and instruct while continuing to fly corporate contract

I’ve been flying since October 20, 2001. This date is special to me not only because it’s the first time I took controls of an airplane, but also because it’s the day I met my flight instructor and now husband, Daniel Burns.

I've long balanced flying and a full-time professional, non-aviation career. I worked in the biotech industry for nine years, helping to start a successful biomedical company, which went public in 2008. While this business was lucrative and rewarding, I often worked 80-hour weeks and was rarely home. So, I retired, switched gears completely and returned to grad school to earn my Masters and now PhD in English Literature. I've taught English courses for the last six years, first for The University of West Florida and now for The University of Southern Mississippi. I also enjoy writing and have published fiction and non-fiction in dozens of online and print journals over the last decade.

After flying casually for several years, I decided to earn my instrument rating and was "re-bitten" by the aviation bug. I earned my Commercial and Seaplane ratings shortly after, both while pregnant with my second son. In 2014, The Ninety-Nines awarded me the Gann Memorial Scholarship to help earn my CFI. Amidst a stressful move from Florida to Mississippi and a new job, the rating has taken longer than I anticipated. Still, the great thing about the academic schedule is the summer break, and I'm now on track to finish the CFI very soon.

These days, I regularly fly corporate contract in an SR22T out of Hattiesburg, MS. The Ninety-Nines have been very supportive, and I'm honored to be able to give back by serving as treasurer of the Southeast Section. I'm also busy studying for the CFI and Multi rating, planning my fall semester courses, and, of course, chasing around the young ones.

The boys have each been flying since they were six-weeks old and fly quite well. I'm so fortunate to have had two healthy pregnancies and two bouncing (all over the place) baby boys. I'm not sure the boys could comprehend life without aviation, and it's my ultimate mommy dream, should my children choose, to one day help them earn their first ratings. In the meantime, I hope to soon be able help women and men in Southern Mississippi take to the sky!



Meredith Holladay

Jacksonville, Florida

Married to a professional pilot with a 2-year old daughter

Pilot Qualls: CFII, Multiengine, Tailwheel

Goals: To regain Tailwheel proficiency; fly around the country with my daughter

I always knew that I wanted to be a mom, and I always knew that one day I'd be a pilot, just like my dad. But life has a funny way of twisting and turning to the point where you wake up one morning and have no clue how you ended up where you are, and wonder how you are ever going to get to the place where you want to be.

I started taking flying lessons in the Washington, D.C. area just three weeks before September 11, 2001. I was 29 years old and two years into my first marriage, which was already in trouble. Being in the air was a wonderful relief from the problems I was dealing with at home, and once I started flight training, I just couldn't stop. I earned my private pilot certificate in 2003 and by the summer of 2005, I was a full-time, self-employed flight instructor.

I stayed very busy working with members of the flying clubs at the Montgomery County Airpark in Gaithersburg, MD, and with other airport tenants who owned aircraft. By 2009, it was clear to me that divorce was imminent. This was on one hand a relief, but regardless of the circumstances, going through a divorce is never a fun experience. I took a desk job to pad my bank account during the transition, and while the money was good, being away from the airport made me incredibly sad. I knew that when the dust settled I had to get back into the air and start having some fun again.



A good friend and fellow pilot suggested I join [Match.com](https://www.match.com/) to get out and socialize, and in just a few weeks I got an email from a guy named Dana Holladay, who was also divorced and a fellow flight instructor. This time around, things felt exactly right from the start and we both quickly realized that we would spend the rest of our lives together. I quit my desk job, returned to instructing full-time and married Dana in October 2010. That completed one piece of me: flying and being in a happy marriage. The second piece, motherhood, was my next challenge. Dana already had an adult daughter from his first marriage but embraced fatherhood enthusiastically. So, off I went to the OBGYN to confirm I was still in good shape to be a mom at almost 40, and with a green light

from my doctor, we began our journey to parenthood.

We both knew that in each other we'd received a new lease on life and decided to not waste any more of our days. Late in 2011, we purchased a 1938 Piper J-3 Cub and began planning a round-the-country flight in it, which we completed the following summer. You can read all about the trip in our book, *Fly The Airplane*. During that trip we discovered that we were expecting our daughter, Alexandra, who was born March 8, 2013. To make a long story short, we learned early on in my pregnancy that Alex had developed a rare genetic defect called congenital diaphragmatic hernia, or CDH. In a nutshell, her diaphragm -- the thin membrane that separates your chest organs from your stomach and intestines -- was damaged or non-existent, based on the sonogram imagery. We were told that she might not survive the birth and we should consider terminating the pregnancy. After doing a ton of research and talking to the surgery team at Children's National Medical Center in Washington, D.C., we confidently decided to continue the pregnancy and plan for her treatment and hernia repair surgery after birth. It was a long and scary road involving a somewhat emergency C-section delivery and three months in the NICU, but she amazed us with her strength and resilience. To celebrate her life and recovery we took her flying just a few weeks after she came home, and we all drove to Oshkosh that summer for a vacation at EAA AirVenture. We've been each year since and to date Alex has logged more than 20 hours of flight time with us on various trips including a recent trip to Norfolk to visit her grandmother. She is a happy, healthy two-year-old and the self-appointed CEO of our flight school, Holladay Aviation.



Liz Poepelman

Charleston, South Carolina

Married to a professional pilot with a 1-year old daughter
Pilot Quals: Commercial AMEL, Instrument, Private ASEL, Tailwheel

Working on: Commercial ASEL add on and CFI

Goals: Instruct, work as a freelance pilot for corporate and general aviation, CFII, A&P, and grass strip with taildragger flight school

It's not too often that life gives you a second chance. I graduated college and was commissioned into the U.S. Air Force with a coveted Specialized Undergraduate Pilot

Training (SUPT) slot. I packed up everything I owned in my brand new Lieutenant mobile and headed to SUPT. Here I earned my PPL while on casual status. Unfortunately, I had to push my SUPT start date further down the road due to my dad receiving a diagnosis of a malignant brain tumor just a few months after I arrived.

The following year, with my head back together, I started pilot training. Everything was going as well as could be expected in such an intense training environment until I noticed I was lactating. Long story short: I was grounded, and endured a vast number of tests. I was put on antibiotics, and though doctors speculated an infection to breast cancer, nothing was fully conclusive. Finally, doctors ordered an MRI of my brain. A microscopic benign tumor was found on my pituitary gland; the culprit behind the lactating. Worst case scenario: it could turn cancerous. A more possible scenario was that I would lose my peripheral vision. Unfortunately, the powers-to-be at the time decided I wasn't worth the risk to keep in pilot training, so I was medically disqualified...never mind this never affected my flying and, to this day ten years later, my peripheral vision is quite good.

Seven years later, with the encouragement of my husband, I got back into flying, starting where I left off in SUPT with instruments. Since then I have worked through multiple ratings and built time in a vast array of aircraft: 172, 182, 152, Citation, T-37B, Seminole, Bonanza, and Luscombe.

During this time, we also welcomed our daughter into the world. I will admit it felt like I was marching to the beat of Ludwig van Beethoven's "Funeral March," or my interpretation "The Death of My Flying Career," while we awaited her arrival. The Ninety-Nines of the Southeast Section came to my rescue, whether they realized it or not. Both The Carolinas and Kitty Hawk Chapters put together a fly-in baby shower at a nearby airport about a month after my daughter was born (What a pretty awesome excuse to go flying!!). Then, when I couldn't make the next section meeting in the fall because dog and baby care fell through, the governor at the time decided that something needed to be done to help bring back all the active members who became inactive once they started a family. I, along with two other pilot mothers, Maria and Meredith, were asked to form a committee to reach out to other pilot mothers, thus forming Mommy Pilots. We put together a Facebook Group called Mommy Pilots, planned a forum: Flying with Kids in General Aviation for the Spring 2015 Southeast Section Meeting, and helped organize childcare for the meeting. I now know it's not the end of it all, but rather a new and pretty awesome beginning! Plus I have a wonderful community of fellow women and mom pilots to help encourage me along the way because I definitely need it!



The mission of Mommy Pilots is to build a supportive community of pilots, mothers, moms-to-be, women considering starting a family, grandmothers, and other women who want to encourage mommy pilots. Liz, Maria, and Meredith “kicked-off” the initiative at the 99s SE Section in St. Petersburg, FL a one-hour interactive Q & A presentation focused on issues that pilots face when flying with children. They offered their thoughts about being mommy pilots and flying with children. They also demonstrated ideas for

strapping in young children and protecting their hearing by using Em's 4 Bubs and Em's 4 Kids hearing protection.

Please join us on our Facebook group, Mommy Pilots. We are also in the process of building a website, mommypilots.wix.com/wefly2, to increase our outreach. We need your personal stories, advice, and other pertinent information to help other mommy pilots which we will post to our website. In 2016, we will be presenting a Mommy Pilots 99s webinar on the topic of Traveling in General Aviation with Children. (This will expand the forum we presented at the SE Section Meeting.) Another idea includes Mommy Pilots groups within individual chapters and sections, but we don't want to stop there. What are your ideas? We'd love to hear from you because this is about you too! Any questions, comments, or ideas may be emailed to mommypilots@gmail.com.

Bragging Rights



Ursula Davidson, celebrating reaching 7000 flight hours with Tamra Sheffman, Louisa King, and Laurene McEneny!! Initially in the field of journalism, a whole new world opened for Ursula when she learned to fly while living in the Bahamas. Ursula earned her instrument rating, commercial rating, multi-engine, and CFI & CFII certificates. She was hired by Broward Community College and became the first woman to lead a college aviation department. She helped develop the Aviation Institute with its own building (Building 99), hangar, and ramp that linked the college with Hollywood North Perry Airport. She served the Ninety-Nines in many leadership roles, including Chairwoman of the FL Goldcoast Chapter and Secretary of the SE Section and continues to be an active member. Congratulations, Ursula, we are proud of you!

Cecile Hatfield Receives IAWA Award

On June 2, the International Aviation Woman's Association (IAWA) awarded Cecile Hatfield the 2015 IAWA Aviation Industry Woman of Excellence Award. This award recognizes women who are leaders in the field of aviation, have demonstrated a commitment to the advancement of women in the industry, and are respected as team players. Ms. Hatfield is only the fourth recipient to receive this award.

Cecile has a passion for aviation and earned her pilot's license in 1963. She quickly earned her instructor's certificate. Soon afterwards, she earned a law degree and worked for the Department of Justice and, after winning landmark cases, eventually opened her own law practice in Miami. A member of the FL Goldcoast Chapter, Ms. Hatfield has served as the Ninety-Nines General Council, donating many hours of service. Some call her "the Bulldog." She has a pleasant and demur appearance but when she needs to get tough, she is like a bulldog.



Cecile lectures, writes articles, is a mom, and is an advocate for women. We are proud to call you a 99!! Congratulations, Cecile!!



Members of the Emerald Angels of the Gulf Coast Chapter 99s are extremely busy! The chapter is serving underprivileged girls with Aviation Adventures, Inc. We volunteer monthly at events across the Gulf of Mexico in Florida and Alabama. Also, our chapter has had a great time assisting and serving as a sponsor for Air Race Classic terminus in

Fairhope, Alabama. Many of our members are serving as committee chairwoman working with Continental Motors to ensure the Air Race Classic finale is a hit! The youth with whom we have been working are so grateful to participate in the "adopt a racer" program in conjunction with the Air Race Classic.

Even though our chapter is only 16 months old, we have a lot of big top secret plans coming to fruition, including the painting of yet **another** Compass Rose! Make sure to check our new web site: EmeraldAngel99s.com and "like" us on Facebook! Also, sign up to receive our monthly newsletter on our web site to be notified first when our female pilot web shop opens. We thank you in advance for supporting our chapter!

Amy Fooladi





Chicks Fly!!

Nine FL Goldcoast Members attend the Southeast Section Meeting in St. Petersburg, FL. Pictured – Back row – Tamra Sheffman, Ursuala Davidson, Pat Blasi, Myra Bugbee, Cecile Hatfield, and Jody Smith. Front row – Louisa King. Not pictured – Laurene McEneny and Jen Toplak. *Chicks Fly* shirts, designed by Jen Toplak, are for sale.

Upcoming Events in 2015

June 22 – 25 – Fredericksburg, VA (KRMN) to Fairhope, AL (KCQF)

July 5 – 10 – International Conference in Munich, Germany

September 25 – 27 – SE Section Meeting in Huntsville, AL

September 28 – October 9 Governor's Retreat in Spencer, TN – all SE Section members are invited to come for a couple of hours or a couple of days

October 10 – AOPA Regional Event in Tullahoma, TN – volunteers needed

November 6 – 7 – IBOD Meeting in Oklahoma City – all 99s are invited



Governor's Retreat

Do you want to learn more about The Ninety-Nines and what the organization does? Do you want to help set future goals for the SE Section, talk about your Chapter activities, spend some quality time with your Section Sisters? Take time away from your everyday life and join SE Section Governor, Myra Bugbee at the Governor's retreat.



Dates: September 28 - October 9

Location: 142 Mountain Crest Dr., Spencer, TN 38585

Nearest: Airport: KSRB (Upper Cumberland Regional)

Bring: Yourself



Come for a few hours or a few days. Share your ideas with Myra and other 99s. Hike in the woods. Fly over the colorful hillside. Kick back and relax at the nightly bon fire.

Before and After the Retreat, plan more Fall Activities with the 99s. Participate in the Fall Blast in Huntsville, AL from September 25 - 27.

Have you registered? (see registration packet last page). Your early registration will help the Alabama Chapter. Then spend time at the Governor's Retreat any time from September 28 - October 9. Finally, volunteer to help with the AOPA Regional Event in Tullahoma, TN on October 10.

2015 Air Race Classic

Many of our 99s sisters will be flying in the Air Race Classic in two short weeks. Amelia Earhart was instrumental in establishing the first air race for women in 1929. She came in third that year, with Louise Thaden taking first place. Although the name of the race has changed over the years, the mission remains the same: to encourage and educate women pilots, to increase public awareness of general aviation, to demonstrate women's roles in aviation and to preserve and promote the tradition of pioneering women in aviation.

Characteristics of the Air Race Classic include:

- * A race flown only by females
- * Each team has two female pilots, a few have three pilots
- * One pilot must have at least 500 hours PIC or be IFR rated
- * Approximately 2500 statute miles each year
- * Four day race, from June 22 - 25
- * VFR only, Flown ARC Sunrise to Sunset
- * Start and stop in different locations in the US each year
- * The 2015 flight is from Fredericksburg, VA to Fairhope, AL



Our SE Section is hosting three stops this year. Carolinas will host the first stop at Hickory, NC (KHKY). The Memphis Chapter will host stop # 7 at Union City, TN (KUCY) and # 8, at Gadsden, AL (KGAD), will be hosted by our Alabama Chapter. We want to make sure that one of our chapters brings home the BEST STOP AWARD, chosen for hospitality, efficiency, and organization – all things that make the south a special place to visit.

Cheer on your favorite teams and watch their progress on an animated map at www.airraceclassic.org

Welcome Our New Officers and Committee Chairs

Officers

Governor - Myra Bugbee, FL Goldcoast Chapter

Vice-Governor - Mae Marquet, New Orleans Chapter

Marilyn Shafer - FL Suncoast Chapter

Maria Burns - Emerald Angels of the Gulf Coast

Immediate Past Governor - Terry Carbonell - Paradise Coast



Directors

Carol Voss - Emerald Angels of the Gulf Coast
Karen Weldon - New Orleans Chapter



Committee Chairs

Air Marking - Rosemary Gibson - Kitty Hawk Chapter
Awards - Carol Voss - Emerald Angels of the Gulf Coast
Bylaws - Marie Grein - FL Suncoast Chapter
Terry Carbonell - Paradise Coast Chapter
Corbi Bulluck - Kitty Hawk Chapter
Education - Kim Elsholz - FL Suncoast Chapter
Flight Line Editor - Stephanie Wren - Kitty Hawk Chapter
Membership - Eileen Malan - Carolinas
Nominating Committee - Elina Lunin - Paradise Coast
Meredith Holladay - FL Firstcoast
Virginie Rollin - FL Spaceport
Scholarship - Beth Schoppaul - FL Goldcoast Chapter
Social Media - Ramona Banks - Alabama Chapter
Jen Toplak - FL Goldcoast Chapter
Ways and Means - Ginger Adelstone - FL Suncoast Chapter

Thank you one and all for your service to the SE Section 99s!

Barbara Harris Para – Mentor, Inspiration, Trailblazer

By Myra Bugbee

Our friend, colleague, 99s sister, Barbara Harris Para passed away on June 2, 2015 after an airplane accident in her Beechcraft A – 36 Bonanza. The accident occurred when Barbara and her husband Fred, serving as pilot of the flight, were flying to Siler City, NC for routine maintenance. Barbara was only 69 when she died.



After spending most of her life and career living in New Jersey, Barbara and Fred, who were married for thirty years, retired to North Carolina. Her LinkedIn profile states that she graduated from Williamstown High School in 1963. In the 1960s when she attended high school, girls were not allowed to work in the woodshop and metal shop during school hours so she spent time in those classrooms after school. She attended Rowan College and studied Industrial Technology. Following graduation, she taught shop classes and mechanical drawing for decades to seventh and eighth graders in Somers Point before retiring in 1998. Her experiences in high school most likely were the impetus for Barbara's lifelong commitment to serving as an inspiration to and advocate for women.

After Barbara retired from her teaching career, she began a successful career working for the FAA for ten years. She also served on the Mullica Township Board of Education for 18 years and served as its president for 10 of those years.

Barbara was afraid of heights. She was a “solution kind of girl” so she decided to learn to fly and earned her license in 1984. She did not have a lifelong dream of becoming a pilot but once she tasted flight, she couldn't get enough. Barbara earned her private pilot's license, her instrument rating, her commercial rating, multi-engine ratings and instructor's certificates. Barbara was a flight instructor for 25 years and helped more than 100 pilots earn their licenses.

Barbara inspired many to become involved in flying, to join the 99s, or just to take their first flight. She flew almost 400 Young Eagle flights with the EAA (Experimental Aircraft Association). She would take her own time to lend an ear to fledgling pilots, breast cancer victims, or to whoever needed a shoulder to lean on. She shared her love of flying with anyone who would listen. She could often be found dressed as Amelia Earhart providing educational programs to students. She was quite an accomplished and skilled pilot.

Some called Barbara a “force to be reckoned with.” Her family even called her the “White Tornado” because when she came in the room, everything started moving around.

Barbara was an advocate for women, for animals, for children, and for education. She was always the first to volunteer when something needed to be done, never needing to be asked.



Barbara joined The Ninety-Nines in 1990 and served the organization in various positions. At the time of her death, Barbara was a member of the SE Section. However, when she originally joined the 99s, she joined the NY/NJ Section. At the chapter level, she worked as secretary, vice-chair, chair, Pennies-a-Pound chairman, and Garden State Race Chair. At the section level, she was on the Board of Directors and served as vice-governor and governor.

In 2010 and 2011, Barbara and her co-pilot, Laurie Zaleski, known as "The Zippy Chicks," competed in the annual Air Race Classic, formerly known as the Powder Puffy Derby. The event, for female pilots only, is an annual race consisting of approximately 2,500 miles, flown in VFR weather from sunrise to sunset.

Barbara was a lovely, vivacious, and energetic person and a wonderful contributor to the 99s. She always had a smile on her face. She will be remembered for her love of flying, her civic-minded dedication to her community, her leadership, and her commitment to mentoring others. Her loss will leave a huge void and in the 99s organization. She will be deeply missed.

We also love our 49 1/2s and send our prayers and sincere condolences to Fred and their family. Fred survived the crash and received multiple broken bones. At the time of this writing, he had multiple operations and is still in the hospital, in stable condition. His injuries will take some time to heal. As per her wishes, Barbara will be cremated and services will be held in a few months after Fred recovers from his injuries.

St. Petersburg, FL SE Section Meeting: *From the Perspective of a First Time Attendee*

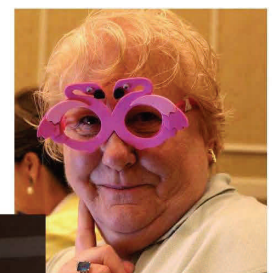
Laurene McEneny

Stepping off the elevator and glancing to my left I quickly saw a sign that read "Hospitality Suite" in bright and welcoming colors. Confident that the people on the other side of the door and I shared a love of aviation should have been enough to propel me through the door. I also believed that there was pretty high probability that one of the eight other women attending the meeting from the FL Goldcoast chapter would have arrived ahead of me. But still I hesitated. Walking alone into a room full of strangers is not my favorite thing to do. After a deep breath and a few extra seconds I grabbed the door handle and stepped into my first section meeting event.

Although I was the first to arrive in the hospitality suite from our chapter that Friday night, it was the last time I felt like a stranger that weekend. In addition to meeting new SE Section members I also had the opportunity to get to know several of our chapter members on a more personal level. I'm glad to have had both opportunities. Our hosts, the FL Suncoast 99s, put together a weekend agenda with just the right combination of business and fun.



Outgoing Governor,
Terry Carbonell in her
Flamingo hat.



Secretary, Marilyn Safer,
having Flamingo
Fundango!



Flamingos everywhere!!

From a business perspective, the meetings were very much as I expected they would be. They were well organized and flowed according to the published agenda. Chapter Chairmen that were not able to attend were connected via Facetime. With the exception of a few technical issues that cropped up during chapter reports as the result of poor (hotel internet) connectivity, the general meeting was controlled and moved at a reasonable pace.

Attendees were encouraged to participate and our section leadership proved to be good listeners and open to input. For example, during a discussion regarding renaming the Archie & Bonnie Gann Scholarship we heard opposing views. One participant had attended the Gann's wedding and knew their love story. She felt strongly that the scholarship name should not be changed. Another had interacted with the Gann's family and understood their lack of desire to be involved any longer. Although the group voted to change the name, and this will be the key point recorded by our Secretary, I found the overall discussion to be interesting and informative. I'm glad to have heard part of the Gann's story (... one of many benefits of being in attendance).

Myra helps Terry cope with the 501c3 status with anti-IRS spray.



great job! The hotel staff was attentive and the food was delicious.

The Hilton was a good choice for the meeting for many reasons; including proximity to the Albert Whitted Airport and many local attractions. St. Petersburg certainly has a lot to offer.

Overall the SE Section Spring Meeting was a success in my book. I took away many ideas that I plan to share with the FL Goldcoast team that will be responsible for organizing the section meeting in the spring of 2017. This will be a hard act to follow! (Well done FL Suncoast!!)

**... and if you think we had fun in St. Petersburg, FL,
Just wait until our Fall Section Meeting in Huntsville, AL.
See you there!**



New Governor, Myra Bugbee, and Vice Governor, Mae Marquet, present outgoing Governor, Terry Carbonell with a check for *Aviation Adventures*.

The new section officers were welcomed at this meeting and a heartfelt farewell was given by Myra Bugbee to our outgoing Governor, Terry Carbonell. By attending the meeting I learned a lot about Terry. One of the interesting facts that I learned was that Terry was pulled 'kicking and screaming' into aviation by her late husband. I would have never guessed this because she has always struck me as a 'born to fly' type of person. Very interesting. After the general meeting adjourned, several of the attendees had lunch together where we helped Ursula Davidson celebrate her 7,000 hour milestone. Being together for the weekend gave us this opportunity for fellowship and support.

Although I won't be participating in the Air Race Classic (ARC) this year I elected to attend the meeting for first time racers. Veteran racers, Terry Carbonell and Ellen Herr, explained the race, shared some war stories, and were willing to answer any question. No question was too trivial to them. (Of course they stopped short as sharing their racing strategies.) They genuinely love flying and racing and we all benefitted from the informative and entertaining session.

The Saturday evening Murder Mystery dinner proved to be entertaining and fun. Hats off to the high school drama students who made up the cast. They were well prepared and did a



southeast section Ninety-Nine Fall Meeting September 24 - 27, 2015 Huntsville, Alabama

Hotel:

Four Points by Sheraton - Huntsville

1000 Glenn Hearn Boulevard SW, Huntsville, AL
Located at the Huntsville International Airport
Call 256-772-9661 and ask for the 99 Section Discount
Book online at www.Alabama99s.org
\$99 per night + tax (includes Breakfast Bar)
Free round of golf with reservation

Airport Information:

Huntsville International Airport (HSV)

Signature Flight Support - 256-772-9341
Waive Tie-down with purchase of Fuel
50¢ per gallon Fuel Discount
Located at Event Hotel

Huntsville Executive Airport (MDQ)

Executive Flight Center - 256-828-1403
Waive Tie-down
50¢ per gallon Fuel Discount
25 miles from Event Hotel - Transportation Provided

Schedule:

Thursday: Arrivals / Hospitality Room

Friday: 8:30 am: Redstone Testing Center Tour

11:00 am: U.S. Space and Rocket Center

6:00 pm: Birthday Blast hosted by Executive Flight Center

9:00 pm: Hospitality Room

Saturday: 9:00 am: Business Meeting

12:00 pm: Hangar Social hosted by Signature Flight Support

1:00 pm: FlyQuest 6 Degree of Freedom Simulator

6:00 pm: Cash Bar

7:00 pm: Banquet

10:00 pm: Hospitality Room

Sunday: Departures



Register before Sept 1, 2015

\$125 for 99 Registration / \$75 for 49 1/2

Add Late Registration fee of \$25 after Sept 1st

For more information visit www.Alabama99s.org



southeast section
Ninety-Nine Fall Meeting
September 24 - 27, 2015
Huntsville, Alabama

Name: _____

49 1/2 or other Guest Name: _____

Address: _____

E-mail: _____ Phone: _____

Please choose your and your guest banquet meal:

- Qty ___ Pork Tenderloin
- ___ Stuffed Roasted Chicken
- ___ Jack Daniels Grilled Salmon
- ___ Vegetarian

If you are flying yourself in, please complete:

Type of Aircraft: _____ Tail Number: _____

Airport Flying in to: HSV MDQ Number of people: _____

Arrival Date: _____ Arrival Time: _____

Registration Cost:

Ninety-Nine : \$125

49 1/2 or other guest: \$75

Late Fee after Sept 1st: \$25

Total: _____



Make Checks to Alabama Chapter of the Ninety-Nines
Mail to: Nicole Banks, PO Box 502, Athens, AL 35612

For more information visit www.Alabama99s.org