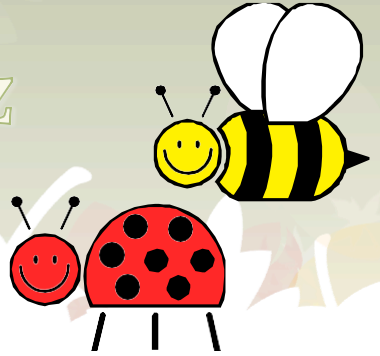


FlightLine

Bugbee's Buzz



Fly Like a Girl



What do you think of when you hear the word “pilot?” Do you picture a distinguished man with white hair? Do you think of a macho young man trying to build flight time until he can fly for an airline? Many perceptions of pilots are just that. The perception is partly based on a long history of males sitting in the cockpit, as well as our past experiences reinforced by pictures and television programs showing male pilots. After all, perception is reality. One research study shows that, even in 2015, less than 6% of pilots are female and only 3% of female pilots are professional commercial pilots.

While recently treating myself to a mani/pedi, the manicurist remarked on my shirt, which had a really cool picture of my plane on it. I told her that I am a pilot and she looked at me in disbelief and said, “You are too feminine to be a pilot.” This made me think about the perceptions concerning pilots. When I was an elementary teacher and principal, children always drew pilots and astronauts as men. Why isn’t it natural to think of women as pilots, too? I love being feminine but I equally love flying or rolling up my sleeves and working on my airplane.

My personal experiences around pilots have revealed some natural differences between the sexes. The male pilots I know generally act more confident and boldly jump into an airplane, ready to take off and fly. If there is fear, they cover it well and they “fake it until they make it” whether they have precise skills or not. Many female pilots I know, on the otherhand,

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like to have more knowledge and more details before taking flight, and sometimes this comes across as the women lacking confidence. In fact, women's personalities often cause them to stick with an instructor who is not the best match for them, where men are more likely to make a change more quickly. If a woman does not fly for a few weeks, she often feels unsure about going flying again without an instructor or someone to "lean" on.

So, the facts are - there are more male pilots than female pilots and there are real differences between men and women that typically attract males to the aviation career. However, I am certain that more women would become pilots if young girls were exposed to aviation and if flying were seen as an equal opportunity activity/career for both sexes.

I do believe that men and women are different but the differences should not determine whether or not they become pilots and some differences even favor females in the cockpit.

Why is it then that the current number of female pilots does not reflect the number of women who *could* become pilots? Why is the growth of women in field of aviation not keeping up with growth in other fields such as doctors, CEOs, etc.? In addition to pilots being seen as a "man's domain," females may want to commit their time to raising a family, the financial cost may seem out of reach, and some speculate that an important person in a girl's life has mentioned that girls can't be pilots and they just don't see it as a "woman's field." I know how that feels. When I became a teacher, principals were mostly men. I didn't have female role models to look up to until much later in my teaching career. After I saw women becoming supervisors and principals, it seemed like a real possibility to me and I began seeing myself in the principal role. I dreamed it, worked for it, and became it, and had a long, successful career until I retired.

As Sally Ride said, "Young Girls need to see role models in whatever careers they may choose, just so they can picture themselves doing those jobs someday. You can't be what you don't see." Let's be those role models.

What can each of us do to inspire more females into pursuing this awesome adventure as a career or hobby? What can each of us do to help increase membership in our wonderful 99s organization? We can start by talking about flying. We can change societal perceptions. According to Dr. Cuddy, a social psychologist, tiny tweaks to our own behavior and thinking can change perceptions. So, what *simple things* can *we* do to inspire our young generation of girls to pursue an aviation career? Share our passion about aviation whenever we can; let girls see us in the cockpit; share your career or aviation knowledge at career days; get young girls in the air and together we can change minds and aspirations to pave the way for girls to dream about their own possibilities and reach for the stars.

Fly, Learn, Mentor, Inspire

Myra Bugbee, Governor

SE Section



Maintenance 101

Aircraft Systems

Do you really know your airplane as much as you think? Whether you rent or own your airplane, it's important to know this information.

As student pilots, you are taught basic systems when learning to fly. As you progress through your pilot certificate and pass the check ride, it's a good idea to take a look back at your airplane systems and learn more about them than you knew to pass your check ride. The pilot operation handbook is a good start, but sometimes you will need to look further into other publications or even talk with a qualified mechanic. Start by asking these simple questions:

Does this plane have a 12 or 24-volt system?

Does it have one or two alternators?

Does it have breakers or fuses for electrical protection?

Does it have a vacuum system and, if so, does it include a backup vacuum pump?

Does it have retractable landing gear? Is it electric or hydraulic and what is the backup system to extend the landing gear?

Each airplane is different and the systems will vary in their levels of complication. Some pilots will ask, "Why do I need to know this? That is why I have a mechanic to ask or to take the plane to when there is a problem."

Understanding your systems well will not only give you a chance to troubleshoot a problem, but will also give you knowledge to be able to explain the problem to your mechanic in better detail which will save him time and you money.

Let's look at the **electrical system**. Most early airplanes have a 12-volt system and use circuit breakers and possibly fuses, too. Most new airplanes, like the Cirrus, have a 24-volt system. If you have circuit breakers and one pops for some reason, you can simply push it back in to reset and usually that will solve the problem. However, if you have fuses, you need to know the amp rating and where they are located to change, which means you must carry extra fuses in the glove box or seat pocket. Yes, if the breaker pops once and you reset it and it pops again, chances are something is wrong and you need to have that system checked. It is also a good idea to know where the battery is located and, if installed, the gpu plug location in case you need to jump the battery with a battery cart. If this process is used, you must review your POH. The POH will show the steps to perform for a proper gpu start. When following this procedure, be careful around the propeller when unplugging the gpu plug because it is usually near the engine cowling and you could get hurt if the propeller unexpectedly starts spinning.

The **vacuum system** is becoming less seen in new aircraft since there is a transition to the "glass" cockpit. However, older airplanes still use a vacuum system to operate the attitude indicator and directional gyro, if installed. A suction gauge located in the panel shows that the vacuum pump is operating. The vacuum pump is driven by the engine accessory case and they do fail! If the vacuum system fails, you will lose the attitude indicator and directional gyro. If you are lucky enough to have a backup vacuum system, it will most likely be operated by an electric motor that runs another vacuum pump mounted on the firewall. This will at least get you to an airport so

you can land safely. You can go online and see how this system is connected via pump, hoses, regulator, filters, etc. It is a pretty simple system once you see the diagram. During VFR flying, losing the vacuum pump is not such a big deal, but during IFR flight in IMC, it is always a good idea to scan the vacuum gauge once in a while to be sure it is operating as it should. You cannot do much about the vacuum pump if it fails in flight, but at least you can be prepared. Flying partial panel in true IFR conditions is no fun.

Does your airplane have fixed landing gear or retractable landing gear? We all know about *fixed gear* airplanes. The landing gear stays in the down position all the time. Some airplanes have wheel pants over the tires to help with speed and looks. These wheel pants, as nice looking as they are, sometimes cause a nose wheel shimmy. If you have flown Cessna type airplanes, you probably have experienced this on taxi or landing. The best procedure for this is to hold the control yoke all the way back during taxi and, after landing, hold the yoke back and be gentle on the brakes. If the shimmy continues, have the problem checked by a mechanic. Usually the shimmy can be traced to an out-of-balance tire, bad shimmy dampener, or loose steering arm fork.

The *retractable landing gear* is more complicated. There are a few systems installed in airplanes, full electric, electric / hydraulic. With the full electric system, an electric motor drives a gear box to operate the gear up and down. There is also some type of emergency handle to turn in case of a full electric failure. This handle operates the gear to the down and locked position. The electric / hydraulic system has a hydraulic power pack with an electric motor that pushes fluid via hoses to cylinders on each gear to operate them up and down. If you lose power or fluid, a type of dump valve lowers the landing gear. Some systems also include a pump handle that will allow you to pump the gear down if you lose electrical power. Some systems have an airspeed switch connected to the landing gear system. If the airspeed drops below a certain airspeed, the system automatically lowers the gear. A landing gear horn will activate if the throttle is pulled below a certain manifold pressure and the gear is still in the up position. This is the gear horn that you hear over the headset or buzzer in the airplane. If you are flying a plane with retractable landing gear, it is recommended that whenever the plane is placed on jacks for replacement of tires or a maintenance check, this would be the perfect time to sit in the plane to operate the gear and go through the emergency extension procedures. Don't just pretend to do it, go through all the motions and perform the entire cycle using a checklist.

Speaking of retractable landing, if you have a tire replaced, be sure to have the airplane jacked up and perform a retract operation. You want to be sure that the new tires are not bigger than the old tires and will not hang up in the wheel well. Yes, this has happened – more than you think. If for some reason you cannot jack the plane up to check this, it is a great idea to fly the airplane some place to have this done or fly home with the gear down. I know what you are thinking, that's going to make the plane slow and use more fuel. It's either that or a possible gear up landing. Your choice, but choose wisely. Don't be one of those “there I was” or “won't do that again” stories.

This article only lightly touched each topic. There is so much information about each system. Dig into your POH, Handbooks, aircraft guides, etc. to better understand your systems.
Fly Safely!!!

Just your local aviation guy,
Nathan Rigaud
ATP, SMEL, SES, CFI, A&P, IA



Loss of Control - Landing without Primary Controls

By: Laurene McEneny (FL Goldcoast 99s)

Picture yourself flying without a yoke. Now picture yourself landing without a yoke. Yes, that's right; no ailerons or elevator.

Have you attempted to land a plane without the yoke? Did your CFI discuss this scenario with you during flight training? The answer to both of these questions for most pilots is most probably, "no".

A pilot faced with the loss of the yoke will be relying on power, rudder, and trim in order to safely land. Curious now?

Before you attempt this scenario in your own plane, watch John Vissar's 12:43 minute video available on YouTube (A Pilot's worst nightmare, landing without primary controls*). In the video, an expert CFI walks his student through the landing process. Some key points are:

1. Refer to your checklist for instructions for landing with a failed elevator. (A Cessna 172P is used in the video and the student is instructed to trim for level flight, use 20 degrees of flaps and an approach speed of 65 knots.)
2. Make wide turns and expect skidding (when only using the rudder).
3. Make no fast movements.
4. I repeat: MAKE NO FAST MOVEMENTS!
5. Use power to control your altitude and rate of descent.
6. Manage your airspeed with trim (keep your nose down and remember that adding flaps will also pitch the nose down).
7. Don't let the plane balloon (better to take a prop strike than balloon, stall, and crash).

According to Rich Stowell, MCFI-A and author of *Emergency Maneuver Training: Controlling Your Airplane During Crisis*, many pilots never receive the appropriate training and skills to handle an airplane outside the standard operating envelope. He states that many operational errors that result in an accident can be traced back to instruction errors or omissions during flight training.

As an example, Stowell believes too many students are taught that pitch controls altitude and power controls speed (aviationsafetymagazine.com/Flight-Training-Mistakes.html). Although pitch for altitude may have the illusion of truth, it is contrary to the laws of aerodynamics and this approach will fail in critical flight situations. So if you are landing without primary controls, be sure to remember #5 above (control your altitude and rate of descent with power).

Hopefully you will never find yourself without the use of your primary flight controls, but if you do, I hope this article and John Vissar's video will prove helpful. Safe flying!

Bragging Rights

MayCay Beeler

Kitty Hawk 99 Becomes Chief Flight Instructor

Kitty Hawk 99, MayCay Beeler, is now Chief Flight Instructor for FAA Part 141 Pilot School Triad Aviation Academy/TAA Flight Training at Piedmont Triad International Airport. MayCay replaces Captain "Airbus Bob" Prescott, renowned 30 year/20,000 flight hour plus retired Airline Captain who has stepped down to retire for good.

MayCay is a 30 plus year member of the 99s, thanks to Evelyn Bryan Johnson, who gifted MayCay with her first year's membership dues upon passing her Private Pilot check ride with Mama Bird as the DPE. MayCay is a seasoned FAA Certified Flight Instructor, Airline Transport Pilot, FAA Safety Team (FAASTeam) Representative, and record-breaking pilot. She was named 2015 FAASTeam Flight Instructor of the year by the Greensboro FAA Flight Standards District Office, as well as 2016 Flight Instructor of the year for this District.

MayCay is the Director of AeroCamp at TAA Flight Training, and the Pilot/Creator of The Diva Flight Experience, her signature flight program that empowers women through aviation; offered exclusively at TAA Flight Training at KGSO. MayCay is a local TV personality and award-winning true crime author.



Natasha Sinanan



She Doesn't have a Driver's License – but She can Fly a Plane!

12 GRADER SCHOLARSHIP WINNER SOLOSAIRCRAFT

Natasha Sinanan, 17 year old, 12th grade **St. Croix Career & Technical Education Center (CTEC) Aviation Academy** student and winner of the “**Robert J. Phipps, Aviators’ Pioneer Club**” **Scholarship** funded by **Bohlke International Airways (BIA)**, solos aircraft at Henry E. Rohlsen Airport, St Croix, USVI.

She doesn't have a driver's license – but that doesn't stop her from flying a plane! Aviation Scholarship Winner, 17 year old, Natasha Sinanan, has done a double whammy this week -not only soloing a Diamond DA 20 single engine aircraft in fine style but also passing the grueling prep test for the Federal Aviation Authority (FAA) Private Pilot Written Exam.

The Department of Education's Career & Technical Education (CTE) Coordinator, Ms. Jo A. Murphy was delighted to learn that Natasha successfully accomplished two major steps towards obtaining her pilot's license stating, “She has set the bar high for others to follow. Thanks to the VI Chapter Tuskegee Airmen, Inc. (VICTAI) and Bohlke International Airways, other students can follow in Natasha's path and meet their goals, aswell.”

Says VI Chapter Tuskegee Airmen, Inc. (VICTAI) Youth Aviation Club (VYAC) Advisor, Ms. Cenita Heywood, “Everyone has been impressed with Natasha's hard work and dedication with her balancing 12th grade school exams with her private pilot training. Her Certified Flight Instructor, Bevon Nicholas, has been a positive guide and tough teacher, demanding the best performance from Natasha and she is rising to the opportunity ... literally!”

Instructor, Bevon Nicholas, who also a fireman at the airport, said Natasha, “executed her flying skills and performed the solo landing very well. There’s no stopping her now!”

Next steps for Natasha completing her Private Pilot License include the essential formal written test at the Federal Aviation Authority facility on St Thomas and her check ride; the in-air test of her flying skills that when successfully completed will award her the FAA Private Pilot Certificate. The check ride will be conducted by respected official examiner, Bill Bohlke Jr. at the Henry E. Rohlsen Airport, St Croix.

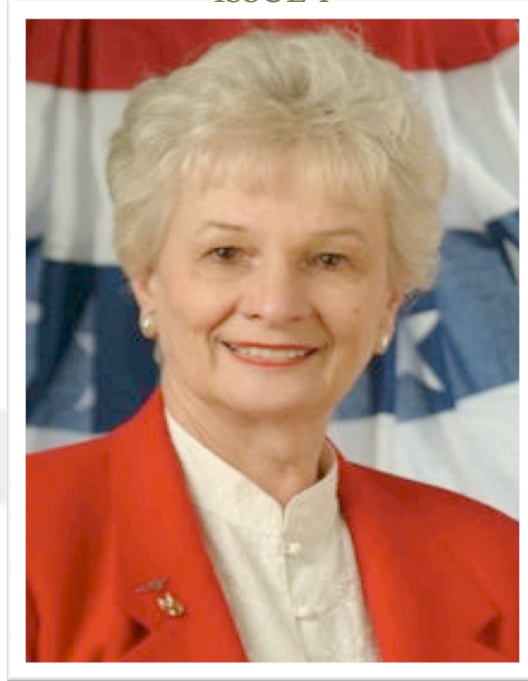
Say’s BIA Company President and Chief Pilot, William Richard Bohlke, “Everyone at Bohlke offers Natasha and her instructor, Bevon, great congratulations in achieving this very important aviation milestone!”

The annually awarded, “Robert J. Phipps Aviators’ Pioneer Club” Scholarship Program was launched in 2014 by Bohlke International Airways and the Virgin Islands Chapter Tuskegee Airman, Inc. (VICTAI) as an initiative to promote aviation careers for the Territories youth. Funded by Bohlke International Airways, the scholarship is valued at \$10,000 and awarded to a student member of VICTAI with assessment of SAT results, written essay, aptitude test and interview by three professional pilots.

Not only is Natasha a dedicated student and working hard on her pilot training, she serves as the secretary of the St. Croix Island Paradise 99s Chapter. She is an inspiration to the new generation of young ladies as well as our experienced pilots.

Submitted by Fiona Horne
Pilot and Coordinator
Chairwoman of St. Croix Island Paradise 99s Chapter

Ninety-Nines



Eileen Malan Honored with Lifetime Achievement Award

North Carolina Realtor and long-time Ninety-Nine, Eileen Malan, was recently recognized by the Mid Carolina Regional Association of Realtors with the Lifetime Achievement Award.

This prestigious award is given to an active member who, over a long period of time, has given dedicated service to the association and the real estate profession.

Ms. Malan has been a member of the Realtor's Association since 1979. During that time, she served on the Board of Directors and as chairwoman of the RPAC. Eileen has also been involved in numerous community projects, including voter registration and the Red Cross. She is a member of the Southern Pines Rotary Club and volunteers as docent for the Southern Pines Welcome Committee. She served as past president of the Southern Pines Business Association and continues her membership in the organization. Ms. Malan is also involved with the Auxiliary of the VFW, MOAA, and Elks and was recently elected to the Board of the Moore County Historical Association.

Eileen Malan contributes actively to her community. We are proud to call her a 99. Congratulations, Eileen!!



Chapter Happenings



Emerald Angels of the Gulf Coast

Members of the Emerald Angels of the Gulf Coast chapter (plus our 49 ½'s) attended a lovely luncheon on February 20th, 2016 at the Perdido Key Oyster Bar to celebrate Chapter Treasurer, Carol Voss', 25th Anniversary being a Ninety-Nine!! Carol has been involved with numerous chapters in the greater Detroit area, Wisconsin, and Alabama, before joining the EAGC 99s with the formation of the chapter in 2014. Thank You Carol for your dedication from the ladies of the Emerald Angels!!

Florida Goldcoast 75th Anniversary Celebration



Florida Goldcoast Finds Diamonds in the Sky

By Ursula Davidson

The Florida Goldcoast Chapter celebrated its Diamond Anniversary with a gala party for over 100 aviators and friends Saturday afternoon, January 23, at the Wayman Aviation Hangar, North Perry Airport, Pembroke Pines, Florida. The hangar was elegantly transformed to reflect the theme, “Diamonds in the Sky”. Jen Toplak, chapter chairman, welcomed 99s from Paradise Coast and Spaceport Chapters, aviation supporters from across Florida and representatives from the FAA, Miami-Dade Aviation Department, EAA and Florida Aero Club.

The program started with an FAA Wings credited safety seminar organized by member Ziva Segev-Bergman and presented by Pilot Examiner Jack Boyd. Scholarship presentations, a luncheon, DJ music by the Audio Gods, a silent auction and an inspiring presentation by Black Hawk pilot and motivational speaker Elizabeth McCormick filled the afternoon. Several pilots displayed their shiny vintage airplanes.

Scholarship Chairman Kimberley Lowe presented a \$2,000 flight training scholarship to Judy Schiff of the Paradise Coast Chapter. It was a special scholarship given in honor of three World War II Women Airforce Service Pilots (WASP), who were leaders in the Goldcoast Chapter. At age 93 Ruth Fleisher still resides in Homestead. Helen Snapp of Pembroke Pines and Fran Sargent, Miami have passed away.

Kimberley also presented the ADF Airways B-737-800 simulator training and checkout scholarship to Taryn Christy Fleet. This valuable scholarship is donated annually by ADF Flight Training Center at Miami Executive Airport and has led to immediate airline jobs for its recipients. Check out this and other scholarship opportunities at the Florida Goldcoast Chapter website.

Long-time member Ursula Davidson reviewed the highlights of Goldcoast’s 75-year history. Today’s 70-member chapter was chartered in 1940 with 14 members as the first Ninety-Nines Chapter in the state. It sponsored a women’s air show that led to the creation of the Powder Puff Derby, a transcontinental air race that ran until 1976. Eight Ninety-Nines chapters exist in Florida today.

The Goldcoast Chapter, with members from Stuart to Key West, is active in aviation education, mentoring new pilots and assisting aspiring professionals with scholarships. It has awarded over 35 scholarships, totaling more than \$40,000 since 1982. Chapter members include airline captains, corporate and military pilots, aviation educators, FAA inspectors and recreational pilots.

Florida Goldcoast 99s



A Look Inside the Miami Tower: *Enhancing Communications between ATC and Pilots* By Marcy Lannon

The clear morning of Saturday March 12, the Florida Goldcoast 99s, hosted a tower tour at Miami International Airport. In attendance were members of the Florida Goldcoast 99s, visiting 99s from Indiana, as well as fellow pilot friends from South Florida. KMIA is a class B airport, first in the country for flights to/from Latin America and the Caribbean, boasts a lineup of over 100 air carriers and is the top US Airport for International freight. Tours were conducted by William Shaw ATSS/PASS (Airway Transportation Systems Specialists, and Professional Aviation Safety Specialists). Tours lasted about 30 minutes and we were given a behind the scenes look at the second floor that houses the air traffic control for the 60 mile radius of KMIA, including Fort Lauderdale, and incoming traffic over the ADIZ from the Bahamas. We were then taken behind the scenes to see how it all comes together, and how the backups have backups so that communication and radar is never lost between pilots and ATC. Finally we were taken up the elevator to the 23rd floor and allowed a few minutes inside the cap of the tower. When in the cap we listened and watched as the experienced controls kept traffic moving on all 4 of the runways. As a special treat we were allowed to go out on the catwalk under the cap, and it was at this point we could speak freely with our tour guide and ask questions as we looked below at the many arrivals and departures.

Upon arrival back at the conference room, we had a question and answer session with Moses Eshkenazi, Miami Operation Support Manager. Moses was very kind and spent another 30 minutes answering the many questions that we had. His insight into ATC, backed by his 25 years' experience with Miami ATC was both educational and comical, as he answered questions from the group that included student pilots up to airline pilots. Our day spent at the Miami Tower was more proof that ATC is working hard to keep us safe!



What's Happening in the Carolinas Chapter

The Carolinas Chapter has been busy so far this year! During our January meeting, we looked at the 99's Mission Statement and then requested members and guests to come up with ideas for future meetings that corresponded with our mission. We now have this as an agenda item on our monthly meetings.

In February, we enjoyed the company of Christophe Masiero and Buddy, who came to speak on the Pilots 'N Paws program. Buddy is his beloved rescue dog. Janice Pelletti, fellow 99, sent me to Susan Delgado, another fellow 99 from Atlanta, who had Christophe contact us. It's nice to have a support group! Christophe is also trying to revitalize the Carolina Aero Club, so we discussed having a joint meeting that may help both of our groups become more visible and hope to stir up some interest in each one. The tentative date is Saturday, May 7th at 11 am in the Runway Café at Greenville-Downtown Airport (KGMU). Please join us!

Kathryn Bost, a young and upcoming Carolinas Chapter member, spoke at our March meeting. She shared her journey in aviation with us, along with pictures of friends, family, and airplanes. In April, she starts work with Sky West!

On Thursday, March 24, we hosted our third Aviation Day for female high-school students from the Uwharrie Charter School. We split them into groups and covered flight planning, preflight, maintenance, and toured the local airport museum at Asheboro, NC. We provided lunch and discussed different aviation career options. Our local chapter members told personal stories of their aviation exploits – air racer, flight instructor, air traffic controller, military pilot, and business use of a small aircraft. It was fun for everyone to hear!

The Carolinas Chapter is looking forward to the SE Section Meeting and some more interesting and informative meetings! We welcome everyone to come join us anytime ☺ ☺

New Horizons



Remembering Nancy Wright

On a foggy January morning, members of the Suncoast and FL Heartland Chapters, as well as Governor Myra Bugbee, met at the 99s house at Lakeland, FL. Loving sentiments were shared by Barbara Serchio, Barbara Yeninas, and Myra Bugbee as the group remembered, honored, and provided tribute to Nancy Wright. For many years, Nancy was “the face of the 99s house” at Sun ‘n’ Fun. When Nancy recently passed to New Horizons, we wanted a way to remember her. A beautiful redwood bench with a plaque was dedicated and will be a visual remembrance of Nancy. The bench will remain at the 99s house and all visiting 99s may sit on it and think of Nancy. We know Nancy’s spirit will be encouraging us every year during Sun ‘n’ Fun events.

WAVE YOUR WINGS



Southeast Section of the 99s Spring Meeting Daytona Beach, May 13-15, 2016

Schedule:

Friday May 13th: 3-6 – Registration and Hospitality Room
7-9 – Dessert under the Stars at Embry-Riddle

Saturday May 14th: 7:30 – Breakfast in Hospitality Room
9 -12 – Section meeting
1-2 – Seminar: Glider soaring by Laura Radigan.
Video: **Cloudstreets**: Soaring the American West
6 – Banquet and speaker

Sunday May 15th: Coffee in Hospitality Room and wave your wings back home!

Hotel:

Hilton Daytona Beach / Ocean Walk Village
100 N. Atlantic Ave, Daytona Beach, FL 32118
Call 386-254-8200 and mention group name The99s,
or book online through our website:
www.spaceport99s.org
\$129 per night + tax, Hotel parking \$7 per day.
Free wifi included, all rooms are oceanfront.



Airport:

Daytona Beach International Airport (DAB)
FBO: Sheltair. 386-255-0471
\$0.50 off per gallon and free tie-down. Transportation provided by the 99s.

Registration:

99s: \$125, 49 ½: \$75, late fee \$25 per person after 4/10/2016
Includes the Friday night rooftop dessert reception, Saturday morning continental breakfast in the hospitality room and Saturday evening banquet.
Register online at www.spaceport99s.org or mail the information below.

Name: _____ 49 ½: _____

Address: _____ City/State/Zip: _____

Phone: _____ E-mail: _____ Chapter: _____

Food allergies? Yes / No _____ Will you need babysitting? Yes / No _____
(specify) (name and age)

Tail number: _____ Arrival day and time: _____ Number of Occupants: _____

Checks payable to Spaceport 99s, Inc., c/o Carol Gosling, 3706 Militia Dr, Titusville FL 32796. 321-268-8087. carolgosling13@gmail.com



Scheduled activities:

For all activities, please contact Virginie Rollin at virginierollin85@gmail.com if you are interested in order to organize transportation.

Friday, May 13th

High altitude chamber: from 10 to 12 and from 2 to 4 on the Embry-Riddle Aeronautical University campus. This is a normobaric hypoxia chamber, meaning the pressure will not change, but the oxygen levels will go down. You need to have a current medical in order to try the chamber. There is also space available if you just want to observe. We are limited to 6 people in the chamber, so book your seat early. When contacting Virginie about the chamber, please specify the time you would prefer as well as if you just want to observe.

College of Engineering: first tour starts at 1pm. The ERAU college of Engineering is renowned for its undergraduate Aerospace Engineering program. But that's not all they do! In this tour, you'll get to see the different research and student labs, including robotics, rockets, UAV, microscopy, composites, green car, cybersecurity, and so much more.

College of Aviation: first tour starts at 1pm. The college of Aviation is known for its pilot training program. You'll get to see the flight line, but also visit the other labs, such as meteorology, ATC, flight simulators, disorientation and more.

Telescope: Pending availability, you will have a private tour of Florida's largest university-based research telescope. This telescope was installed as part of the new College of Arts and Sciences building in 2014.

Transportation to/from campus will be provided. You will be able to return to the hotel before the dessert reception on Friday evening. There are also some food options on campus.

Saturday, May 14th

Your afternoon after the meeting is free until the banquet. You can explore the town on your own, enjoy the beach, or go to our hospitality room.

The Eagle Sport Aviation club in DeLand, FL will also have airplane and glider rides available to us at the following reduced rates:

Introduction to Aerobatics in a Pitts S2B: \$119 for 20 minutes

Introduction to Classic Tailwheel in a J3 Cub: \$69 for 30 minutes

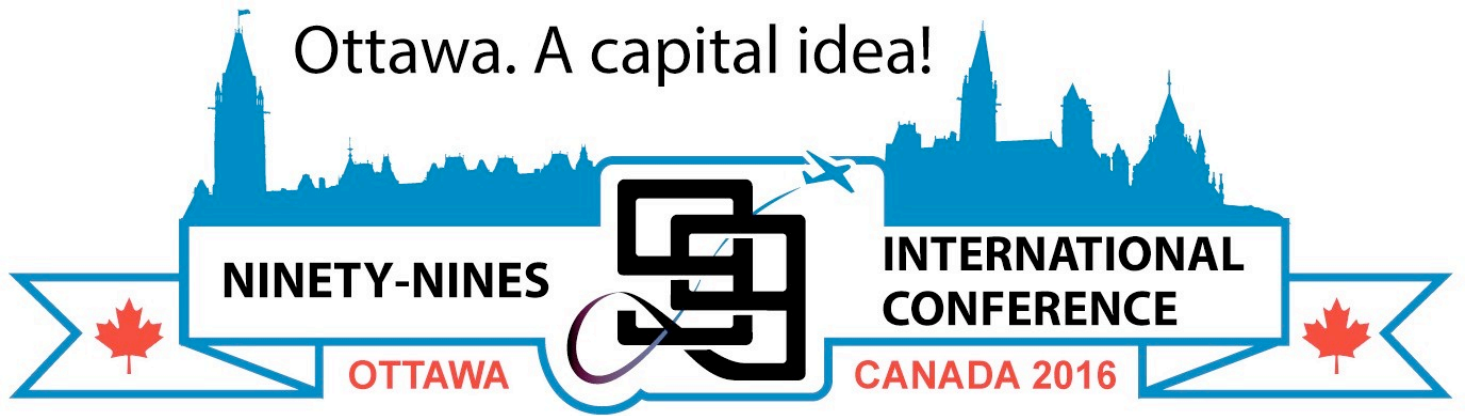
Introduction to Gliders: \$79 for 20-25 minutes

All flights include a 45 day membership to the club if you want to take extra rides at the regular rate.

More information at www.eaglesport.org.

All flights are pending availability of an aircraft and an instructor and are dependent on weather.

Ottawa. A capital idea!



We hope to see many of our SE Section 99s at the Ninety-Nines International Conference from July 5 – 10, 2016. It will be nearby in Ottawa, Canada and hosted by the East Canada Section. A webinar about how to fly a general aviation airplane into Canada was recently presented. If you missed it, the webinar may be found at <http://www.ninety-nines.org>

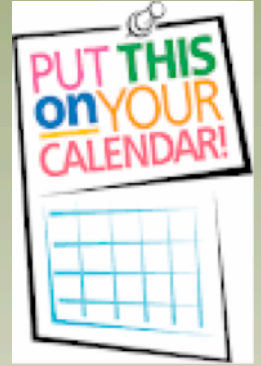
Conference details and registration may be found in the January – February *99 News* or online at <http://www.99sottawa2016.com>

Register soon!! Can't wait to see you there and enjoy what the East Canada 99s have planned for us.



Take off, eh!

Upcoming Events in 2016



April 5 – 10, 2016 – Sun 'n' Fun @ Lakeland, FL

April 7, 2016 – WASP luncheon at Sun 'n' Fun at 11:30 am

May 13 – 15, 2016 – SE Section Meeting *Wave your Wings* in Daytona Beach, FL

June 1, 2016 – submissions for Flight Line due to Odi Velazquez at odi_vela@yahoo.com

June 6, 2016 – *Flying with Kids* Webinar by Liz Poeppleman and Maria Burns

June 21 – 24, 2016 – Air Race Classic, *The Collegiate Cross Country* from Prescott, Arizona to Daytona Beach, Florida

July 5 – 10, 2016 – International Conference, Ottawa, Canada

August – *Buying Your First Airplane* Webinar by Cathy Boyko

September 15, 2016 – Deadline for Fall *Fly Now* Award applications.

October 7 – 9, 2016 – SE Section Meeting *Back to Basics* at Fall Creek Falls State Park, TN

October 10, 2016 – *What Happens when the Engine Goes Quiet* Webinar by John Townsley

October 10 – 15, 2016 – Governor's Retreat, Spencer, TN



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