

October-December 2016

FlightLine

Bugbee's Buzz



The Prepared Pilot:

Have you Thought About Your Personal Minimums?

Most of us probably did not think we would grow up to be a test pilot. Now that our RV14A is flying, that is exactly what my husband and I are doing. What an exciting day "first flight" day was!! Preflight done, sitting snugly in the seat, gently pushing the throttle forward, we were thrust back in the seat like a rocket ship taking off. In the air, it felt smooth without the vibration we felt in our RV6A. The engine sounded purrrrrfect, like a content kitten.

The process of flying a newly built airplane made me start thinking about my **personal minimums**. Forty hours must be flown before we can take the plane on cross-country flights and carry passengers. We are eager to accomplish those hours and learn everything we can about the airplane in the process.

Be Prepared

There are many things to think about BEFORE lifting off into the blue sky above. First, will it be flown in VFR conditions or IFR? Make decisions about the budget. Visit many vendors at Sun 'n' Fun and Oshkosh to look at 100s of painted airplanes for inspiration about colors and design. Making decisions about the avionics equipment, the kinds of seatbelts, the seats, etc. may have been more challenging than building a house. We had confidence that the airplane was built with skill and knowledge but it never hurts to have friends who are Type A mechanics look over the plane with a second set of eyes and address any issues that may be found. SAFETY, not ego, is the priority.

Preflight Planning

"They" say you fly the first flight 499 times in your sleep and 1 time for real. We wanted a clear, calm, cool day. We got the clear, calm part but, hey, what can I say

Governor

Myra Bugbee

mjbugbee1@gmail.com

Vice Governor

Mae Marquet

skyqueen31r@yahoo.com

Secretary

Marilyn Shafer

probbmom@gmail.com

Treasurer

Jeanne Burklund

jeanne.burklund@fpcg.net

Directors

Carol Voss

carol_voss@netzero.net

Karen Weldon

dfweldon@bellsouth.net

Immediate Past Governor

Terry Carbonell

godusty@hotmail.com

Flight Line Editors

Stephanie Wrenn

stephlayne@aol.com

Odi Velazquez

odi_vela@yahoo.com

about the cool part? It was August in Florida. Emotions run high on first flight day and we didn't need to put on a show so I didn't want an audience except for our ground crew.

With a good plan (*for flying, for communicating with the ground crew and with other airborne pilots, for planning for an emergency landing, etc.*) in place, maintaining flight currency, reviewing the procedures for using a constant speed prop and starting a fuel injected engine, a last examination of the airplane, oil and fuel to the appropriate levels, and having watched tutorials for flying with the glass panel, we were ready.

The Flight

The first flight is all about making sure the engine is running. The autopilot and all the new gadgets (*except being able to read the airspeed and altitude*) are not important on the first flight. The goal was to go up and come down safely with the airplane useable again and us able to sleep in our own bed that night. With all the planning, the actual flight could be a let down if all goes well. I was extremely happy to have no surprises during the first flight – it wasn't a let down at all. Of course, there is celebrating to do after the first flight – breaking open a bottle of champagne – non-alcoholic, of course, especially if you are going to fly again that day.

What's Next?

Now that we know the engine is running smoothly and the airplane is built solidly, we need to break in the engine so that it uses fuel efficiently and does not become an oil guzzler. Then we will collect data, establish V speeds, do slow flight and stalls, and learn how to operate every element of the airplane. So far, we have about 15 hours on the plane and have learned a lot. The rainy weather with thunderstorms has prevented the hours of flight we hoped to have completed by now but we are not pressuring ourselves to rush. That brings me to the topic of **personal minimums**.

Personal Minimums

The conversation about personal minimums usually begins with consideration about the legal weather minimums. Good advice. So, why do most of us have excuses for not establishing personal minimums? “Just do it” – establish your personal minimums in the comfort of your favorite chair when you are not stressed about going somewhere, and be disciplined enough to stick to them when you are planning a flight. Maybe part of the problem is that we just don't know where to start. Here are some tips (*some my own ideas and some from the FAA and AOPA*) and I've attached a form from the FAA at the end of this *Flight Line* that you may use to establish your own standards.

What are personal minimums? One definition states, “Personal minimums refer to an individual pilot's set of procedures, rules, criteria, and guidelines for deciding whether, and under what conditions, to operate (or continue operating) in the National Airspace System.” That definition is a formal statement that still doesn't help much. In my opinion, a set of procedures, rules, and criteria should be established as your own “safety buffer” between the requirements for the situation and your personal skill level. Just like you are comfortable with a minimum amount of fuel that will allow you a “safety buffer” to get to your destination or to an alternate airport, in the same way, your personal minimums should be established to provide a safety buffer between the skills needed for a flight situation and your skill level – based on your training, your experience, and your confidence. As you become more experienced and more confident, your personal minimums may change.

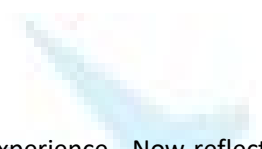
Let's start with:

#1 – Weather Minimums

Remember the rules for

- VFR (ceiling 3000' AGL and greater than 5 miles visibility)
- MVFR (ceiling 1,000' – 3,000" AGL and/or 3-5 miles visibility)
- IFR (ceiling 500 to below 1,000' AGL and/or 1 mile to less than 3 miles visibility)
- LIFR (ceiling below 500" AGL and/or less than 1 mile visibility)

Where are you comfortable flying?



#2 – Experience

Think about your training and complete the attached FAA table to record your certification, training, and experience. Now reflect on your recent flying experiences and identify the lowest weather conditions in which you felt comfortable flying. This may vary depending on the area of the country where you most often fly and how frequently you fly. If your normal VFR flying is in an area that often has clear blue skies (you may be comfortable with a 5500’ ceiling) or do you often fly under low clouds or haze (a 2500’ ceiling may be comfortable to you)? How much extra buffer do you give yourself at night? If you fly in IFR conditions, how low are you comfortably willing to go and with how much visibility? Personally, I would not consider flying in LIFR.

#3 – Aircraft Performance and Terrain

Now consider terrain and your aircraft. Are you comfortable flying 500’ AGL or do you feel more comfortable at a higher altitude? What about your aircraft’s performance? What is the shortest runway you feel comfortable landing on? Do you mostly fly in flat Florida or in the mountainous west? How will density altitude affect your minimums? What is your maximum wind and crosswind component comfort factor? After considering these factors, complete the attached FAA “Baseline Personal Minimums Chart.”

#4 – Planning with Adjustments

Every flight involves a variety of pilot skill and proficiency needed, aircraft performance, environmental conditions, and external influences. Therefore, you may want to adjust your personal minimums but PLAN for the safety margins BEFORE you get to the airplane. ALWAYS be ready to make a NO GO decision. I’ve seen two good acronyms to help make the GO / NO GO decision: PAVE and IMSAFE

<i>PAVE</i>	<i>IMSAFE</i>
<i>P</i> ilot – are you using medications; are you stressed; are you fatigued from working all day; when was the last time you flew; are you current?	<i>I</i> llness – do you have a cold or are you healthy?
<i>A</i> ircraft – is this your aircraft that you fly frequently or is it an unfamiliar aircraft with unfamiliar equipment?	<i>M</i> edications – are you taking medications that may affect flying?
<i>E</i> nvironment – are you flying near your home airport or flying to an unfamiliar area in unfamiliar airspace and terrain?	<i>S</i> tress – are you under pressure to finish a big project at work or did you just have a fight with your spouse?
<i>E</i> xternal Pressures – do you HAVE to be at a meeting or do you feel pressured to get a passenger to pick up his daughter from college? Maybe plan B is a better option.	<i>A</i> lcohol – when was the last time you had a drink – minimum 8 hours <i>bottle to throttle</i> .
	<i>F</i> atigue – Did you have a restful sleep and adequate nutrition and hydration?
	<i>E</i> motion – Have you fully recovered from an emotional event in your life such as losing a loved one (person/pet)?

#5 – Stick to Your Plan

Thinking through these questions and, especially writing them down, provides a framework for making the GO / NO GO decision. It is easy to say “STICK TO YOUR PLAN.” However, with outside pressures and not wanting to disappoint passengers or loved ones who may be expecting you for Thanksgiving dinner may impact your decision-making skills. Having a written checklist before flying is just as important as having a checklist in the airplane and can help make difficult decisions easier to make. Remember, as your training, experience, and confidence levels improve the Personal Minimums may change. Make smart decisions BEFORE flying and IN THE AIR. When I write things down, they stick with me better. I’ll go through the exercise to create my own personal minimums. I’ll keep them more stringent during the fly off time with our unfamiliar aircraft and unfamiliar avionics. As I become more comfortable with our new toy, I’ll relax my personal minimums. What is your plan? Reflect upon your training, your experience, and your confidence level. Develop a plan and stick to it. Reevaluate every few months. Be safe and “fly for the fun of it.”

Fly, Learn, Mentor, Inspire
Myra Bugbee, Governor
SE Section

Baseline Personal Minimums					
Weather Condition		VFR	MVFR	IFR	LIFR
Ceiling					
	Day				
	Night				
Visibility					
	Day				
	Night				
Turbulence		SE	ME	Make/Model	
	Surface Wind Speed				
	Surface Wind Gust				
	Crosswind Component				
Performance		SE	ME	Make/Model	
	Shortest runway				
	Highest terrain				
	Highest density altitude				



Federal Aviation Administration

Getting the Maximum from Personal Minimums

- Step 1 – Review Weather Minimums
- Step 2 – Assess Your Experience and Personal Comfort Level
- Step 3 – Consider Other Conditions
- Step 4 – Assemble and Evaluate
- Step 5 – Adjust for Specific Conditions
- Step 6 – Stick to the Plan!

	If you are facing:	Adjust baseline personal minimums to:	
Pilot	Illness, medication, stress, or fatigue; lack of currency (e.g., haven't flown for several weeks)	A d d	At least 500 feet to ceiling
Aircraft	An unfamiliar airplane, or an aircraft with unfamiliar avionics/equipment:		At least ½ mile to visibility
enVironment	Airports and airspace with different terrain or unfamiliar characteristics		At least 500 ft to runway length
External Pressures	"Must meet" deadlines, passenger pressures; etc.	S u b t r a c t	At least 5 knots from winds

Category	Ceiling		Visibility
VFR	greater than 3,000 feet AGL	and	greater than 5 miles
Marginal VFR	1,000 to 3,000 feet AGL	and/or	3 to 5 miles
IFR	500 to below 1,000 feet AGL	and/or	1 mile to less than 3 miles
LIFR	below 500 feet AGL	and/or	less than 1 mile

Think of personal minimums as the human factors equivalent of reserve fuel. Personal minimums should be set so as to provide a solid safety buffer between the skills required for the specific flight you want to make, and the skills available to you through training, experience, currency, and proficiency.

Review and record your certification, training, and recent experience history on the chart below.

CERTIFICATION LEVEL	
Certificate level (e.g., private, commercial, ATP)	
Ratings (e.g., instrument, multiengine)	
Endorsements (e.g., complex, high performance, high altitude)	
TRAINING SUMMARY	
Flight review (e.g., certificate, rating, Wings)	
Instrument Proficiency Check	
Time since checkout in airplane 1	
Time since checkout in airplane 2	
Time since checkout in airplane 3	
Variation in equipment (e.g., GPS navigators, autopilot)	
EXPERIENCE	
Total flying time	
Years of flying experience	
RECENT EXPERIENCE (last 12 months)	
Hours	
Hours in this airplane (or identical model)	
Landings	
Night hours	
Night landings	
Hours flown in high density altitude	
Hours flown in mountainous terrain	
Crosswind landings	
IFR hours	
IMC hours (actual conditions)	
Approaches (actual or simulated)	

Summarize values for weather experience and “comfort level” in the chart below, and enter values for turbulence & performance.

Experience & “Comfort Level” Assessment Combined VFR & IFR				
Weather Condition	VFR	MVFR	IFR	LIFR
Ceiling				
	Day			
	Night			
Visibility				
	Day			
	Night			

Experience & “Comfort Level” Assessment Wind & Turbulence			
	SE	ME	Make/Model
Turbulence			
	Surface wind speed		
	Surface wind gusts		
	Crosswind component		

Experience & “Comfort Level” Assessment Performance Factors			
	SE	ME	Make/Model
Performance			
	Shortest runway		
	Highest terrain		
	Highest density altitude		

Seeking nominations for the Southeast Section Board

It is that time again, when we start preparing for our elections, which will happen in the Spring 2017. Whether you've been a 99 for 1 or 40 years, if you want to get more involved in your section, don't hesitate to run for one of the positions. We will vote for every position in the Spring. The board positions are Governor, Vice-governor, Treasurer, and Secretary. In addition, we need to elect 2 directors and 3 nominating committee members at the same time.

Not sure what each position implies? Take a look at our "Section Officers SOP" published on the section website: <http://www.sesection99s.org/id23.html>. If you think you would be a good candidate for one of the open positions, you'll need to submit a nomination form along with 2 short paragraphs: a statement describing your vision for the section, and a bio to tell us about you (and include a photograph). You'll have until January 30th, 2017 to submit your documents, but the earlier the better, as this helps the nominating committee plan for the election.

Give back to the 99s and run for a section position! We look forward to hearing from you!



SOUTHEAST SECTION 2017-2019 NOMINATION FORM INSTRUCTIONS**Deadline for submission to the Nominating Committee: January 30, 2017**

A NOMINATION FORM is required of all those who wish to be considered by the Nominating Committee for elected position. The qualifications for elected offices are found in the Section Bylaws, available on the Section website, www.sesection99s.org (SE Section Documents tab), and referenced below. Check them carefully before submitting your Nomination Form.

To be considered for elective office, prepare the following:

- 1. Nomination Form**
- 2. A statement (100 words or less) that includes your vision for the Section.**
- 3. A short biography (200 words or less) and current photograph**

Submit the above material to each member of the Nominating Committee listed below. This material may be submitted electronically via email or through regular postal means and must arrive **no later than January 30, 2017**.

APPLICABLE BYLAWS

Please review and comply with the following bylaw to ensure your place on the ballot.

Article VI. Elective Officers and Committees

Section 4. Eligibility. Officers must be Active Members.

Please review the following bylaw for the details on the responsibilities of Section Officers.

Article VIII. Duties of Section Officers

For additional information, please contact any member of the Nominating Committee:

Virginie Rollin
Daytona Beachin' Eagles Chapter
virginierollin85@gmail.com
386 846 4990
1745 Glenwood Rd
Deland, FL 32720-2144

Elina Lunin
Paradise Coast Chapter
elinalunin43@gmail.com
941 626 5630
1675 Bay Harbor Ln
Sarasota, FL 34231-3041

Meredith Holladay
Florida Firstcoast
meredith@holladyaviation.com
904 625 4318
2479 Coachman Lakes Dr.
Jacksonville, FL 32246-0557

Electronic and Print Ballots will be emailed/mailed on February 16, 2017.

SOUTHEAST SECTION 2017-2019 NOMINATION FORM

OFFICE SOUGHT _____

Name _____

Address _____

Phone _____ Cell _____ Fax _____

E-mail _____

Chapter _____ 99s member since _____

Total Hours _____ Certificates held _____ Ratings _____

Service to 99s, include dates (use another page if necessary):

Chapter (offices, committees) _____

Section (offices, committees) _____

International (offices, committees) _____

Number of International Conferences attended _____ Number in past 5 years _____

Number of Section Meetings attended _____ Number in past 5 years _____

Special aviation related awards _____

Membership in aviation-oriented organizations and offices held:

Occupation(s) _____

Other training and/or experience related to the office sought:

I understand this notice constitutes authority to advise Section Members of my intent to seek election, and that I must meet all eligibility requirements for the office being sought.

Signature _____ Date _____

Deadline for submission to the Nominating Committee: must arrive by January 30, 2017



Mommy Pilot Racer Virginie Rollin

I learned I was pregnant a few months after talking my race partner into participating in the Air Race Classic 2016. I knew that my baby would be 10 to 11 months old at the time of the race, and I could participate while my husband would take care of him for 10 days. That was an easy decision to make while my baby was less than the size of a peanut... I stuck to it though, with the support of my husband, and we planned the race with the idea that we would spend the least amount of time apart from each other. The fact that the race ended at home helped a lot.

During the race, I had a huge advantage over the other racers. I wanted to get home and see my baby boy. When the day came to put the plan into action, it was a lot harder to do than when I made the decision 18 months before. My partner said I didn't speak for 30 minutes when we left. But after getting in the race spirit, nothing could stop me from getting back home. Not a swarm of bees, not a reluctant starter, not 10,000 ft density altitudes, and certainly not a microburst.

Competing in the race was hard. It's hard for anybody. It's competitive, we fly 8 to 10 hours in hot airplanes, we have to get along with our race partner(s), and we have to fly high speed 200-ft AGL flybys, often in less than perfect conditions. Being the mom of an infant, preparation before the race was very important, because I had to make sure I was not going to be worried over diapers and baby food while flying. I wanted to stay concentrated on the race. It took me about a month to plan for all his meals. Just as it took me a month to plan for the rest of the race, reviewing the route, the flybys, the paperwork. But during the race, my only concern was to know whether he was having a good day at daycare, and how he would react when I got back to Daytona.

His reaction was amazing, and made the whole experience worth it a thousand times. When I crossed the doors of the FBO, and he saw me, he couldn't wait to get in my arms and gave me the best and longest hug ever. All in all, I'm really glad I got to participate in the Air Race Classic, however hard it was, and I hope I get to do it again. Having to plan for a family complicates things a little, but I'm one of these people who think you can have a family and still be able to follow your passion. For some of us, it means delaying things by a few years. For others, it gives us the strength to keep doing what we love. So to all the moms out there, keep doing what you love.



Virginie Rollin, Theodore, and Naiara Petralanda

Onward and Upward

By
Dannela "Danne" Varel



When I announced my retirement in 2012, I was asked what I intended to do. Considering my options for a moment, I postulated that I "might become a Master Gardener." Never in my wildest dreams would I have considered that my view would be skyward instead.

Once I had settled into the routine of retirement, not getting up to go into the office daily, I was offered the opportunity to continue my investing education with a course in Forex trading. I set off for Atlanta and a change in my life totally unexpected as the plane took off. Several airline pilots attended the course, and the fellow who helped organize the event was an experienced parachute jumper. In talking with the pilots I learned that it's not at all about heights but rather about flying the plane. Just because your knees quiver when climbing the ladder to clean out the gutters it doesn't mean that you can't be successful at flying a plane. "Remember Danne, the ground is always in the same place," I was told. This statement changed my life. The very next morning, my first flight lesson created in me a passionate desire to fly. I was bewitched by the view of Charlotte Harbor from the air. I have a picture of myself with the Pilot's Guide to the Bahamas taken that very first day. It's always good to set goals but little did I know how very special this journey would be.

Along the way, I had the opportunity to join the Paradise Coast Chapter of the 99s, a group established by Amelia Earhart with 99 women charter members, ergo the name. It was amazing to tap into this brain trust of women who also flew and "got" what I was trying to accomplish. I don't think I could have succeeded without their determined support.

The first step toward becoming a pilot is the solo when for the first time you take off and land the plane by yourself. I can still remember saying to myself as I left the runway surface, "I can do this." After all, there's no one else there so you have to bring your own cheering section, right? After landing successfully and taxiing to the FBO, I got out of the plane and, yes, my knees were trembling. The combination of the challenge and the joy of accomplishment will do that.

Then, of course, came my first short cross county solo to Okeechobee, FL. I was used to travelling to other airports with instructors for our \$100-dollar hamburger, but being alone and doing it is another experience completely. There's a sense of security brought by another breathing body sitting next to you, especially one who has the experience required to be an instructor. I'm not ashamed to tell you that I took my Elmo doll with me and he didn't notice when I made a mistake and didn't drink my coffee, either! I returned to Punta Gorda, Elmo and I intact.

The next step, the long cross county, took me to Okeechobee and Lakeland, Florida. It was a day of reasonably low ceilings but the overwhelming feeling of elation and accomplishment that I experienced between Lakeland and Punta Gorda on the final leg is still something I can feel. I can still see in my mind the first time I passed the airports at Sebring and Avon Park. Perhaps this seems like a small thing, but I find that flying is made up of small victories. I believe that every single time I get into the plane, I will inevitably return knowing something that I didn't before I left the ground.

The day of my check ride was quite windy to the extent that a go/no go decision had to be made. My instructor and I looked at the forecast after my oral segment and I decided to go for it. Yes, I had turbulence and wind gusting to 23 knots but I think it helped to hide my knocking knees. After returning to the airport the examiner passed me and my cadre of friends were there to help me celebrate. I was in another world! Knowing that I had accomplished, at long last, getting my ticket was mind-boggling. You see, it took me years, two exactly, to reach this point – on a Friday, my favorite day to fly! It's a Venus thing!!!

So, you ask, what did I do next? Well, on the following Monday, I started my Instrument Rating training. No grass was going to grow under this plane! It became a joke between my instructor and me that I would make a mistake in an approach and the next time up, make the same mistake AGAIN just to be sure! Well, flying regularly (almost every day weather permitted) I got my Rating two months after my Pilot License was issued.

Since I own my own plane, one of the challenges not part of the FAA program, was plane maintenance. When I purchased the plane I ordered a pre-buy inspection, which the plane passed without difficulties. I flew the plane from Wisconsin to Florida accompanied by a CFI. After the plane had been here a week, she was grounded because they had, "missed," finding the broken alternator boss on the engine resulting in the installation of a new engine. The next challenge came with a faulty magneto. Finally, after a back-up radio went out I decided to redo the panel to include a Garmin 650 with Connex and Flight Stream, ADS B In and Out, primary and back-up VHF and an auto pilot and GPS roll steering. The primary lesson in these maintenance issues was learning to become a part of the process. This meant knowing the equipment and keeping up with the crews doing the installations – or not! Originally the work was to be done in two weeks- wrong! After having been, "patient," for three months I happened to be in the shop one day wearing my Barbara Stanwyck outfit – boots, long skirt and western pearl-button shirt. Upon expressing my discontent with the fact that the plane was not progressing as promised, I was told that he would, "speak to the management." I said, "No, I want it done!" using my most modulated and convincing tones. Being involved and becoming a priority was surely important when involved with the shop, I found.

What's next you ask? How about my trip to the Bahamas? Remember the picture I told you about with the Pilot's Guide to the Bahamas? Ten days after my Instrument check ride, I was off to Bimini in the company of five other planes. In four days we flew to Bimini, North Eleuthera, Exuma, Long Island and Great Harbor before returning to the United States and I learned how to cross the borders without an F14 tourist escort! My next goal is to get out of Florida for the first time since getting my license. I will be travelling to the Southeast Section meeting in Tennessee in October. After that, I'd like to start planning trips to visit friends in places like Martha's Vineyard and Rochester, New York.

Oh my, what a journey it's been and it's just begun...

Alabama Chapter



On August 20th, the Alabama 99s hosted its first Flying Companion Course. North Alabama Aviation located at Pryor Field in Decatur, Alabama offered classroom space for the event. The event was advertised using Facebook, the Alabama 99s website, flyers at local FBOs and through the FAA Safety.gov site. There were 8 students in the course (6 women and 2 men). Most of the students were flying companions, who flew with their spouse or parents, but there was one pre-solo student pilot and one attendee that was interested in aviation who had never been in a small airplane.

During the 4-hour course, the students learned about basic aerodynamics, parts of the aircraft, basic flight maneuvers, the instrument panel, communications, navigation, and emergencies. Beside the lecture, the course had a hands-on portion, which included two desktop flight simulators to reinforce what the students learned about instruments, maneuvering the airplane, and how to taxi the airplane. One of the simulators had a radio stack that the students could actually change the frequencies of the radio and swap frequencies from standby to active. Most students felt that working the radio is a mystery and they found the hands-on radio section very helpful in understanding how to use the radio.

With donations to cover breakfast, lunch and printing cost, the full course cost went toward the Alabama 99's Minnie Wade Scholarship for a total of \$240. Of the 8 students attending the course, two has a desire to continue on with an instructor to get more flight training.

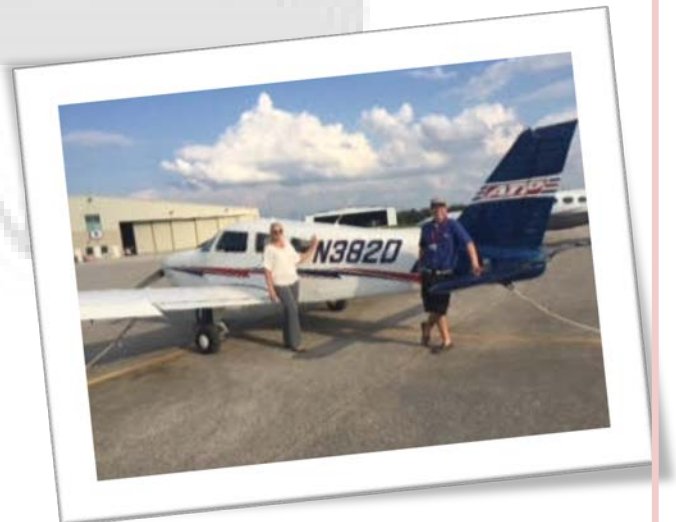
Bragging Rights

Instrument Ratings

In a note to FL Suncoast Chapter Chair, Barbara Strachan, Jessica Marin said, "I am emailing you today to thank you for your support in my flying! As of last Thursday August 18th 2016, I am now an FAA Instrument rated pilot. The Florida Suncoast scholarship allowed the proper funding for me to finish my rating. I can't thank your group enough for selecting me to represent your chapter as I accomplish this goal! Here is a picture of that big day! Thank you again!"



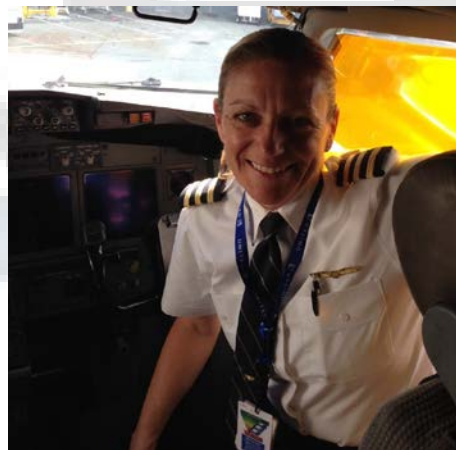
A member of the New Orleans Chapter, Morgan "Allie" Smith, received her IFR rating on September 4th and is looking forward to obtaining her Multiengine and Commercial soon. Here is a picture of Allie as a newly instrument rated pilot and her instructor.



Professional Pilot Leadership Initiative



Jessica Miller Mendez (left) and Beth Koralia (right), both of the Florida Goldcoast Chapter, completed the Professional Pilot Leadership Initiative. The PPLI aims to advance the development of women in all pilot professions. Jessica is an airline pilot for Piedmont, and Beth earned her ATP this past May.



-not

Valerie Barrett (pictured above) expresses her gratitude for the PPLI program in her own words:

"I feel very fortunate to be a pilot. I grew up near Elmira, NY where I had my first intro flight in a Piper Tomahawk. This was my 16th birthday gift and I was hooked. I started working on my ratings during college, and later was hired at ASA in Atlanta, GA flying the ATR. Later while working at ASA, I had the unique opportunity to fly as a contract pilot for Air Mekong, flying the CRJ900 in Vietnam. In 2011, I returned to the U.S. and I faced some personal challenges. Thankfully, I had this amazing group of women to turn to - the 99's. I am especially thankful to the wonderful volunteers of the PPLI program, and especially to my Senior Navigator, Kristina Huffman. The PPLI program was life changing for me. This program helped me to pursue my dream of working for a major airline. In 2015 I was hired by United Airlines, and I now fly the 737 out of Washington, D.C. I am so grateful that the people in my life encouraged me to pursue my dream. It has been an incredible journey, and it is my hope to give back that encouragement through PPLI and my local Kitty Hawk Chapter."



Maintenance 101

Go/No Go, that is the question?

In the new aviation world of flying we have lots of new and colorful information for in-flight weather. Not only do we have the flight service station to talk to but we also have online weather and weather on our MFD or iPad. We have so much information at our fingertips and, yet, pilots still fly into bad weather and go from VFR into IMC. Are you really prepared for the pop up weather in route that can happen during flight? Can you operate your equipment in the aircraft without a blink of an eye? These are some of the many questions that need to be answered before taking that flight. With all this information, airplanes still come out of the sky for reasons that could have been avoided. I'm sure that most of us have been in a position in which we wish our decision had been to stay on the ground instead of to take flight.

Personal health: Be sure you are in a safe mind set to fly. Don't have an "I have to get there or else" attitude. If you "Go" when you are not mentally at your best, you set yourself up for mistakes to pile up and get out of control. Oh, and of course, remember to keep a current medical, flight review, certificate, etc.

Aircraft Status: Make sure the airplane is in good maintenance condition. Also, make sure you have the correct amount of fuel for the flight plus required reserve. The instruments should all be in working order AND the database on the radios is up to date. I know you might say, "Nothing has changed in the last year or two so why pay that extra money?" I won't even comment on this, just update your database, period! Be sure all equipment is current and has required checks, including the transponder and pitot/static systems. If flying at night, be sure your lights are working so you will be seen in the sky.

Flight Path: Check flight NOTAMS, weather, information about your airport of destination, approach plates, and surrounding area and airports in case you have to divert to another one. Also, keep in mind the terrain you will be flying around. Mountains will not move, nor will antennas. Using iPad apps allows a great way to visualize the flight before you ever leave the airport. Look over the flight path as well as the arrival and approach plates, if flying IFR. You can also use your phone or computer to look over the area and airport on Google earth or even your Map function on the phone. This will give you a great preview of the area.

After looking at all the information available and after answering these questions, if you feel it's a bit much for a particular flight, postpone it, or if you must go, take your local CFI or experienced pilot friend as a safety pilot. Most pilots love to fly and would be happy to ride right or left seat. This is a great way of bouncing off ideas and testing each other to see how you would handle a certain situation. Remember, the weather will get better so it is always a good idea to plan a little extra time – just in case. There is always a nice cozy hotel with a steak dinner that is better than falling out of the sky. Be safe, Fly safe.

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



Chapter Happenings



Memphis Chapter

The Memphis Chapter of the 99s had an outing to the Wings of Honor Museum and the famous *Parachute Inn Restaurant* located at Walnut Ridge Regional Airport in Missouri. The Wings of Honor Museum was established in 1999 for the purpose of preserving the rich history of the Walnut Ridge Army Flying School, the Marine Corps Air Facility at Walnut Ridge, the War Assets Administration's Warbird Storage, Sales and Scrapping Facility, and the USAF 725th Radar Squadron, and to remember and honor those civilian and military personnel who served to maintain our freedom. The Memphis Chapter invited the Alabama 99s chapter to join in on the fun. The Alabama 99s chapter had two members along with family members attend the event.

Suncoast

Cleared to Cuba

Angela Boehler Homoky and MaryAnn Claret (both in the FL Suncoast Chapter) were the first American all female general aviation flight crew to fly to Havana.



Angela Boehler Homoky and Mary Ann Claret

Click on this link <http://lufthansaflyer.boardingarea.com/flying-into-history-first-american-all-female-general-aviation-flight-crew-fly-to-havana/> to see the full article "Flying Into History: First American All-Female General Aviation Flight Crew Fly To Havana!!"

by Lufthansa Flyer | Sep 1, 2016 | Airports, Cuba, Featured, Havana



Shared by Elina Lunin, Chapter Chair of the proposed Sarasota Chapter

Florida Gulf Coast Kitty Hawk Chapter Celebration

Kitty Hawk Chapter

WINGS DAY



On Saturday, August 27, 2016, eight members of the SE Section Kitty Hawk Chapter helped the FAA to run their Wings Day at Guilford Technical Community College in Greensboro, NC. Members helping with registration, running seminars and lunch were Corbie Bulluck, Wanda Jackson, Rosemary Gibson, Sandra Smith, Nina Piskareva, Stephanie Wrenn and Valerie Barrett. Member MayCay Beeler led one of the sessions.



GIRL SCOUTS

Kitty Hawk 99's met with the American Heritage Girls this summer. The girls held an aviation merit badge day at Sugar Valley Airport, in Mocksville, NC on Wednesday, June 22. The Kitty Hawk 99s helped teach the girls about specific aviation requirements for their badge. The presentation was organized by Sandra Smith.



Treasure Coast Receives Charter

On August 11, 2016, there was a party at the Stuart Jet Center, Witham Field, Stuart Airport as the charter was presented by SE Section Governor, Myra Bugbee, to Ruth Jacobs, Chairman of the new Treasure Coast Ninety-Nines. Also attending the celebration were eight of the charter members, fellow members from the Southeast section, Ginger Adelstone, chair of Florida Heartland Ninety-Nines, Jen Toplak, chair of the Florida Goldcoast Ninety-Nines, friends and family of the charter members.

All 13 of the charter members were bestowed with gifts from fellow Ninety-Nine, Anita Mixon, and from other Friends of the Ninety-Nines. The Treasure Coast Chapter's mascot is the Pirate, and our Membership Chair, Anita Mixon, even dressed as a pirate for the party.

Now that the party is over the new members of the Treasure Coast Chapter have started to work on scheduling meetings, training, and events for our pilots!



Blue Ridge Chapter Meets Amelia

By Linda Saniewski

In November of 1931, Amelia Earhart flew into Greenville, South Carolina, in a Pitcairn PCA-2 autogiro. She was on a trip across the Southeast to promote Beech-Nut gum. By this time, Amelia Earhart was world-famous as the first woman to cross the Atlantic by air, albeit as a passenger on the 1928 flight of the *Friendship*. Earhart was met at the Greenville Airport with much fanfare and carried away to the Poinsett Hotel for a Ladies Luncheon where she spoke about the importance of aviation. Earhart described how helpful it was for pilots to navigate when the names of the towns or buildings were painted on water towers or roofs and so recommended for the Poinsett Hotel to paint its name on the roof; three years later, this was done and it remains visible today.

In June 2016, "Amelia Earhart" once again graced the tarmac of Greenville Downtown Airport as part of Chautauqua History Alive Festival. She taxied up to a cheering crowd in a yellow and blue Stearman aircraft and began greeting the crowd and standing for pictures. "Amelia" was dressed in her usual aviation garb: brown leather jacket, beige blouse, tan jodhpurs, white scarf, leather helmet and goggles sitting smartly on top of her head. "Amelia" took the stage and transported her audience back in time to the Golden Age of Aviation.

This "Amelia" was portrayed by Leslie Goddard, a full-time historical interpreter and public speaker. Leslie is part of a group of scholar performers who portray the lives of notable American Adventurers. Matthew Henson, Mark Twain, and Wernher von Braun joined Amelia during this year's History Alive Festival. The performers research the characters, dress like the characters and bring to "life" the characters they portray. A question and answer period wraps up each performance — one part devoted to the characters, the other part to the re-enactors.

"Amelia" started out by recounting her life starting as a little girl growing up in Atchison, Kansas, playing with her younger sister "Pidge." Her mother and grandmother did not know what to do with the "tomboy" daughter they were raising. Amelia climbed trees with the best of the boys; all the while her grandmother would tell her: "Girls can't do that." If anything, that phrase was a challenge to the young Amelia.

"Amelia" told of the time when she had her first opportunity to take an airplane ride. That ride cost \$5 in 1920 — the family scrapped together the money and the rest is history. Amelia knew in her heart she wanted to fly. She began flying lessons with instructor Neta Snook ("Snooky") at a cost of \$1 per minute. "Amelia" described her solo flight. She worked for the phone company to pay for her lessons and flying became her hobby.

With compelling emotion, "Amelia" told the audience of the struggles and hardships endured in the trip across the Atlantic with Wilmer Stultz and Louis Gordon. After their successful crossing of the Atlantic Ocean, the press focused almost exclusively on her with little credit to the pilots, yet she tried to tell the public that the feat was due to the skills of pilot Wilmer. It didn't matter that she was a passenger, she was the first woman to make the crossing and that is what captivated the press and the public.

Being the first meant telling her story and soon Amelia was writing books (starting with *20 Hrs., 40 Min.: Our Flight in the Friendship*) and appearing on the lecture circuit. "Amelia" told how she met her husband G.P. Putnam. Before the wedding, she gave a letter to her future husband in which she insisted that if they were not happy after one year, he would let her go so she could move on with her life. Obviously he agreed and she was married in a brown suit, no white dress for her!

"Amelia" talked of her desire to be the first woman to fly across the Atlantic as a pilot in her own right, and because this "Amelia" knew the *real* Amelia's story beyond her 1931 Greenville visit, we all know that Amelia Earhart did make that solo transatlantic crossing in May 1932 in a Lockheed Vega. Leslie lectured about Amelia's work, such as her joining the faculty of Purdue University as a career counselor for women. As she neared her fortieth birthday, Amelia Earhart was ready to retire from "stunt" flying after one final significant flight, a flight around the world at the equator. Many people who know the name of Amelia Earhart recognize that flight was never completed and many theories for her disappearance abound to this day.

As a member of the 99's, I was enthralled with Leslie's passionate portrayal of Amelia Earhart; she took Amelia's life as her own, even if for only 45 minutes. At the end of the presentation, we had our 99's banner (Blue Ridge Chapter) ready and stood with "Amelia" behind it. We also had the original signature book for Greenville Airport and marveled over Amelia's entry so many years before. Amelia Earhart's history truly came alive for me!

This story first appeared in Aviatrix Aerogram an online magazine for women pilots.

Ninety-Nines

New Orleans Chapter



New Orleans

Our July meeting was held at Jan Oreck's home on the 12th. Our meeting started with a few remarks about the first Master Teacher program at the World War II Museum in New Orleans that will educate teachers who will then teach other teachers as a way of educating young people of the history of World War II. The first of these programs is on the Pacific Theater and is sponsored by David Oreck.

One of our guests at the July meeting was Ines Fouquet, a foreign exchange student from France who was hosted by Janet Gonzales. Ines had begun her flight training in France and had an opportunity to greatly advance her skills while here in Louisiana. Ines joined the 99s in July and is looking forward to applying for a Fly Now scholarship. She is pictured on the left joining the 99s.

Also at the July meeting we presented Janet Gonzales with her Forest of Friendship certificate. She is pictured on the right with Lisa Cotham and Jan Oreck, other members of the Forest of Friendship.

Spaceport Chapter

The Air Race Classic was flown June 21st thru June 24th from Prescott, AZ. to Daytona Beach, FL. Our members Naiara Petralanda and Virginie Rollin finished in Third place! CONGRATULATIONS!!!



Virginie and Naiara



Their plane of choice

Now that there is a new chapter in the Daytona area, The Daytona Beachin Eagles, Virginie and Naiara have transferred their membership. They have been elected as co-chairman of this new chapter. With leadership like this, the new chapter will be a soaring success.

SE Section Upcoming Events – Mark Your Calendar



October 7 – 9, 2016 – SE Section Meeting in Fall Creek Falls Park, Spencer, TN

October 25 – 29, 2016 – NIFA @ Central Texas College, Killeen, TX (LA & MS)

October 26 – 29, 2016 – NIFA @ Indiana State University, Terra Haute, IN (TN)

November 1 – 5, 2016 – NIFA @ ERAU, Daytona, FL (FL, GA, & AL)

November 2 – 5, 2016 – NIFA @ Franklin, VA (NC & SC)

December 1 – AE Scholarship Applications due to your chapter AE Chair

November 4-5, 2016 – IBOD Meeting in Oklahoma City – all 99s are welcome

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

January 30, 2017 – Applications for SE Section Officers and Directors due to Nominating Committee

March 1, 2017 – submissions for Flight Line due to Stephanie Wren at stephlayne@aol.com

April 4 – 9, 2017 – Sun ‘n’ Fun, Lakeland, FL

April 28 - 30, 2017 –SE Section Meeting *Airplanes, Alligators, Airboats* at the Miccosukee Resort, Miami, FL

June 1, 2017 -- submissions for Flight Line due to Odi Velazquez at odi_vela@yahoo.com

June 20 -23, 2017 – Air Race Classic, *Blazing Trails in the Sky* – Frederick, MD to Santa Fe, NM

July 12 - 16, 2017 – International Conference, San Antonio, TX

September 1, 2017 – submissions for Flight Line due to Stephanie Wrenn stephlayne@aol.com

October 6 – 8, 2017 – SE Section Meeting *I Follow the Mississippi to Memphis*, Memphis, TN



Fly, Learn, Mentor, Inspire

Ninety Nines