



# FLIGHT LINE



## THE FINAL BUGBEE'S BUZZ

Volume 10, Issue 3

WORKING BEES

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### Leaving a Legacy

This is a bittersweet time for me as I write my final Flight Line as Governor of the Ninety-Nines SE Section. I have truly loved serving as your

Governor. After a few recent and interesting conversations, I realize that many of you are well aware of my goals and the progress we've made in our SE Section. However, those who have not been able to attend our SE Section meetings may not be as aware of our goals. This prompted me to reflect and think about the legacy I'll leave as I pass the leadership torch to our next Governor.

Leaving a legacy is a human need. It may be part selfish – the idea of being remembered is appealing. We want to feel like we matter. It also has an altruistic component. Feeling like we are leaving a positive footprint on our organization gives purpose and meaning to our lives. So, what am I passing to our next SE Section leaders? What is my gift to the SE Section?

#### Building Relationships/ Fun

Building on the work of our previous Governor who "fixed" a variety of problems, especially the status of the 501c3, I felt that it was time to build relationships and our community, while having fun. Community-building, interactive activities began even before our SE Section meetings convened. At our Huntsville Meeting, we engaged in a *Getting to Know Us* activity. On the way to the Daytona and Fall Creek Falls Meetings, we participated in *Scavenger Hunts*. At our Huntsville meeting, we worked in small groups to explore priority goals for our section. At the Daytona meeting, we identified ways individual leaders could help 99s in your chapters become "4s and 5s" on the *Participation Scale*. I even provided a rubric so you could share the strategy with your own chapter members. We wrote our individual

strengths on *puzzle pieces* that we put together into a large puzzle to show commitment about how we, as individuals, would commit to building a *strength-based organization*. At Fall Creek Falls State Park, we created “*elevator speeches*” that provide talking points when we meet potential new 99s. Our community-building activities were interactive. They ebbed and flowed from looking at the larger goals of our organization to how individuals could contribute to making our organization stronger. We are committed to sharing our aviation passion with others.

### Communication

I believe that communication is one key to a successful organization. Our Board communicated regularly via conference calls. I visited as many chapters as possible, including participating in two compass rose paintings. I’m disappointed that I couldn’t attend a meeting or activity for every chapter but I was there in spirit. Each of our Officers and Directors was assigned two or three buddy chapters and consistently reached out to support and help in any way needed. Our *Flight Line*, not only provided educational articles but highlighted chapter activities (which could be duplicated by other chapters), and we bragged about achievements of our members. Our social media venues provided another means of keeping in touch with our members.

### Mentoring

Most of you know how much I believe in and love mentoring. Several of our SE Section members *formally* participated in the PPLI (Professional Pilot Leadership Initiative). However, I’ve seen an impressive magnitude of *informal* mentoring from many of our members. Some of our pilots flew with new pilots to help increase confidence and skills. Others worked as “behind-the-scenes” mentors to build leadership skills and help chapter leaders shine in their roles.

### New Chapters

Many of our chapters are spread over entire states or at least over many miles. With that in mind, we chartered new chapters. They are smaller in number but better meet the needs of our members by providing opportunities for them to be more actively engaged with a chapter located closer to their homes. The newly chartered chapters include, *FL Heartland*, *Treasure Coast*, and *Sarasota Ladybugs*. We also rejuvenated our Georgia Chapter, now called the *Georgia*

### Youth Education

With a mere 6% of pilots being female, mentoring our youth is critical to promoting future aviation for women. Many of our chapters have held successful youth aviation education projects, focusing on STEM concepts and exposing our next generation to career possibilities in aviation. The FL Goldcoast Chapter works hand-in-hand with SAFEE Flight. Several of our chapters hold Aviation Education Days with Girl Scouts. Many chapters inspire youth in schools, including the Treasure Coast Chapter at the Oxbridge Academy. Paradise Coast recently produced wide-eyed youngsters who took first flights.

### Community Outreach

I’ve noticed an increased number of community partnerships develop that expose the name of the Ninety-Nines to the community. For example, collaborating with the U.S. Space and Rocket Center, the Alabama Chapter held a fundraiser for the Amelia Earhart House, Daytona Beachin’ Eagles conducts joint activities with Embry Riddle, and the husband of one of our 99s serves as a congressman.

### Fiscal Status

The SE Section is financially sound. This is partly because of successful fundraisers (i.e., wine glasses with the 99s logo and the 99s jewelry) and partly because of an estate gift.

### Scholarships

Thanks to these fundraising efforts and the gift, we were able to move dollars into our New Horizons Scholarship account so that it will provide assistance to deserving women for years to come. For the first time, we will also award a Mommy Pilots’ Scholarship at our next section meeting.

*Flying Belles* and increased our membership in the *St. Croix Chapter* so that it is in compliance with International Bylaws. The groundwork has been laid for additional chapters in the near future.



**Strength Based Organization & Leadership Teams**

An old African Proverb states, “If you want to walk fast, walk alone. If you want to walk far, walk together.” As you know, we are a 100% volunteer organization. If our leaders are in positions in which they excel, we will all benefit. Therefore, at both the SE Section and at the chapter levels, we’ve encouraged leadership teams to identify strengths of its members and match their strengths and passions to the positions they accept. Building teams shares the responsibility of leadership. This will lead to long-term sustainability of our organization.

**Membership**

I challenged our members to grow the SE Section membership to 600. **I'm proud to say that we achieved our goal -- the SE Section is 600 members strong.** This means an effort in recruiting and retaining our members. Additionally, with a sound bank account, the SE Section was progressive in another way. We prompted the idea and contributed to developing a new marketing plan aimed at updating the image of our entire organization. We challenged other sections to make similar contributions. Our new marketing plan will surely continue to help increase our numbers.

**Networking**

It has been my pleasure to have an opportunity to meet so many wonderful women in this organization. We are in a special sisterhood and can reach out to any of our 600 SE Section members or 5000 International members to mentor us, to ask for a bed to sleep in, or if we have a mechanical issue, we can ask for referrals to a good mechanic.



We will always remember our historical heritage and the wonderful women who were trailblazers for us to have the lives we have today. However, today the SE Section is a progressive section. We are the first to provide babysitting services during our business meeting and our banquet. We invite families to our section meetings and we are inclusive and welcoming.

I want to extend a heartfelt THANK YOU to our SE Section officers and directors. This was the best Board anyone could ask for. Without you, your ideas, and your dedication we would not have so easily achieved these goals.

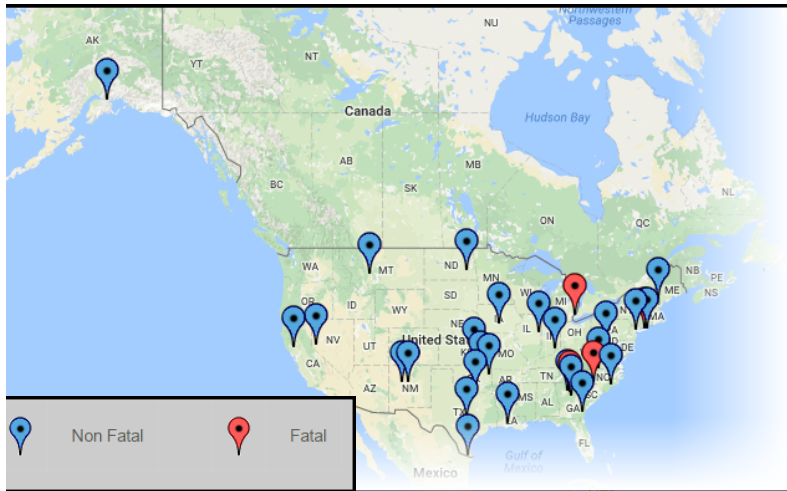
As we approach the time to transfer the SE Section leadership to our new Governor and Board, we reflect on our accomplishments and our areas needing improvement. In leaving a legacy, we often want to see the BIG impact we’ve made but our SMALL DAILY steps add up to BIG differences over time. We should always continue to build on our accomplishments and hope for the future.

I always say that my goal today is to be better than I was yesterday but not as good as I will be tomorrow. Now we have an opportunity to lead the way in defining our future 99s. Let’s portray the 99s as a place where special things happen. We are each writing our story. Together we are writing the story of our organization. As we embark on this adventurous new journey, it is our heritage to be trailblazers!! Be awesome, inspire women, and impact the world.

*Your very Proud SE Section Governor, Myra Bugbee*

## FUEL MANAGEMENT – Scope and Problem Avoidance

By: Laurene McEneny (FL Goldcoast Chapter)



My husband recently commented that there appeared to be a high number of small plane incidents reported by local television stations involving pilots running out of fuel. Two local situations involved landings on a golf course and on an interstate highway. He was curious about this and inquired, “Isn’t having enough gas pretty basic?”

In response, I explained to my (non-pilot) husband that fuel planning is an important part of flight planning, but that running out of fuel isn’t the only reason for fuel related forced landings. This

conversation piqued my curiosity and led to some research on the topic. The following article is intended to help shed some light on the scope of fuel related incidents and to share ideas on how to help you avoid fuel related problems.

### SCOPE:

In the United States, fuel management accidents **average 2 per week**. This statistic and the map below are from the AOPA website (Fuel Management Accidents). The illustration is for the period of 11/2015 to 11/2016. (Other sources indicated that the average was in the range of 2 to 3 incidents per week.)

Multiple sources indicate that fuel management problems are leading cause of fatal GA accidents. The FAA (News Release, dated 7/30/2014) and an article written by Colin Cutler (8/9/2016) place fuel management as **#7 on the “Top 10” causes of fatal GA accidents:**

### PROBLEM AVOIDANCE:

Crashing short of a runway doesn’t happen to beginners only. Through a combination of circumstances many experienced and prudent pilots have crashed. The following tips to help you avoid a fuel management problem have been organized, in bullet format, from multiple AOPA articles and Safety Briefs (sources noted at the end of this article).

#### 1. Know How Much Fuel You Have

- a. Think of fuel in terms of hours and minutes
- b. Fuel burn is constant (at a given altitude, power setting and mixture setting)
- c. Consult your POH (pilot’s operating handbook)
- d. Experience with your plane will tell you for sure

**NUMBER SEVEN**

#### • FUEL RELATED

- **Bad Gauges/A Good Watch, Preflight Planning, Weather/Winds, Fuel Management, Systems Knowledge**

#### Contributing Factors

- **Distraction and Trust, Flight Crew Experience and Planning**

- e. Check fuel gauges regularly during flight (the pilot will not be able to see a loose or missing fuel cap on a high wing plane)
- f. Consider use of carburetor heat (increases fuel use)
- g. Consider any STC (Supplemental Type Certificate) impact on fuel burn rates

This Cessna 172 ran out of fuel in flight. The aircraft had just completed an STC (supplemental type certificate) to increase the engine's horsepower. However, new fuel burn rates weren't placed in the flight manual, and the pilot didn't plan for the increased fuel burn rate.



2. Know Your Airplane's Fuel System
  - a. Be proficient in operating the fuel system (high wing gravity feed versus low wing with fuel pump) – especially in rental aircraft
  - b. Be aware of all tanks (check fuel in auxiliary tanks)
  - c. Be aware of nuances - some planes (like the Cessna 210) require each tank to be fueled at least twice
  - d. Be aware of fuel pump operations for each airplane you fly
  - e. Fuel selection valve locations vary and some are hard to see (especially at night)
  - f. Do not blindly adhere to a before-landing checklist (e.g. "Fuel Selector - Fuller Tank") as changing tanks at low altitude may increase risk of fuel loss (unless fuel imbalance is a problem or there is a questionable quantity of fuel situation)
  
3. Know What's In Your Fuel Tanks
  - a. Know your fuels:
    - i. Blue: 100 low lead
    - ii. Red: 80 octane
    - iii. Green: 100 octane
  - b. Oversee your fueling:
    - i. A recent AOPA survey indicates only 39% of pilots attend the fueling of their aircraft (versus 67% that oversee an oil change and 50% that are present when tires are aired up)
    - ii. Be specific when you order fuel (e.g. don't say "Please top it off.", rather say "Please top off both tanks with 100LL.")

- iii. Blending of two different fuels within the tank can mask the color and smell distinctions that would normally signify a problem
  - c. Payment:
    - i. When paying, verify the fuel grade and quantity
  - d. Autogas can be used in some airplanes, but understand autogas has:
    - i. Looser manufacturing specs and less stringent quality control
    - ii. Higher risk of contamination
    - iii. Physical and chemical property differences can lead to problems (gumming)
    - iv. Been proven to be more prone to loss through excess vaporization, vapor lock and carburetor icing
  - e. Jet Fuel cannot be used in gasoline engines:
    - i. Jet fuel has no anti-detonation properties, so it can cause a gasoline engine to self-destruct
    - ii. Diesel engines for GA hold new potential for misfueling (aviation diesel engines are designed to run solely on jet fuel)
  - f. Know your fuel nozzles:
    - i. Jet Fuel nozzles have flat (duck bill) ends to prevent use in avgas planes
    - ii. Avgas nozzles are small and round
  - g. Preflight:
    - i. Visually check all tanks for quantity, color and quality
    - ii. Jet fuel does not evaporate as quickly as avgas
    - iii. Jet fuel has a heavier odor
    - iv. **If you have ANY doubts, DO NOT DEPART**
4. Update Your Fuel Status Regularly
- a. Winds and weather are rarely exactly as forecast (adding miles and minutes)
  - b. Evaluate your fuel status at least each hour (determine time to your destination or next fuel stop)
  - c. Try to keep the tanks as equal as possible to maintain lateral balance
  - d. Lean the mixture (consult your POH, but most engines can be safely leaned at any altitude so long as they are operating at less than 75 percent power)
  - e. **Failure to lean is commonly cited as a factor in fuel exhaustion accidents**
  - f. Know how to maximize fuel economy:
    - i. Slow down
    - ii. Fly with the wind (if you have a choice of equidistant fuel stops, pick the one that is downwind)
    - iii. Lean the mixture for best economy
5. Always land with Adequate Reserve Fuel
- a. Federal Aviation Regulations (FARs) require different fuel reserves for different operations
  - b. AOPA recommends that pilots always LAND with a least one hour of fuel in the tanks

Finally, if you experience a fuel management problem **DECLARE A FUEL EMERGENCY**. While researching this article I viewed a heart breaking case study about a young surgeon. Had he declared an emergency he could have landed at a military base. Instead, he hesitated and said he was "low on fuel". Minutes later when his engine quit and

Treasure Coast 99s Give Back

*By Marcy Lannon*



TC 99s News Reporter, Alisa Cutting, in conjunction with her local Aero Club, set up an incredible Pilots n Paws airlift on November 19. Joining in the airlift were other TC99s, Paige Attaway, Nancy Brashaw and Marcy Lannon. Fifteen airplanes were wheels up with the sun at 7:30am from South Florida to two different airports in Southern Georgia. Loaded in the planes flying north were bags of donated blankets for the shelters in GA and loaded into the flying south were 100 animals. These 100 animals were all saved from being euthanized, mostly puppies, moms with nursing babies, or pregnant mommies to be. The animals were flown to either Melbourne, the West Palm Beach Area, or Naples where the multiple rescues were waiting for the early afternoon arrivals. Puppies were loaded into trucks, given health checkups and are getting adopted into their forever homes. The airlift was such a success that Ailsa is planning future trips. We were so busy with flying and the animals that we did not get many good pictures of the 99s. Above is a picture from the newspaper featuring some of the 99s and “non 99” pilots.

he declared the emergency, it was too late. He crashed 2 miles short of the military base runway and was killed. It was a tragic loss for so many reasons.

By following the guidelines provided above you will help reduce the risk of a fuel management forced landing or accident. If you would like to read more on this topic, please review the following sources used to prepare this summary:

- AOPA Safety Brief (Number 4 – Misfueling)
- AOPA Article (Selecting your Fate: Fuel Starvation)
- AOPA Safety Advisor (Operations & Proficiency No. 5 – Fuel Awareness)
- Skybrary (Fuel Contamination)
- Skybrary (Fuel Management)
- Boldmethod (Top 10 Causes of Fatal GA Accidents, Colin Cutler)

## BRAGGING RIGHTS



**Ariel Eickler graduated from the PPLI Mentoring Program (Professional Pilot Leadership Initiative)**

NOLA

Melissa Holley

Private Pilot

02/28/17





NOLA  
Morgan "Allie" Smith  
Multi-engine Commercial  
11/10/16

Multi-engine Instructor 1/4/17  
Single Engine Commercial 1/10/17  
CFI 1/11/17  
CFII 1/17/17

## CHAPTER HAPPENINGS

### THE 21ST ANNUAL AMELIA EARHART LUNCHEON



The Alabama Chapter of the Ninety-Nines held the 21st Annual Amelia Earhart Luncheon on January 28th. This was the second year that the Amelia Earhart Luncheon was hosted by the Southern Museum of Flight in Birmingham, Alabama. Dr. Deborah Barnhart, the CEO and Executive Director of the U.S. Space and Rocket Center, was the guest speaker. Local organizations sponsored 32 young women from STEM programs to attend the luncheon. Dr. Barnhart conveyed how important it is that we all inspire the next generation of female engineers, pilots, and astronauts. She reminded everyone to do something toward their dreams each day, no matter how small. With a record year of 100 attendees, the Alabama 99s raised \$2,686 for the Amelia Birthplace Museum.

In the picture, the Alabama 99s with Dr. Deborah Barnhart

(Back row: Judith Burlison, Caroline Hodges, Nancy Miller-Borg, Nicole Banks, Ramona Banks,

Dr. Deborah Barnhart, Hilda Ray, Holly Roe, Nancy Swanner.

Front row: Harriett Hall, Peggy Colvette-Pepper)



## THE KITTY HAWK CHAPTER

On January 28, 2017 thanks to a generous invitation by member Audrey Floyd, who is director of the Aviation Management/ Career Pilot Programs at Guilford Technical Community College, the Kitty Hawk Chapter was able to meet at GTCC and experience the four full-motion flight simulators there on campus! (Here's the link to a page describing them:

<http://aviation.gtcc.edu/flight-simulators/>). Audrey and flight-instructor-in-training Jay Geer offered guidance in simulators that featured flying in a King Air, Cirrus, Cessna 172 with G1000 panel, and a Piper Arrow. And were those full-motion simulators realistic! They even had seatbelts. Two hours flew by (no pun intended J), and we offered sincere thanks to Audrey and Jay for their generous gift of time and guidance with these AATDs. Audrey also kindly provided some yummy refreshments for us.

Present for this exciting and educational gathering were members Corbi Bulluck, Wanda Jackson, Georgia Martin, Sandra Smith, Stephanie Wrenn, and guests Carrie Davis and Kim Beauchamp.

GTCC offers training on the AATDs with an instructor to the general public for very reasonable fees. (This would be loggable time, too.) The web link above provides contact information to learn more about this wonderful resource. Thanks again, Audrey and Jay, for the wonderful experience!



## SPACEPORT CHAPTER VISITS KENNEDY SPACE CENTER

February 11th was a super day. The weather was perfect and it was a 99s meeting day. The Spaceport Chapter and the Beachin' Eagles Chapter met at the ticket window of the Kennedy Space Center (KSC) at 0930. Everyone got their tickets and we all set off to explore (a total of 36 people). There was no way to keep all those folks together, so we split into small groups and went our own way. Everything at

KSC is spectacular and well presented. However, the Atlantis Exhibit is by far the most impressive.

About 1:00 pm, we all met at one of the restaurants for lunch and a much needed chance to sit down. After the refueling stop, we headed out again. KSC closes at 6:00 pm, otherwise some of us would have spent the night.





## FL GOLDCOAST SPEAKS AT ZONTA

FL Goldcoast Members, Myra Bugbee and Veronika Bensova make a presentation to Zonta. Zonta is an organization that promotes the empowerment of women. Amelia Earhart was an early member and advocate of the organization. At this meeting, Zonta members presented its Amelia Earhart Scholarship

to Natalie Fierro, an engineering student at FIU. Natalie will be designing such aviation-related items as ejection seats. Also, as a result of the presentation from the 99s, Rebekah Seifer, another speaker and a Coast Guard Pilot, became a member of the FL Goldcoast Chapter.

## SARASOTA LADY BUGS

Sarasota Ladybugs invited chapters from all around FL to join in a presentation by Angela Boehler and Mary Ann Claret. Angela and Mary Ann were the first female general aviation pilots to fly to Havana. They shared a very interesting presentation about "Flying to Cuba." They are planning to share more at the upcoming SE Section meeting -- do not miss this exciting presentation.

## THE GEORGIA FLYING BELLES

By Mikki Kline

After months of discussion and preparation, the Georgia chapter of the Ninety-Nines got together on 2/19/2017 to rejuvenate the chapter. It was a success! There were 11 ladies who attended, from sisters who have been a part of the Ninety-Nines for decades to lady pilots who have never heard of the organization before. Over tea, cupcakes, chocolates, and a healthy veggie tray, we worked together to cast a vision for the future of the chapter. One of the first orders of business was the chapter name! It was voted to call the chapter the Georgia Flying Belles of the Ninety-Nines. Officers were confirmed. We had fun planning ideas for future events, education, outreach, and fundraising for scholarships. Several 49 1/2s also attended the meeting and entertained themselves and the FBO staff during our meeting. After we adjourned, we took a group picture and wished "Blue Skies and Tailwinds!" to two of the ladies who flew in from Atlanta to attend the meeting. Ginger Adelstone and her sweet dog Fuzzy traveled the furthest to attend the meeting, and many of us enjoyed the opportunity to purchase colorful hoodies and hats to support scholarships and promote the



Promoting The 99s

Governor Myra Bugbee Promotes the 99s at the Sebring Light Sport Expo on FAN TV.



Ninety-Nines. We have since had another successful chapter meeting in March, plans for a fundraiser dinner in mid-April, and several of our members are very excited to attend the upcoming spring Southeast section meeting.

# REGISTRATION FOR THE 2017 SPRING SE SECTION MEETING IS OPEN!

The Airplane Alligators and Airboats South East Section Meeting will be taking place on April 28-30. Find the registration form on the Gold Coast website or on the next page of the flight line!



## For Sale: 99s Ornament

The Florida Suncoast Chapter is offering this beautiful 99s ornament decorated with a Swavorski crystal for sale as our Chapter fundraiser.

This can be hung on your tree or mounted on a stand for display on a bookshelf or table. It is available for \$20 plus shipping and handling which is estimated at \$8.95. We will be bringing them to our local meetings and to Sun in Fun in April. Please get in touch with either: Jeanne Burklund [jeanne.burklund@fpcg.net](mailto:jeanne.burklund@fpcg.net) or Barbara Strachan [sbarscan@gmail.com](mailto:sbarscan@gmail.com) to order. These are perfect gifts for yourself or a friend.



*The Ninety-Nines, Inc.*  
**INTERNATIONAL ORGANIZATION OF WOMEN PILOTS**  
**REGISTRATION for 2017 Spring SE Section Meeting**

NAME: \_\_\_\_\_  
 EMAIL: \_\_\_\_\_  
 PHONE: \_\_\_\_\_  
 ADDRESS: \_\_\_\_\_  
 CITY: \_\_\_\_\_ STATE \_\_\_\_\_ ZIP: \_\_\_\_\_  
 49 ½ NAME: \_\_\_\_\_  
 CHAPTER: \_\_\_\_\_  
 FOOD ALLERGIES: \_\_\_\_\_

CHILD CARE:  
 YES. NAME: \_\_\_\_\_ AGE \_\_\_\_\_  
 NO.

FLYING IN  
 YES. Tail Number: \_\_\_\_\_ Arrival Date: \_\_\_\_\_ # Of Occupants \_\_\_\_\_  
 NO

OPTIONAL ACTIVITIES  
 Indian Village, Airboat Ride (\$16pp) **(must prepay in advanced)**  
 Biplane Tour (prices vary, see pricing at the end, deal with them directly)  
 OTHERS –gliders, sky diving, seaplane (ON YOUR OWN, Groupon is the best deal, reserve in advanced)  
 NONE

AVIATION ACTIVITY FOR SATURDAY AFTERNOON (pick ONLY one)  
 AA HANGAR TOUR (capacity 16 people)  
 MIA TOWER TOUR (capacity 45 people)

REGISTRATION FEE:  
 99s \_\_\_\_\_ x \$125  
 49 ½ \_\_\_\_\_ x \$85  
 Indian Village, Airboat Ride \_\_\_\_\_ x \$16  
 LATE FEE add after 3/31/17 \_\_\_\_\_ x \$ 25

TOTAL: \$ \_\_\_\_\_

Note: We prefer checks, 3% convenience fee will be added if other payment method is used  
*Registration fee includes ONLY the Friday welcome reception with transportation to/from, breakfast at hospitality room, 1 coupon for lunch buffet on Saturday, transportation to/from KMIA and Saturday evening banquet.*

Make check payable to FL Goldcoast 99s and mail to our Treasurer Elisabeth Weuthrich: 10293 Allamanda Blvd. Palm Beach Gardens, FL. 33410-5216. Include this form in the mail. For questions: [flgoldcoast99s@gmail.com](mailto:flgoldcoast99s@gmail.com)



# SE SECTION UPCOMING EVENTS

MARK YOUR CALENDAR!



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, hosted by the FL Goldcoast Chapter
June 1, 2017	Submissions for Flight Line due to Stephanie Wrenn: stephlayne@aol.com
June 1, 2017	Deadline for submissions to the 99 News for July/September issue
June 16 – 17, 2017	International Forest of Friendship Celebration in Atchison, Kansas – Forests, Flying, and the Future -- The SE Section will be inducted
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 Odi Velazquez at: odi_vela@yahoo.com
September 23, 2017	Aviation Scavenger Hunt in Florida (Hosted by Myra Bugbee and Terry Carbonell)
October 6 – 8, 2017	SE Section Meeting I Follow the Mississippi to Memphis, Memphis, TN
December 1, 2017	AE Scholarship Applications due to chapter AE Committee

