



FLIGHTLINE

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Governor's Corner

Hope you are having a great summer. I am in NY State cleaning out my Mom's house and getting it ready to sell. What an undertaking!

I took time out from sorting and boxing things up to go to the Rhode Island International Conference. I drove with the NY-NJ Governor who lives in the 'burbs of Buffalo, NY, not far from where I am. We arrived late Wednesday afternoon, just in time to catch a bus to the Lobster Fest in Bristol, RI. Boy was that Lobster good, along with the other foods that were served. On Thursday, we took a Lighthouse tour by boat. I love lighthouses, and it was interesting that some of their lighthouses were not very tall. And I learned some geography, while there. Rhode Island is not an Island, but is made up of several Islands. When you first drive into the state you are still on the mainland of the US, but eventually, start over the bridges of Rhode Island. I mentioned it to one of the locals, and they said people say that often, so I guess I am not the only one who missed that part in school.

Friday, we our meeting, and the bylaws and standing rules all past. Some were "housekeeping" but one was about life membership. It is now open to all. No more restrictions on how old you are or how long you have been a 99. There was quite a bit of discussion, pro's and con's, but it was passed.

Saturday was the post conference IBOD meeting. The new IBOD were in charge and things are getting wrapped up for the next conference in Montana. The ladies gave a synopsis on what they are planning. It sounds like a lot of fun!

Willy, (NY-NJ Governor) and I took our time coming home. We stopped for gas in Selkirk NY and saw a sign stating "Airshow", so we turned there and stopped at the airport. It turned out to be Remote Aircraft Show, but the guys at the gate let us in for free to look at the "real" aircraft. There were many planes tied down that had been there for many years, by the way the grass and vines had made their way over the aircraft. It broke our hearts to see them. We went on toward Buffalo in the Thruway, and stopped at a Christian Camp that Willy has been Medical Director at many years in the past. We toured the grounds and where she stayed while there.

We arrived at my home about 1800, and she dropped me off and headed home.

Please get your registrations in for our SE Section meeting coming up next month. I am attaching the form to this email. Early registration ends the 13th! The Georgia gals have been working very hard to make this an educational and fun time. See you there!

Judy

Florida Goldcoast Chapter

By Tamra Sheffman and Myra Bugbee

2012 Air Race Classic: An Awesome Cross Country

Looking for an avenue for women to share aviation stories and learn from each other, Amelia Earhart was influential in starting women's air racing, as well as the Ninety-Nines, in 1929. The original race was referred to as *The Powder Puff Derby*, a name coined by Will Rogers. After WWII, the race name changed to *All Women's Transcontinental Air Race (AWTAR)*, and today the more politically correct term is *Air Race Classic (ARC)*, a transcontinental all-female pilot air derby, historically the longest in the world dating back to 1929, a cross-country 2,500 statute miles adventure.



Characteristics of the Air Race Classic include:

- A race flown only by females

- Each team has a minimum of two female pilots

- One pilot must have at least 500 hours and be IFR rated
2500 statute miles each year

- Four day race (with 7-9 legs)

- VFR – (Visual Flight Rules)

- Flown Sunrise to Sunset

- Starts and stops in different locations in the US each year

- This year's flight was from Lake Havasu, AZ to Batavia, OH

- The 2012 race included 49 airplanes with 105 aviatrixes

Tamra Sheffman and Myra Bugbee, pilot and copilot team: Cloud Dancers, braved the skies and raced a Cessna 182 against a formidable field of Pipers, Cessna's, and more in the 2012 race. Not only did Myra and Tamra fly in the race but had to get to AZ from South Florida and, after the race, home from Ohio to Florida. Along the way, they visited with friends and relatives in Texas, Ohio, Virginia, and North Carolina. They also spent some time sight-seeing, including walking through Carlsbad Caverns. Original plans were to go on to the Grand Canyon and walk on the glass skywalk but they were fortunate to be in Gallup, NM when they discovered a leak in the Crank Seal and spent an extra day in the capable hands of the maintenance department for repairs. Fortunately, this happened before the race began.

As a first-time racer, Myra felt empowered to be among such skilled, accomplished, and confident women. She also reflected about the early female fliers. Today pilots have technology, GPS's, iPad's, access to weather briefings, charts and many tools to help them fly safely. Early aviatrixes needed a great deal of courage. They barely had a compass and roads to follow. Many early fliers even did some of the maintenance on their airplanes.

Both Myra and Tamra were awestruck at the beauty of our country from rugged mountain peaks, to dry desert beds, to 1000s of windmills and oil wells, to the scenic Great Lakes, to green, lush scenery in OH, VA, and NC, and the flatlands of FL. They also learned about mountain flying and how high density altitude deteriorates airplane performance.

Tamra commented that this race uses all of the skills she has learned throughout her aviation experience and builds even more proficiency.

Both pilots were touched by the genuine kindness and generosity of people everywhere they landed. At Apalachicola, the Airport Managers, even called the local news reporter so that she could get a story. At other airports, they were greeted with bottles of water and given airport cars.

The 2012 Air Race Classic included ten stops and involved hundreds of people, not only the racers but airport personnel, stop chairs and volunteers, as well as officers and board members of the Air Race Classic. The attention to detail and the organization of this race was impressive. Many hands make light work and the organizers were all unpaid volunteers. Compliments go to those who created a successful race.

Facts/Statistics for 2012 Air Race Team Cloud Dancers

Hours flown	50.5 hours (most GA pilots fly 100 hours / year)	
Miles flown	6065.56 Statute Miles	5274.4 Nautical Miles
Legs flown	20	
Gallons of fuel	692.2 gallons	
Average cost/gallon	\$5.81	
States crossed	20	
Charts	26 charts (17 - VFR Charts and 9 - IFR Charts)	

International Conference 2014 Hosted by Southeast Section

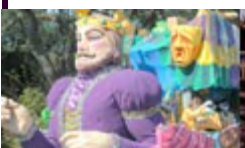
Submitted by Lisa Cotham Pizani

Big Easy in 2014

It's official: Southeast Section is hosting the 2014 International Conference in New Orleans. New Orleans Chapter has volunteered to do most of the preflight planning, but this is a Section event and we need everyone to be involved.



Janet Gonzales and I are co-chairing the event and have already met with several hotels in New Orleans. The final bids are expected any day now. The goal is to have a contract ready for President Martha Phillips to sign at the International Board's November meeting.



We have developed a list of potential tours and optional activities and are working with the New Orleans Convention and Visitors Bureau to find vendors for those activities.

We are developing a rate sheet for sponsors and advertisers and would ask every Chapter to develop a list of potential donors so you will be ready to approach them when the rates are finalized. We want every area of the Section represented in conference materials. Don't forget your local airport; many airports have advertising budgets.

Through Flightline and at future Section meetings we will be discussing committee needs (i.e. decorations, publications, hospitality etc,) and ask you to determine in what area you and your chapter will help. The International Standard Operating Procedure for the annual conference is in the Members Only section of International's website has detailed information on each committee's responsibility.



Although it appears we have two years to get ready, in reality we don't. We need to have most of our plans in place by mid-2013, and we need to have our registration materials ready to submit to our 99s magazine by Dec. 1.

We're really excited to be hosting this meeting and hope you will be in that number, too. Feel free to contact either Janet or me if you have any questions or want to secure your volunteer position. Hope to see you in Macon.



Lisa Cotham Pizani, love2fly@easy.com
Janet Gonzales, LAregional@eatel.net

Blue Horizon's Beyond

Submitted by Linda Kaufman FL Suncoast Chapter

A memorial service for Eleanor Sharpe was held, Saturday, July 21 at 1:00pm at the Unity Church of Palm Harbor located at 1960 Tampa Rd., Palm Harbor, FL

Eleanor Nettie Sharpe, 95, of Largo, FL, formerly of Honolulu, HI, died July 1, 2012. She was born in Buffalo, NY. She is survived by cousins, John (Florence) Sharpe, Karen Sharpe and Don (Denise) Sharpe. Eleanor was an active member of the EAA Experimental Aircraft Association, CAP Civil Air Patrol, and the Post-Polio Survivors Group. She made her solo flight on April 9, 1975, and owned her own Ercoupe into her 80s. Eleanor was a faithful member of Unity Church of Palm Harbor. Recently, she resided at Sabal Palms Nursing Facility. In lieu of flowers, family requested donations to: Post-Polio Health Intl. at info@post-polio.org and EAA Chapter 282 Clearwater, FL.

Calendar of Events

SE Section Meeting, Macon, GA.....September 14-16

If you have an article, event, something for sale or information you would like to submit for publication in your SE Section Newsletter, send it to: Skylanegirl@gmail.com

For Sale: Used Garmin 496 GPS, newly updated (I bought a 796). \$1000.00 Contact Skylanegirl@gmail.com