



Our T.C. 99s Co-Chairs



Evelyn Galus & Kaye Ebelt

2020-2022 Treasure Coast 99s Officers and Committee Chairs:

Co-Chairs: Kaye Ebelt and Evelyn Galus

Vice Chair: Katie Dembowski

Treasurer: Debby Artman

Secretary & Newsletter Editor: Sarah Wendt

Scholarship Chair: Jess Meier

Membership & Air Marking Chair: Ruth Jacobs

Outreach Chair: Maren Graben

Event Photographer: Jody Smith

Aerospace/Aviation Education: Kaye Ebelt

From the Co-Chairs

Astronaut Training to Aviation Art

We are always searching for new ways to get together and celebrate each other. Astronaut training has always been at the top of our list and still is, but NASA and SpaceX were booked. The countdown clock in, on a temporary hold. As pilots, we are always taught to have an alternate destination. We put our creative minds together and came up with group painting.

So why paint? As pilots, we all have experienced a certain amount of stress. It can be from pilot training, aeronautical decision-making, maintenance issues, or weather delays. The sky is the limit on the number of stressful conditions a pilot is faced with day-to-day. In general, humans find many unhealthy ways to cope with stress. Pilots are no different. The goal is always to find healthy coping mechanisms. When we picked painting as a group activity, little did we know that painting



is a proven stress reliever. Other positive attributes of painting are it expands creative growth, bolsters memory, and stimulates an optimistic attitude.

The Treasure Coast 99s found this to be true. We were able to celebrate with friends, sip on a beverage and create fabulous aviation art. Well done, TC sisters!

TC 99s Buzz



Woo hoo! The first fly-in for the TC 99s Florida Fly-in Food Tour was held on Sunday, March 14th.

We flew-in to Vero Beach Airport and enjoyed lunch at CJ Cannons Restaurant. The restaurant was a buzz! The wait was long, the food was delicious, and the company sweet. The day was not without a hitch... or two. My plane was delayed to lunch, due to our rental aircraft not being returned on time. The fuel truck at our departure took so darn long, that we ran calculations to depart with the fuel left from the previous flight. These delays caused us to miss out on the other TC 99s plane that flew in. The day was still an adventure and quite enjoyable. From the eyes of an optimist, you might even say perfect. I cannot wait for the next one!



Speaking of the next fly-in, in April, we are meeting up at Sun 'n Fun! I have had a bit of feedback recently that many of our members aren't thrilled with the idea of flying-in to Lakeland for Sun 'n Fun. However, members still want to attend. In the spirit of our monthly lunch fly-ins, the plan is to meet up and have lunch together at Sun 'n Fun.

Whether you are planning on flying in, camping out, or driving in, we will meet at the 99s House on Saturday, April 17th at 11:30 AM, and all enjoy lunch together. If you are not familiar with where the 99s House is located (which I was not,) it is located at clubhouse row, circled in orange in the picture to the right. If you get lost, you can always ask a volunteer, they know where it is at. Also, if you are interested, I have talked with the Suncoast Chapter, who takes care of the 99s House, and they are holding their monthly meeting at 10:30 AM on Saturday, April 17th, in the 99s House and all are welcome to attend. Last, but certainly not least DISCOUNT INFO! Both the 99s and WAI offer a discount code for admission tickets. Login to the member sections of either website or reach out to a fellow member for the code. If you purchase tickets at the event you will be required to show proof of your 99s or WAI membership. Also, if you purchased an online 2020 Sun 'n Fun Aerospace admission and have not requested a refund, your ticket will be valid for entry into the 2021 Expo.



See you at "Spring Break for Pilots"!

Head in the Clouds

IFR Training Blog – Written by Debby Artman

This month's Head in the Clouds - IFR Training Blog is brought to you by our member Debby Artman. She has the wonderful perspective of continuing her training twenty years after earning her private pilot certificate. Let's welcome her to the newsletter and hear her thoughts.

To start, I would like to share the advice I give myself: don't compare your path to other people's paths. I share this because throughout my instrument training this has been one of my biggest lessons/reminders. I began my instrument training about two years ago. Since then, I have seen multiple new students come in with zero hours and leave with all of their ratings. Seeing this can weigh on a person's mind, but I remind myself again, don't compare your path to other people's paths. I am close now to completing my instrument rating, but not there yet. Why didn't I get my instrument when I was younger? I wish I had, but that was not my path.



My path began at fifteen when I started flying and earned my private pilot's license at nineteen. I completed it over the summer while in college. I loved flying, but I chose to major in engineering and also in aviation maintenance. My education earned me a job as a flight test engineer and I even got to work on projects at Edwards Air Force Base. Over the years, I learned a lot and have had many great experiences. I would not trade those experiences for anything. Flying got put aside while I was distracted with life (student loans, starting a family, health, working, etc.) Twenty years have gone by and sometimes we need to take the long path to find our way.

I have been a Girl Scout troop leader for the past seven years and spend a lot of time working with kids. I love working with kids and would love to inspire them to go after their dreams. I am also a mom of three and want to encourage my kids to pursue their dreams as well. After I decided to start flight training again, I set a goal to become a flight instructor so I can teach them. Once I made that decision, I started taking refresher lessons and began working on my instrument. I accept the slow path because I have a lot of other things going on. I will get there. I will get my instrument. I will reach my goals. It just takes time. Recently, I passed both the instrument and the instrument flight instructor's written exams, and the date is set for my instrument checkride. I am a few steps closer to achieving my goals. After my checkride, I plan on studying for the commercial written over the summer and begin commercial flight training in the fall.

Finding the time to study can be challenging. I only get, at most, five minutes uninterrupted at a time. I found that putting study material on my iPad makes it easier. I take it with me wherever I go. I study while waiting in the school carline, late at night, during my kids' sports practices, and whenever I can find a free minute or two. As I said, most of the time it is not much more than that.

My training has been fun and I have met so many wonderful people over the past couple of years. My next advice to anyone just starting, would be to find the path that works best for you. It may mean making changes along the way. From my experience, taking a longer path is full of adventures and learning opportunities. I find as long as I keep progressing, I am happy.

Life Inverted

In the spirit of air show season starting this month, this article is about aerobatic training. Our fantastic member Maren is the inspiration for this topic. While painting, we discussed spin training and aerobatics. I shared with her that I have friends involved in that arena and would find out more. Her tenacity couldn't wait for me to get back to her before she had already gone up and got spin endorsed. Excited about what I learned, I am going to share the information I collected with you all now.

I happen to have a really good friend who just started his own aerobatic school. Before I get into his operation, I will let you know that there are multiple different places you can go to get trained in aerobatics. If you are truly interested, it is always of the utmost importance to do your research and find the best fit for you. Some options in Florida are Dylan Aviation in Indiantown (X58), Berichi Aviation in Fort Lauderdale, and of course, there is Patty Wagstaff Aerobatic Instruction up in St. Augustine.

Without further adieu, let me talk about my friend's new business. If you have had even a fleeting thought about aerobatics, Aguayo Aerosports may be the perfect option for you. My friend, Alain Aguayo [pronounced: all-on, ag-why-yo] just started his own aerobatic instruction business. Although his business is new, he is most definitely not new to aerobatics or instruction. Alain has been an aerobatic competitor for about eleven years, he was a flight instructor at Embry-Riddle for six years and managed their Upset Recovery training program during that time.



His goal is to “make aerobatics affordable and accessible to everyone.” It's true. Not only does he offer multiple different training courses to suit what you are looking for, but the training courses include ground and flight instruction, lodging and complimentary breakfast! The courses offered are Spin Training and Endorsements for CFI Applicants, Advanced Spin Training, Aerobatic Training and Coaching (basic \$1,500 total, or comprehensive \$2,300 total), and Upset Prevention and Recovery Training (\$2,000 total). He will not charge extra if the flight time goes a little bit over and the total cost includes unlimited oral instruction if you need a little extra help with a topic.

Training from Aguayo Aerosports would be the ultimate immersive experience. First, you get to stay in the world's most famous residential airpark, Spruce Creek Airport (7FL6) in Port Orange, FL. You wake up each morning to a homey, complimentary breakfast where your classroom instruction is in the same facility. You walk out to the attached hangar to preflight, then, taxi and take-off within minutes to start your flight training. What more could one ask for? Oh yeah, Spruce Creek also has its own restaurant The Downwind Café where you can continue to be surrounded by the passion for aviation during lunch and dinner. But wait, there's more! Depending on the days you choose for training, Spruce Creek is also known for having its regular “gaggle flights” every



weekend. Gaggle flights are where members of the Spruce Creek community get together and fly formation over the airpark and usually all go to breakfast together. That means, there is a mini, impromptu airshow every weekend.

If this sounds up your alley, feel free to reach out to Alain at alain@aguayo-aerosports.com or you can learn more by visiting his website <https://www.aguayo-aerosports.com/>. He also let me know that it works best if small groups of two to three people sign up together for efficiency of ground and flight instruction. Maybe this is the opportunity for you to start living a life inverted.

Scholarship Slipstream

A little short on funds to continue your aviation goals? There are quite a few scholarships you can apply for with deadlines in the second quarter of 2021. Follow the included links below for the details of each scholarship and more! <https://www.ninety-nines.org/scholarship-registry.htm> .

Upcoming Scholarship Deadlines:

- April 9th: [Women in Corporate Aviation \(non-flying\) scholarships](#)
- April 15th: [BECKI KING MEMORIAL SCHOLARSHIP](#) - \$2,000 - Sponsored by Paradise Coast Chapter 99s - open to FL residents.
- April 15th: [FLORIDA SUNCOAST CHAPTER SCHOLARSHIP](#) - \$1,500 - Sponsored by Florida Suncoast Chapter 99s - open to FL residents.
- April 15th: [M. E. GREIN SCHOLARSHIP](#) - \$1,000 - offered to women 30 or over for private pilot certificate.
- Check back after April 1st: [AAERO Aviation Scholarship](#)
- April 16th: GAMA Edward W. Stimpson Aviation Excellence Award
- April 30th: [Air Force Association Scholarships](#)
- May 1st: [BLACKWELL -WALKER MEMORIAL SCHOLARSHIP](#) - Sponsored by the Spaceport Chapter 99s - open to Southeast section members.
- May 18th: [Women in Aviation International Scholarships](#)
- May 31st: [National Aviation Explorer Scholarship](#)
- June 1st: [EAA Scholarship](#)
- June 4th: [Regional Airline Association Scholarship](#)
- June 15th: [Women's Soaring Pilots Association Scholarships](#)
- June 22nd: [Women in Aerospace \(WIA\) Foundation Scholarship](#)
- June 25th: [NATA Navigate Your Future Scholarship](#)
- Unknown: [International Council of Air Shows Jan Jones Memorial Scholarship](#)

Also, keep a lookout for our very own Treasure Coast Pot of Gold Scholarship. The Treasure Coast Pot of Gold Scholarship is a \$500 award to be used for a new rating practical test expenses to include aircraft rental and examination fee. We have awarded this scholarship for the past two years and plan on awarding another one in the spring of this year.

Fly Girls

TC 99s Member Achievements



Congratulations to Treasure Coast 99s Sophia Maravilla for passing her Instrument rating!

Also, congratulations Maren Graben on earning her spin endorsement!



Safety Spiral

Safety and Education

Living in Florida we are all aware of those pesky afternoon storms. They can really put a damper on a day of flying. As we roll into thunderstorm season, let's put on our safety caps to go over some real concerns associated with rain showers and thunderstorms. You may have heard some of this before, but there may be something new you pick up.

Starting with the statistics, general aviation (GA) accidents overall have been decreasing over the past ten years. Even with this promising trend, there is always room for improvement especially since we are talking about preventing loss of life. It is important to know that weather is a contributing factor in about 35% of GA accidents and about 75% of those cases involve fatalities according to both the FAA and the NTSB. Thus, most weather-related accidents are fatal and a failure to recognize deteriorating weather continues to be a frequent cause or contributing factor of accidents.



What can we do to be adequately prepared? From day one, we have been trained to do a proper preflight many of us using the acronym NWKRAFT - NOTAMs, Weather, Known Delays, Runway Analysis, Alternates, Fuel Planning, Takeoff/Landing Performance. Since this topic is so important, the FAA, in March 2021, just came out with a new Advisory Circular [AC 91-92: Pilot's Guide to a Preflight Briefing](#). This AC provides an educational roadmap for the development and implementation of preflight self-briefings, including planning, weather interpretation, and risk identification/mitigation skills. Pilots adopting these guidelines will be better prepared to interpret and utilize real-time weather information. This will help before departure and en route, in the cockpit, via technology like Automatic Dependent Surveillance-Broadcast (ADS-B) and third-party providers. Having a thorough preflight will increase the odds for a positive and enjoyable outcome for every flight.



Something to remember after we have completed our preflight planning, made our “go” decision, and are en route to our destination is, even though we have some amazing technology these days, it is not 100% accurate. We need to remember we cannot completely rely on NEXRAD/FIS-B since that information is always old by the time we see it. Depending on how fast a storm is moving, the imagery we get from NEXRAD/FIS-B resources can be completely changed by the time it shows up on our screen. The NTSB cautions pilots to be aware that in-cockpit next-generation Nexrad information can be as much as 15 to 20 minutes older than indicated on the display.

The absolute best resource is our eyes. Avoid the dark areas of a storm and navigate around it if possible. The rule of thumb is to keep a 20-mile separation between you and a thunderstorm. You

may need to keep a closer eye on fuel if you did not account for storm circumnavigation during preflight. It is never a bad decision to divert and wait it out.

What can you do if you do unintentionally encounter a storm? First, can you safely get out of it? Can you turn around and divert? Are you unable to avoid the storm while VFR over the top? Is there a cloud base report? Make sure to have in mind terrain/towers/obstacles before attempting to get below the cloud base of a storm. Now what to do if it looks like there is no other out and you must push through? The middle to the top third of a thunderstorm has the most severe turbulence, so request the lowest safe altitude. Make sure your seatbelts are tightened, your pitot heat and any anti/de-ice equipment is turned on, slow down to your maneuvering speed (this may be very approximate depending on how much your ASI is bouncing around), it's a good idea to turn up your cockpit panel lights to read your instruments better, and in very turbulent situations extend your landing gear for aircraft stability. After establishing these practices, your goal is to keep your approximate maneuvering speed and keep a level attitude. With severe turbulence it will be almost impossible to maintain your altitude, so hold on, it's going to be a bumpy ride. No matter how shaken you might be, remember you are the pilot in command. You are now in an emergency situation, and you tell ATC what you need to keep you safe.

One of my biggest takeaways was from the AOPA article Training Tip: Two Or More Reasons to Avoid Thunderstorms. The article discusses two pilots of extremely different aviation experience levels getting caught up in similar situations when getting too close to thunderstorms. Both pilots were presented with the same tough decision to continue an unstable approach and landing, instead of performing a go-around, which resulted in accidents. They put themselves in a predicament where the go-around was no longer an option because it would put them in the middle of a thunderstorm. We have the privilege to read about these stories and learn. As a pilot, we should never put ourselves in a situation where our only options are to crash or to crash and die. We are smarter, we have more patience, and the resources to have options A, B, and C.

Keep these lessons with you as you take to the skies this spring and summer and I wish us all happy and safe flying!

The articles used for this Safety Spiral were <https://www.aopa.org/news-and-media/all-news/2020/june/08/training-tip-two-more-reasons-to-avoid-thunderstorms>
<https://www.avweb.com/flight-safety/risk-management/common-threads-in-weather-accidents/>
<https://flightsafety.org/asw-article/weather-concerns-for-general-aviation/>
<https://www.flyingmag.com/everything-explained-thunderstorm-avoidance-penetration-and-survival/> please, feel free to follow any of the previous links for your reading enjoyment.

Let's Fly Now – First Flight Program

The Let's Fly Now - First Flight Program webinar was presented live to our chapter by Myra Bugbee in our recent TC 99s virtual meeting.



Let's Fly Now! is a Ninety-Nines' signature introductory flight program specifically geared toward females of flying age (although men and children may be flown, too). Airplanes, fuel, and time are donated by Ninety-Nines, Friends of The Ninety-Nines, and other properly certified pilots for the introductory flights. What makes this program stand out from others is that it is not only for young aspiring pilots. It is for pilots of all ages.

Generously, King Schools and Dare to Fly are partners who support Let's Fly Now! King Schools will offer some online programs for free, as well as significant discounts to passengers who begin the online Private Pilot course. King Schools will also provide a 20% discount to all 99s for any of their online courses. Dare to Fly will give a "leg up" to some passengers who begin their journey into aviation with a gift of a Dare to Fly flight bag filled with books and equipment for the Private Pilot Certification.

The tagline of this program: EXPLORE the wonders of aviation, DISCOVER the magic of flight, and IMAGINE the possibilities for your future, resonates within all of us. Our chapter voted to get our feet wet with this program, this month! We are planning a small, Let's Fly Now event held at KLNA airport on April 24th, 2021. We are looking for all pilots in our chapter to help volunteer. Volunteers are needed for several different positions from pilots to ground crew. We need your help to spread the passion for aviation to others. Please reach out to Kaye Ebelt kebelt@msn.com to volunteer for the TC 99s first Let's Fly Now - First Flight Program.

Fly-in Fun

As written about earlier, our fly-ins have officially begun! I just want to take a moment to share that these are "the more the merrier" kinds of events. We would love it if you brought along your significant others, friends, family, maybe even pets too! (Caveat with pets is: #1 I personally will not be checking to see if the locations are pet friendly, that will be up to you. #2 if you do reach out to the fly-in location and determine your pet is allowed, I need the pet included in your RSVP to me.) It is all about communication. Feel free to invite whoever you would like. As long as I know a headcount for space accommodations then anyone is welcome!

Air-Mark Your Calendars

TC 99s Events

April

- 6th: Monthly Meeting - VIRTUAL. Zoom Presentation: Fly Now Program by Myra Bugbee
- 17th: [Sun 'n Fun Meet up](#) @ 99s House, Clubhouse Row in KLAL at 11:30 AM for lunch.
- 24th: Let's Fly Now TC 99s Event

May

- 1st: Chapter Annual Meeting/End of Year Celebration Lunch - Brandon's at Tideline Resort in Palm Beach @ 10 AM
- 15th: [FFT](#) Meet in KSPG @ 10 AM for brunch at The Hangar Restaurant

June

- 5th: [FFT](#) Meet in KFPR @ 9 AM for the TC 99s calendar photoshoot (vintage hair, makeup, and costumes provided) followed by a tour of a DC3 and lunch at Airport Tiki Restaurant

Aviation Events

(click on the event title to link you to the event website for details)

April

- 10th: [Valiant Air Command Monthly Fly-In/Drive-In Breakfast](#) @ KTIX
- 13th - 18th: [Sun 'n Fun](#) @ KLAL
- 17th - 18th: [Cocoa Beach Airshow](#)
- 27th - 29th: Aviation Week [MRO Americas](#)

May

- 8th: [Valiant Air Command Monthly Fly-In/Drive-In Breakfast](#) @ KTIX
- 15th - 16th: [The Great FL Airshow](#) @ KMLB

June

- 12th: [Valiant Air Command Monthly Fly-In/Drive-In Breakfast](#) @ KTIX

Let us mark them for you! Click [here](#) to sync our events calendar with your calendar.

CHICKEN WINGS®

www.chickenwingscomics.com

BY MICHAEL AND STEFAN STRASSER

