Ninety-Nines
Inspiring Women Pilots
Since 1929

The Flyer

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Newsletter of the Ventura County Ninety-Nines • www.vc99s.com • March/April 2018

Southwest Section Winter Workshop

Janeen Gaul

The VC 99s were represented at the Southwest Section Winter Workshop in Glendale Arizona on January 27, 2018 by Lori Parker, Diane Grizard, Judy McCarthy, Peggy Watson-Meinke and Janeen Gaul.

The workshop was held at the Thunderbird School of Global Management, which is a part of Arizona State University. The campus has a lot of fascinating history, as it was once a World War II Airbase, called Thunderbird Field, where pilots came from around the world for training during wartime. Although the runway is no longer there, the old control tower still stands and houses the campus pub, a place we got to know well! There is a fabulous collection of historical photos all around the building, and you can even go up into the top of the tower, a space that is now a cute little study area.

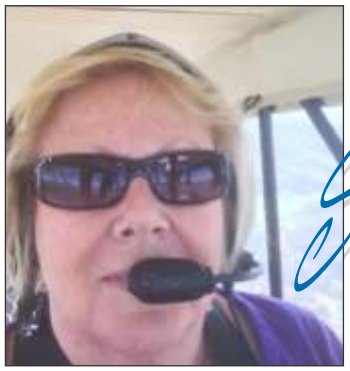
The workshop was a great success with 63 attendees. The topic was "Scholarships." We all were given badges to wear saying “I am one of the 6%.” Only about 6% of all pilots are women, and we want to change that! At the workshop we discussed strategies to make our scholarship processes more effective with the hope of increasing that percentage.

Speakers included our own Lori Parker, SFV99 Ceci Stratford and Dottie Norkus who is an Amelia Earhart Scholarship Trustee. All of presenters did an incredible job of giving tips on how to mentor scholarship applicants through the process. Previous scholarship winners gave their tips and provided feedback from their experiences with the application process.

It's always fun to get to know 99s from other chapters and share ideas, successes and stories. I encourage all members to consider attending a Winter Workshop. Next year it will be in San Diego, the last weekend of January.

If you'd like to see the minutes and presenter hand-outs, they can be accessed at the Southwest Section website (sws99s.org) in the Members Only section.

NEXT MEETING APRIL 17



Skywriting

Chapter Chairman:
Judy McCarthy

Spring has Sprung, and hopefully all the March showers will bring May Flowers. Our hillsides seem to have stayed together and you can see green everywhere.

The VC99 Pilot Proficiency classes are winding down, finishing up the end of April (notice all the articles?). Some amazing classes and instructors!

During our next General Meeting I will be in Italy, but fear not, Vice Chair Alison Barker will be on hand. April's meeting (April 17, will be at the Viewport, CMA. We will have a Ribbon cutting and unveiling of Martha Phillips bench (VC99 member and past Chair, South West Section Governor and International President of the Ninety-Nines, Inc.) eat, and have a great time.

Our Chapter is getting a new Website, so you may not be able to reach us via website for a while, but the new site will be amazing, user friendly and informative.

I will keep you posted as to meetings, etc.

Your Ballots for voting for Board of Directors will go out in April and our May general meeting will be an important one, as we will vote to accept the budget.

Our Newsletter will only be in even months for the rest of this year. April, June, August, October and December. Once the new Website is up and running we will have monthly Newsletters again.

Have a wonderful Spring, now let's go Fly!

There's Always Someone to Congratulate in the VC99s

Linda Ehrlich passed her IFR Written on March 21

Pilots are just plane people with a special air about them

Patterns & Pizza

Lori Parker

Seven VC99 student pilots attended this session taught by certified advanced ground instructor Robin Sullivan. This interactive opportunity included how to plan the decent to pattern altitude, tips for flying into towered and non-towered airports plus surprises that can happen along the way. (This time I remembered to take a picture of all attendees except Wendy, who had to leave early.) A big thanks goes out to Pizza Man Dan for supplying the pizza, to Pat for the delicious salad and Robin for her time and wisdom. Stay tuned for another Student Advancement Team program soon!

VC99s Pilot Proficiency Class with Gary Schank

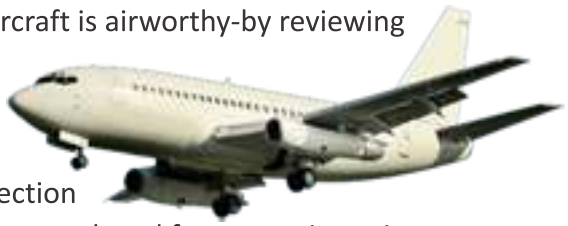
Lessons Learned Flying a Boeing 737-200 on its Last Flight

Luci Galgano

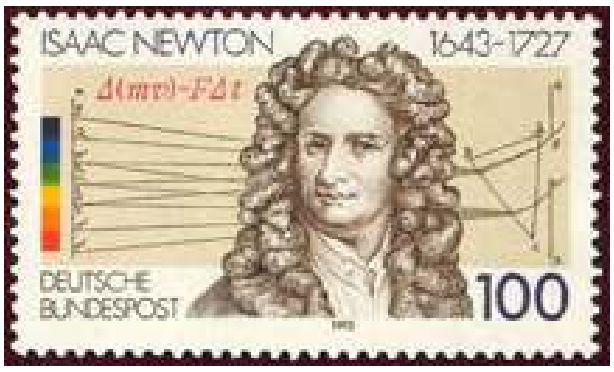
Our Pilot Proficiency Classes continued on March 14th with Delta Pilot Gary Schank presenting Lessons Learned Flying a Boeing 737-200 on its Last Flight. Gary and his 19 year old mentoree/co-pilot ferried a mothballed Boeing 737 from Lakeland, Florida to Ardmore, Oklahoma.

Gary said special concerns with this unfamiliar aircraft were structural damage, maintenance history, age of the aircraft, fatigue, inop instruments, as well as corrosion as the aircraft had been used in an ocean environment.

The following lessons learned by Gary on this ferry flight can be used with general aviation pilots flying an unfamiliar aircraft:



- Be sure the aircraft is airworthy-by reviewing the logbooks
- Complete a thorough preflight inspection
- Make sure paperwork and ferry permit are in order if ferrying an aircraft
- Be comfortable with the aircraft's systems, procedures, checklists
- READ the checklist and be sure each item is completed
- Do not take the weight and balance lightly-conduct your own calculation
- Do not be pressured to fly by yourself or others



Newton's Three Laws of Motion

1. Every body continues in a state of uniform motion in a straight line unless acted upon by some external force.
2. The time rate of change of momentum (mass x velocity) is proportional to the impressed force. In the usual case where the mass does not change, this law can be expressed in the familiar form: force = mass x acceleration or F = ma.
3. To every force or action, there is always an equal and opposite reaction.

Mountain Flying

Carolyn Brown

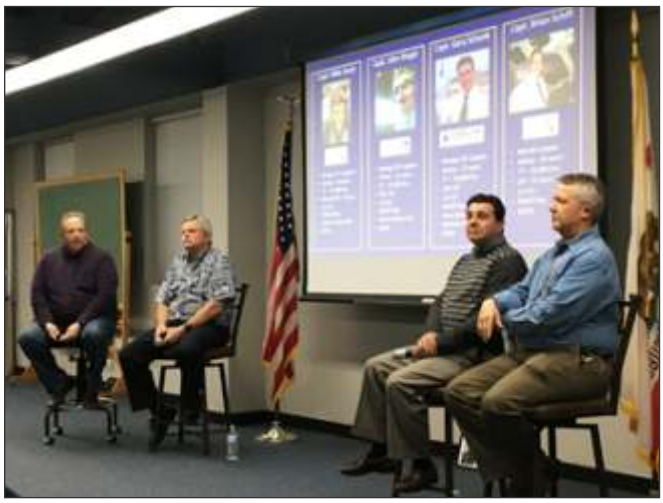
So much to say, so little time. Among the important reminders this father-son duo shared on Feb. 7:

- Stable air produces mountain waves and turbulence at the top of the ridge, with downdrafts on the downwind side and updrafts on the upwind side. More moisture = greater turbulence and less power.
- The absence of clouds doesn't signal an absence of turbulence, just an absence of moisture.
- If you are crossing a ridge and unsure what conditions might be, approach at a 45-degree angle. If you encounter a downdraft and need to turn away, it won't require as tight a turn.
- If you are approaching with a 20 kt headwind, clear the ridge by at least 2000 ft; with a 30 kt headwind, clear by 3000 ft; if the headwind is 40 kt, DON'T cross the ridge.
- If you fly through a valley and wind is not a factor, fly on the sunny side. Updrafts from the warming earth will allow you to push the nose down and gain airspeed. But in a narrow valley, wind will give you more issues than heated air. Fly the downwind side of valley where you will have updrafts and where, if necessary to turn around, you can do it into the wind and thus make a tighter turn.
- Ride downdrafts down and updrafts up, instead of trying to maintain altitude. Otherwise, in a downdraft you will be pointing the nose up, adding power, overheating the engine – and spending more time in the downdraft. By pushing the nose down in a downdraft, you get through it faster.
- In turbulence, use Va (a little less than double the stall speed) as redline airspeed, and don't fight the controls. Fly with your fingertips.
- At altitude, standard temperature is less than at sea level (3.5 deg per 1000 ft). For each 1° F above standard, add 60 ft to field elevation (for each 1°C add 100 ft). Add another five percent if the air is humid.
- ATIS temps are measured in a shaded box. But the air on on an asphalt runway can be can be significantly hotter, so add 15° to the ATIS temp-erature for planning takeoff and landing distances.
- At high density altitude, true airspeed will exceed indicated airspeed, so you need a wider turn radius. Fly a wider pattern.
- You will lift off and land at the same indicated airspeed as at sea level, but true airspeed/ground-speed is much higher, which is why you need a longer runway. You must ignore your normal visual cues for speed; if you slow enough on final so that the ground is passing at the usual rate, you will stall.
- Rule of thumb is that you need 70 percent of the airspeed necessary for rotation at the halfway point of the runway; otherwise abort. Remember the rate of climb decreases at altitude, so getting off the ground is no assurance you can climb out of the airport. Don't try to climb immediately; instead accelerate in ground effect until you reach Vx or Vy.
- Brian suggested adding 50% to calculated ground roll take-off. A video demonstrated that it typically took that much more than book distance to take off.
- Mixture setting: lean for takeoff before you land in case you need to go around. Don't put full flaps down at high density altitude until you are committed to land and know you don't need go around.
- Use Google Earth to plan arrival and departure.
- Before you land at a high-altitude airport, look at the terrain so you know how to leave. On departure, turn toward lowering terrain. Decide whether to land or takeoff downwind depending on rising terrain. Avoid taking off into rising terrain even with something of a headwind.
- Don't fuel at high density altitude unless you really need it. Consider taking off with fewer people aboard and ferrying them to a lower-altitude airport.
- Always carry lots of water for survival.
- Practice. Go up to 10,000 ft and see what your plane does with a simulated approach and go around.

VC99s Pilot Proficiency Class: with Captains Mike Jesch, John Ringel, Gary Schank & Brian Schiff

Airline Pilots Who Also Fly GA

Robin Sullivan



The attendees of this session enjoyed an informative and humorous panel discussion that focused on the many similarities between flying the "big birds" and flying our "little birds".

Some of the important key points discussed were:

- The importance of following pre-flight/in-flight checklists
- Standardizing take off and approach to landing procedures
- Always staying ahead of the airplane
- The importance of doing a stabilized approach to landing
- Approach "decision points" and when to "go-around"
- Crew resource management (CRM) if more than one pilot is on board
- Setting personal minimums and not deviating from them
- Not being afraid to declare an emergency in precarious flight situations
- How to "break the chain" of bad situations during flight
- The importance of being familiar with airports and taxi diagrams before taking off and landing
- Avoiding "get-there-itis" and always be willing to change your plans
- Working with ATC to get the results you need as PIC and knowing when to state "unable"
- Doing regular and recurrent training
- Decision making as to winds and weather before and during flight

VC99

VC99s Pilot Proficiency Class with Michael Church

Flight Forces and Fundamentals

Carolyn Brown

The weather was not cooperating but 34 hardy souls came to hear the tag-team duo of Barry and Brian Schiff speak on Forces and Fundamentals. Based on the reaction of the attendees, this class was a total success.

Common tools like hair dryers and leaf blowers were used to show how lift was generated over toilet paper, plastic tubes, rice krispies, and dollar bills. The effect of plane weight was discussed in some detail. A thought provoking question: If you had a plane full of flying birds, would the weight of the plane be less? They are not sitting on the floor adding weight. The answer is No as they would be forcing air down to the floor with their wings which would negate the fact that they were flying and not standing on the floor so the force would still be there. My own personal feeling about it after watching flying birds is that they would be depositing their last meal on the floor which would most likely add considerable weight but I kept that to myself.

The four forces acting on an airplane were discussed and explained carefully (lift, weight, thrust and drag). The second half of the class covered basic flight maneuvers also thoroughly; straight and level, climbs, descents and turns.

While I am sharing the fun side of the class, it is obvious both Barry and Brian have put a lot of thought and study into these subjects over the years and have documented many with videos which were very interesting and thorough. A great informative class! VC99

VC99s Pilot Proficiency Class with Michael Jesch

ForeFlight for Beginners

Luz Schaible

Designed by pilots for pilots, ForeFlight is an all-in-one solution for flight planning, checklists, charts, weather, airport information, hazard awareness, and more and attendees at this class who use an iPad and are new to ForeFlight were provided with helpful information and real life scenarios for using the application in flight. We learned that an iPad with cellular data capability is needed to use GPS functionality, how to invert chart colors for flying at night, and how to customize your settings in order to personalize your experience. There are a few settings that you can turn on an off, such as in Map View you can have it show Distance Rings in distance or Time, and set it to show your in-flight location on the map either North Up, Track Up Centered or Track Up Forward. Some short cuts shared were using 4 fingers to swipe across the screen in order to switch between applications and setting your view to show the weather first whenever you go to Airports View. And as Micheal put it, ForeFlight "Auto Magically" remembers you personalized settings.

An important reminder he provided was not to update the iOS or the application the night before a flight and when you do complete updates to always run the application and check your data before using on a flight. This was a lesson learned that caused him downtime on one of his trips. Michael also provided helpful information related to using the application in the cockpit, such as the battery backup to use (example - HyperJuice as it is not RF noise sensitive) and making sure you don't use polarized glasses. After the class, Micheal provided the opportunity for attendees to ask specific questions as he worked with them one on one.

VC99s Pilot Proficiency Class with Michael Church

Annual Pilot Refresher

Janeen Gaul

Our speaker for our Annual Pilot Refresher this year was Michael Church, CFI, CFI-Glider, CFII, MEI, AGI. Michael is a flight instructor with more than 14,000 hours (one hour at a time) and more than 12,000 hours dual given. He is the flight school manager at Sunrise Aviation at John Wayne Airport and a member of the Society of Aviation Flight Educators (SAFE).

Michael's approach to the Flight Review is with the idea that the pilot should come out of the Flight Review a more knowledgeable and capable pilot than she was going into it. He suggests taking a list of knowledge areas and skills that you want to improve upon to the CFI conducting your flight review.

Michael reminded us that "Airplanes don't crash–pilots do." Inflight loss of control–specifically stalls–accounts for the largest number of general aviation fatal accidents. He discussed the importance of practicing the maneuvers or skills that make you most uncomfortable in order to prevent these most common accidents. Practice those steep turns, slow flight and stalls to remain sharp. He says, "Reduce the level that luck plays in your survival."

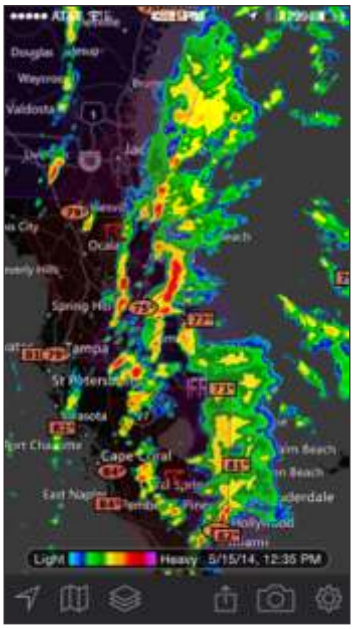
Michael shared interesting stories to illustrate his points, keeping the audience engaged. He presented topics such as airspace classification in a common sense manner that the audience could relate too. Thank you Michael for a fresh, new approach to the topic of Flight Review.

Calling All Aviation App Geeks!

Yolanda J. Langley

Being an avid Android user, I recently joined the 21st Century and purchased an iPad Air. Now, not knowing the new methods and usability of Apple products, I waited for an opportunity to get an education on some of the applications that the magical "iPad" would make available to me, the common, mild-mannered pilot.

On March 3rd, I took an afternoon out of the rain to attend the VC 99's Seminar, "Other Non-Foreflight iPad Apps" with Captain Michael Jesch, ATP, CFI, CFII MEI, AGI AND ADII. With all those "I's" and being a Boeing 737 pilot, I thought he would have some interesting insight into all the technology that is available to pilots who use the Apple platform. To my delight, he even touched on some applications that were available to the minority… Android users like myself, as I will NEVER give up my Galaxy phone! I was happy to learn that I already used 2 of his 3 suggestions for free weather apps. "WUndergound" is always my first "outlook" for possible flying days, as it has a 10-day forecast. Another suggestion was "MyRadar" which I absolutely LOVE, as it has fantastic graphics and HD aviation settings that display SIGMETs, AIRMETs, TFRs and more! The third suggestion was "Weather Puppy" which showcased photos of puppies depicting the corresponding daily forecast. I am sure this one would be a great hit with my girls at home.



As for EFBs, he mentioned "WingX", which he said had most of the same features as Foreflight, without the pricey subscription cost. It has terrain awareness and a flight recorder that can be sent to Google Earth for a better depiction of your flight.

I already had "AOPA Go" and have found it helpful at times, but I was glad to learn about "FltPlanGo". This app can integrate with your web-based flight planner and had some very cool tools, such as a feature that can measure the cloud tops right from the camera of your iPad in real time! It also has Geo- referenced flight plates for free and your flight plan files directly with Flight Plan of course!

Some other "Fun" apps he suggested were: "Plane Finder"- which can identify which plane is flying overhead in real time; SkyView- which is a free planetarium that shows which star in the sky is which and displays the constellations along with them. And, of course, "Yelp" for finding that $200 hamburger.

There were two Social and Community apps mentioned; "EAA Airventure" and "SocialFlight". They are free apps that keep you updated on seminars, fly-outs, and other activities that pilots would be able to attend within a perimeter you set yourself.

On a personal note, I wish that he had introduced an EFB that I have used for 2 years now: "Fly Q EFB". There were a handful of other pilots that gathered with me after class and reaffirmed how wonderful this EFB/ Flight Planner app is. It has a web based site that integrates into the mobile version, Split screen, 3D synthetic vision, flight recorder/ playback / export, plates on the map, 4,600+ Seattle Avionics airport diagrams, flight tracks, procedures/diagram annotation, helicopter and Gulf of Mexico overlays, extended runways, distance measurement systems, fuel prices, Terrain awareness and search patterns, wind-optimized flight planning, and plates and diagrams for Mexico and Central America. It also supports over 20 ADS-B systems. But the BEST feature is the FREE augmented reality airport finder. Just hold up your camera and it pinpoints the airport locations in front of you.

All in all, it was an afternoon full of interesting compilations and discussions of Pilot applications for the Aviation Geek in all of us!

Risk Management & Decision Making In Alaska

Carolyn Brown

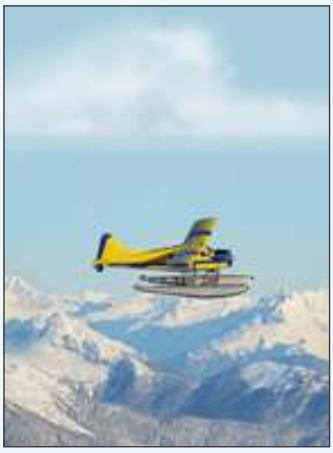
Michael Phillips and Ken Wittekiend shared their tale of picking up a float plane in Willow, Alaska and flying around the area for 16 days. The plane belonged to a friend of Ken's who was planning to sell it at the end of summer so when he offered the use of the plane, Ken decided to ask Michael to join him and share the fun. Ken had flown around that part of Alaska so he knew there would be challenges and risk but also great beauty to be seen and fun to be had.

Michael and Ken had done their homework on what to take as far as clothing, radios, phones, gps, portable locators, etc., etc.. So they packed everything up and headed north. Once there, they found some work was still required on the plane. The wheels had not been replaced with floats and there were some additional changes required to the cowling. The type of floats that could go on this particular Cessna, actually added weight and took away from the useful load so when doing the weight and balance, they discovered that they would not be able to take everything they had brought. Deciding what to leave behind was the first challenge.

The next discovery was that the floats didn't really float well. The harsh winter had loosened seals and the floats tended to fill with water and had to be pumped out regularly – minor issue. Not to be deterred, off they went which provided stories (and some pictures) to share about the places they stayed, the interesting people they met, and the opportunities finding landing spots where they could get in and out safely.

Then comes the time to return to Willow. The trip out and back would take them through one of the more beautiful and notorious passes, Pass Lake Clark. The outbound trip had gone well but the return through the pass was challenged by weather. And, more importantly, the discovery that the avionics master switch was not working. That took out all the avionics including the intercom which made the need to communicate even more challenging. Luckily, both were quite experienced and trusted the other's decision making and risk management skills so the trip ended on a positive and memorable note with the stories to tell.

We neglected to ask Ken and Michael if they would do it again but I am guessing both would say, "Yes, in a heartbeat".



Michael & Ken's Takeaways:

- Make sure you are totally compatible with the person you are travelling/flying with and agree totally on go/no go decisions and higher risk management.
- Do your homework and planning ahead of time – but be flexible.
- Be prepared to expect the unexpected.
- And last but not least, enjoy the scenery and the people you meet along the way.

SAVE THE DATE:

Friday, October 26, 2018 has been selected for our 5th Annual Ventura County Aviation Career Day. Please mark your calendars. Want to join the fun? Email: vc99soutreach@gmail.com

VC99s Pilot Proficiency Class with Judy Phelps

Understanding VFR Charts & Airspace

Carolyn Brown

Judy Phelps brought her A Game with her class on charts and airspace. We all use them for navigation but how well do you really understand all of the information being provided? Judy got down in the weeds and explained more than one way to find airport information on the chart. What we should be aware of when flying into Special Use Airspace, i.e.; TFR's, Prohibited, Restricted, Warning, Alert, Military Operations and lastly Special Conservation Areas. How do you find out if there are restrictions? Look across the top of the chart. Note, you can do this in ForeFlight as well.

Then we got into identifying the requirements for the A, B, C, D, E and G Airspace whether uncontrolled or controlled. What are the requirements for cloud clearance, speed, equipment, and special use airspace. Cloud clearance is always a challenge but Judy made it quite clear.

This was a truly great refresher for those of us whose memory doesn't hold as much as it used to and the student pilots who were active participants. VC99

2 VC99s Pilot Proficiency Classes with Michael Phillips and Ken Wittekiend

Preparing for the Private Pilot Practical Exam and the Instrument Pilot Practical Exam

Carolyn Brown

The dynamic duo of Michael Phillips, Master CFI and Ken Wittekiend, Master CFI, DPE shared knowledge with many potential Private and Instrument Pilots facing the dreaded check-ride. Michael being so familiar with our local DPEs and Ken being a DPE enabled them to put together two programs that eliminated several myths and shared 20 Practical Tips along with what to expect. While the Airman Certification Standards manual states what you can expect to be tested on, it is nice to hear the words, situations and explanations. At this point, the student has already passed the knowledge test for the Private or the Instrument certification. The upcoming is a Practical Test where the student will be evaluated on their ability to demonstrate and apply what they have learned . . . real-time, real-world.

While most of the Practical Tips offered for each class were similar, there were obvious differences for Private and Instrument which Michael and Ken went into in depth. For both classes they recommended preparing a notebook with your needed references. Do not BS an answer and do not say, “I don't know!” Know where to find what you need in the notebook. It is OK to look up the answer.

Three potential gotchas right up front are to make sure to A.) bring the required endorsements, B.) bring the required aircraft documents (formerly ARROW, now AROW) and C.) Bring the maintenance records for the plane and know how to explain them.

Both classes were very interactive and informative. A lot of questions asked and a lot of valuable answers given. Hopefully we will have more new pilots and Instrument pilots in the system soon with a lot of thanks going to Michael and Ken. VC99

IFR Refresher

Luci Galgano

CFII Rayvon Williams presented the annual IFR Refresher Clinic on March 17th to a full house of pilots. He said that the most prevalent myth regarding instrument pilots was that they tend to believe that they are as proficient as the day of their IFR check ride. He also said that the number one fact with instrument flying is that weather remains the biggest enemy.

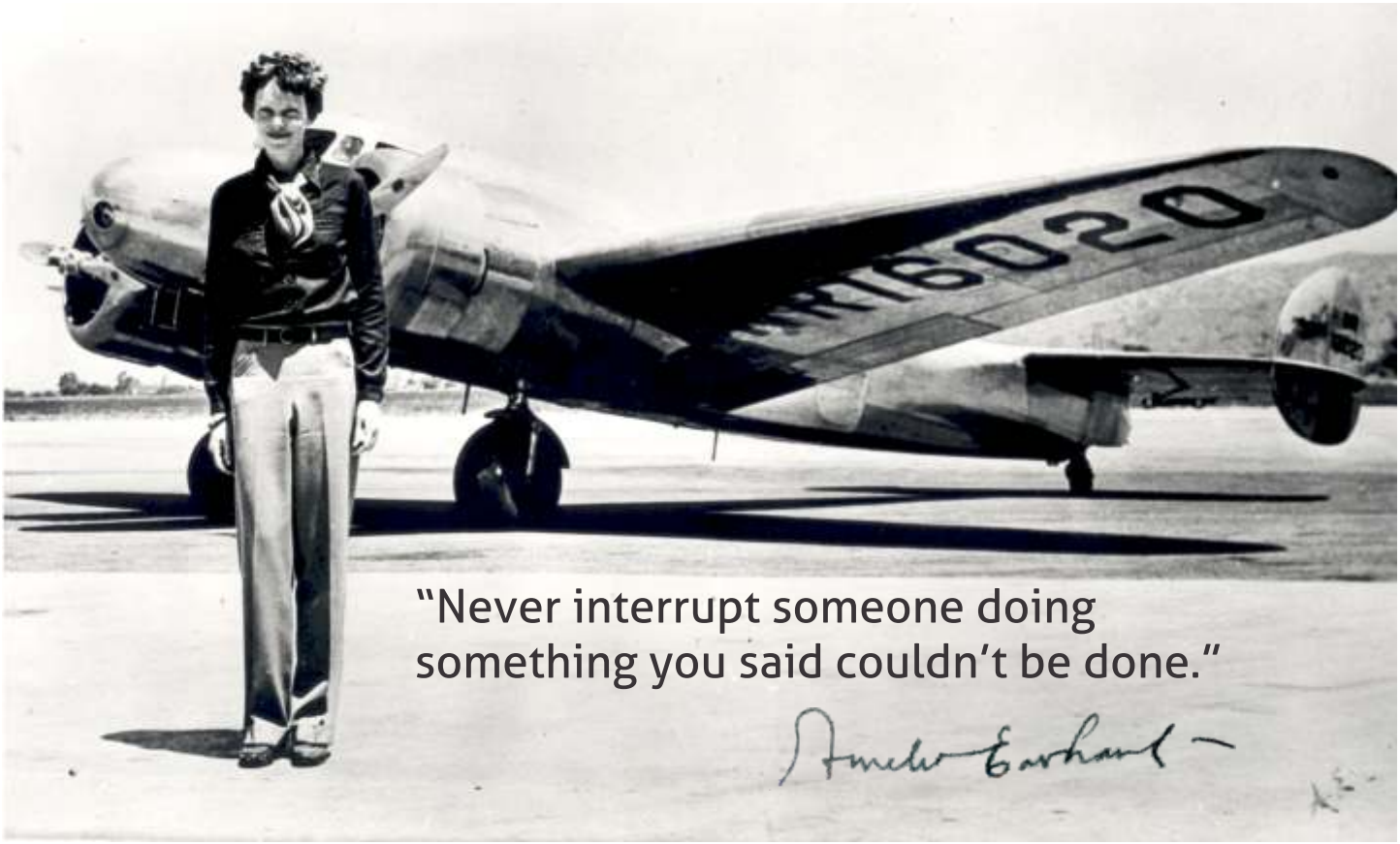
Rayvon gave the class a nemonic to remember FAR Part 61.57 regarding instrument currency:

- 6HITS
- 6 Approaches Holds
- Intercept
- Track
- Navigation Systems

A Safety Pilot sign up sheet was passed around so that pilots who need a safety pilot or would be willing to act as one could connect with one another. Rayvon reviewed the regulation regarding safety pilot criteria. A pilot acting as a Safety Pilot for a pilot in simulated flight must be a Private Pilot with category and class ratings for the aircraft being flown, a current medical and adequate vision forward and around the aircraft.

Towards the end of the day, the class was broken up into nine teams of five pilots for a 60 question quiz using our Ipads. A lot of fun competition was had with teams cheering and jeering at one another. Congratulations to the High Flyers who came in first place.

Rayvon's preparedness and knowledge on the topic was evident with a lot of classroom interaction and enthusiasm.



Future VC99s' Meetings

April 5 **Board Meeting** – 6:00 - Dept. of Airports, CMA

April 17 **General Meeting** – 5:30 Ribbon Cutting/Grand Opening of the Viewport at CMA

May 3 **Board Meeting** – 6:00 - Dept. of Airports, CMA (Approve Budget recommendation for Member vote)

May 15 **General Meeting** – 5:30 Aviation Museum, SZP Approve the Budget, approve ballots for new Board, approve delegates for International Conference

June 7 **Board Meeting** – 6:00 - Dept. of Airports, CMA

June 9 **Summer Awards Picnic** (you'll get a flyer in the mail)

Special Meetings

April 27 – 29, 2018 **SWS 99s Spring 2018 Meeting** in Bakersfield, CA hosted by Bakersfield 99s http://ninetynines.net/sws99sBakersfield/index.asp

Dear Ventura County Ninety-Nines,
I wanted to say how extremely grateful I am for being awarded the Student Pilot Milestone scholarship! I am absolutely honored to be given such an amazing opportunity to fund my training, and look forward to putting the generous funds to use. Not only that, but with being awarded the scholarship, I feel as though I have gained a non-monetary reward – the opportunity to meet and connect with some pretty incredible people. The community that I've experienced in my short time as a Ninety-Nine is unlike anything I have experienced before. Thank you for welcoming me with such open arms, and I look forward to continue to participate in various Ninety-Nines events.
Thank you again for everything!
Carly Shuziar