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The Ventura County Ninety-Nines have a monthly business meeting and speaker on the evening of the third Tuesday of the month. Check this publication for the next meeting, or at our website for locations.

We also meet socially for breakfast at 8:30 AM on the first Sunday of the month at Flight 126 at Santa Paula Airport.

If you are reading a paper copy of this newsletter, it is printed from an electronic file and can be found--in color--at our website. You can register to get an email reminder of The Flyer via email at this site.



## The Exhilaration of Wing Walking

Sheila Collier



"This weekend try Wing Walking at Santa Paula Airport." That was the Facebook post that another VC99 posted that caught my eye. I had no idea anyone trained people to do this and couldn't pass up this type of opportunity in my own back yard. I always thought stunt flying was reserved for Hollywood professionals and airshow performers.

Anyone who has spent much time at Santa Paula Airport knows, or has heard of the Mason family's lineage and of aerobatic pilots. Mike and his wife Marylin normally base their Wing Walking Academy out of Sequim, WA and just happened to be in town getting some maintenance done on their Stearman and visiting family.

I could not wait for my husband to get home that Friday afternoon to find out if he would do this crazy endeavor with me. When he said yes with no hesitation, I fell in love with him all over again. I then called the phone number from the website and Marylin briefly explained the proper attire to wear for the day, what to expect and that they would provide gloves and goggles.

When we arrived, Marylin

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**NEXT  
MEETING  
APRIL 18**

# Wing Walking

CONTINUED FROM PAGE 1

gave us a warm greeting, we signed the waivers and began training. All morning we practiced getting in and out of the Stearman's cockpit to climb to top wing of the airplane and strap in to an upright rigging with a safety belt. Then back down to the cockpit where we would regain some composure, and then back out to the wing where there was what they referred to as a javelin that was mounted on the wing that looked more like a Quidditch broomstick from Harry Potter. We would be doing aerobatics while on the top of the wing all while only wearing a safety line that was about 5-6 feet long. We were to build muscle memory of all our movements.

Marylin let us work at our own pace, and we never felt rushed. I was especially nervous about slipping since I am such a klutz and had to ask if anyone has ever slipped, "No." They have trained Wing Walkers from ages 10 to 71 without accidents. We learned the hand signals needed to communicate with Mike while we'd be flying.

When ready, I got to go up, we secured my harness straps, double checked all the fittings, added about 2 gallons of oil to the Stearman, rotated the prop blades, and then fired up that roaring radial engine. I hopped in and we took to the skies. I'm not sure if it was the beefy sound of the Stearman or of never being in an open cockpit airplane for the first time, but I felt a sudden sense of nostalgic romanticism that I had never experienced before in an aircraft.

Once we climbed to about 6,000 feet, I got my cue to look back at Mike. He pointed up towards the wing. Okay, here I go. He backed off on the throttle. We slowed to about 60 kts. I gave him the thumbs up and began my climb on to the top of the wing. I was already prepared for how windy the climb out would be, but I had no idea how hyper-focused I would be with every step, every

hand hold, every single movement I made. I almost felt robotic, and I didn't slip. The muscle memory I had trained to do all day just kicked in and there was no thought of being scared. It was more, "holy crap I can't believe I'm actually doing this." Once I made it to the top, with my feet in the footholds, I secured my seat belt and gave Mike the thumbs up. He immediately accelerated to prepare for the first loop, then a barrel roll, followed by a hammerhead maneuver. The feeling of freedom I felt was so intense I could not even believe it. I screamed in excitement until my mouth got so dry, I decided to just shut up and keep my mouth closed. The G's that we pulled while doing all the aerobatics actually made it so I never felt like I would fall from the plane. I finally managed to let go of the rigging and open my arms out wide like a bird, feeling an even greater

sense of freedom that I ever thought possible. I climbed back down, just as we had practiced on the ground and fastened my seat-belt in the cockpit which I thought a little ironic.

I wish that I knew better words to express

the shear intensity and thrill that this flight gave me. It is an experience like no other. I've been skydiving, bungee jumping, and shark diving, to just name a few. None of them came close to this feeling of wing walking. It has given me more confidence and reassurance that if I practice something enough to commit to muscle memory, I will perform it nearly perfectly under ANY circumstance. I always wondered if I have an engine failure while flying a helicopter, would I be able to perform an autorotation without freaking out and freezing up at the controls? I now know, that as long I practice and keep that muscle memory I will be a safer, and better pilot. This event also reinforced my belief that with the proper instruction, we can do anything. Video footage: "WingWalkSC" on YouTube.





# Skywriting

Peggy Watson-Meinke  
Chapter Chairman



It has been a pleasure to host Martha Molina, the 99s Chair for the Arkansas Chapter. Martha won the national raffle for Emergency Maneuver Training (EMT) with CP Aviation by purchasing tickets at a South-Central Section meeting. She was here in Santa Paula for a week going through the training.

I took advantage of Martha's presence on Sunday, Mar 20th, when I was asked to talk to a "SparkVoice" group of Jr High/High School aged girls at the CAF hangar in Camarillo. SparkVoice is a mentoring program to Ventura County young women to help spark an interest to a potential career or passion. Professional women are asked to speak to the group about their passion/career, what got them started, and what they can do to



pursue their own passion. Martha and I did a tandem presentation. I talked about my passion as a pilot of hot air balloons, the events and travel I do with the balloon, and how I turned it into a business. Then Martha talked about being a fixed-wing pilot, how her passion of flying began, and her upcoming competition in the women's cross-country Air Race Classic. So, the girls got a double-dose of woman pilot passion!! The girls took notes and had great questions for us. We encouraged the girls to seek the woman pilot organization of the Ninety-Nines if they were interested in becoming a pilot. At the end, we went outside where I had the balloon basket set up for them to get into and take pictures.

Martha did not hesitate when I asked her to join me last minute. Being a teacher, she had no problem talking to the girls about her passion and how to pursue ANY passion they find. We were only supposed to talk ten minutes each. Ha! Only ten minutes to talk about your passion of FLYING?? I knew that wasn't going to happen. They didn't seem to mind we went a bit over. Who knows, maybe we initiated a "spark"? It only takes a spark to get a fire going...



Join us!  
**VC99s' Social  
Breakfast**

First Sunday of the Month  
Flight 126 Restaurant at SZP  
99s, FWPs, 49½s and  
friends always welcome



## Pilot Proficiency Class

# Weather: Beyond the Standard Briefing with Doug Stewart

Michelle Tuschka

Saturday morning's class, March 4, was above and beyond a "standard briefing." Doug Stewart gave a brilliant presentation on weather. I must admit I wasn't sure a classroom was where I wanted to be that Saturday morning but by 9:45 I was texting my husband, "I'm so glad I came." The need to not only GET a weather briefing but DOCUMENTATION of that briefing was emphasized. I had forgotten that piece. He also shared his favorite weather sources... LEIDOS WX brief's site and ADDS aviation digital data service, among others.

I learned the difference between the TAFS and MOS reports. TAFS are weather reports assimilated by a meteorologist and MOS are computer generated weather reports. The debate is still out on which is more accurate. Another hot topic discussed; Why are pireps so hard to get delivered into the system? There was no good answer on this



but we were given hope that ATC and pilot organizations are trying to simplify this process.

The backbone of the seminar was analyzing weather to decrease risk. Know what's going on and know how your personal limits/skills match up to the risks.



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## Pilot Proficiency Class

# Understanding Charts & Airspace with Judy Phelps

Carolyn Brown

Judy Phelps makes charts and airspace an interactive, fun, and interesting presentation. She covered the different types of charts and supplements and then explained chart legends complete with examples from charts. We were shown how to identify the different types of special use airspace, where to find information about them, and how they impact us as pilots. Judy then moved to controlled and uncontrolled airspace. Again, we learned how to identify the airspace and reviewed cloud clearance / visibility, equipment required, and speed limits for each. The class was closed out with a quiz showing different airports and questions on the different

layers of air-space and requirements for each. It was an opportunity to relearn / reinforce old learning and gather some new information.





## Pilot Proficiency Class

# Annual Pilot Refresher with Michael Phillips

Carolyn Brown



The Pilot Refresher class is always a big draw and Michael's class this year was no different. It was our largest class attendance this year with many new faces in the crowd and Michael was a crowd pleaser. He used a lot of audience participation with question and answer along with the sharing of opportunities.

During the first half of the class, Michael covered all of the required elements of the review and shared some of his opportunities. He reminded us to never be afraid to declare an emergency.

In summary, according to Michael, aeronautical decision making is common sense based on training mixed with a good dose of reality.

The afternoon session was Pursuit of the Perfect Landing. To paraphrase Michael, the most successful landing is the result of great situational awareness and understanding what is required for a stabilized approach and how to manage the many variables or factors that we face when landing an airplane. Michael started with the role the traffic pattern plays in the "perfect landing;" moved through the "four fundamental forces;" the effects of flaps on the landing point and the approach angle; aiming point; and a well executed round-out leading to a perfect landing. He ended with what I consider one of the most important things to remember. If, *at any time in the approach or landing, right into final flare, you feel as if it isn't right, go around.* Simple as that: if it isn't right-go.



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## AOPA Fly-In

Alison Barker

This is our local AOPA Rep **Louis Beltran**, reminding us that AOPA is kicking off their 2017 Regional Fly-Ins right here at Camarillo Airport (KCMA), April 28-29. The Fly-in will have two days of workshops, seminars, exhibits, aircraft display, good food, and a Barnstormer party with live music.

There will be camping right on the airport along and Saturday afternoon fly-outs. REMEMBER to VOLUNTEER! AOPA needs 300 community volunteers, and you don't need to have a pilot license for all positions. It's easy to volunteer - you get to pick your times and assignments, and all volunteers get a t-shirt and lunch. The website to register to attend and/or volunteer is: [www.aopa.org/community/events/aopa-fly-ins](http://www.aopa.org/community/events/aopa-fly-ins) Make sure to note you are a 99 in the comment box.



# Pilot Proficiency Class

## Seven Deadly Sins of Flying

### with Mike Jesch & Gary Schank

Kaylee Jeffries

Mike and Gary brought together their expertise and careers as Commercial Airline pilots to remind us of the common pitfalls in flying. The 7 deadly sins are 1. Failure to (adequately) Preflight 2. Poor Takeoff Planning 3. Fuel Mismanagement 4. Lack of Situational Awareness 5. Flying Blindly Ahead 6. Unstable Approaches 7. Flying Beyond the Limits.

The duo spoke of their experiences in these areas, and provided real-life examples (and sometimes cringeworthy videos) of sinful pilots. Fuel mismanagement was an important topic; one of the worst things that could on a flight is realizing you have too much air in your tanks! Fuel Starvation and Fuel Exhaustion was also discussed; do you know the difference? Gary offered helpful suggestions on methods for timing your fuel tanks on long flights, like using the right tank when the minute hand is on the right side of the clock, and left tank when the minute hand is on the left side.

Sin 4 highlighted Situational Awareness, which was described as the ability to project yourself into the future and see issues and yourself there. A great tool Mike offered was to test

your planes limits in the POH, for example see if you can match its Landing and Takeoff limitations. You can probably get very close, and testing this out will help you as a pilot be situationally aware of your planes actual limitations and assist in knowing when you are flying beyond your limits.

Flying beyond the limits is a deadly sin for sure, which leads to many pilots trying to handle situations themselves rather than declare an emergency. Statistics show that if you declare an emergency you are more likely to make it out safely. A big stigma about emergencies is the fear of paperwork. Out of the 6 pilots in the class who have declared an emergency before none of them had to do any paperwork, so don't let that be a deterrent.

The top 10 accident causes are 1. Poor Planning; 2. Inadequate Preflight; 3. Cognitive Impairment; 4. Known Mechanical Problem; 5. Scofflaw; 6. Fuel Issues; 7. Didn't Ask for Help; 8. Icing/Weather; 9. Flew into other than air; 10. Unrealistic Performance Expectations. So, safe flying to all pilots out there, and don't be a sinner!



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*"I fly because it releases my mind from the tyranny of petty things."*

Antoine de Saint-Exupery

writer, poet, aristocrat, journalist, pioneering aviator



# Kimberly Chan Winner of the VC99s' Tri-County Student Pilot Scholarship

Lisa Kienholz, Terry Piper, Lori Parker



The scholarship committee is pleased to announce the winner of the Spring 2017 Tri-County

Female Student Pilot Scholarship. Kimberly Chan lives in Thousand Oaks and she is a member and Fundraising Chair of the San Fernando Valley 99s. She became interested in aviation after meeting her boyfriend, a pilot, in 2015. In April 2016, they attended our "Right Seat Ready" class, which sparked her desire to be a pilot in her own right and not just a passenger.

Kimberly is an active 99. She came to our VC99 Picnic in June 2016 and attends out pilot proficiency classes. Flew in the Bakersfield 99s Poker Run in October and participated in SV99s Cookies to the Tower holiday event, visiting the WHP, BUR, and CMA towers. As Fundraising Chair, she planned a fun Wine & Paint Night to support the SFV99 chapter, and is planning a spring calendar of fundraising events. She is also an event coordinator for the Aviation Explorer Post 747's Fundraising Gala and set a goal to raise over \$20,000 for their scholarship fund. She plans to continue her fundraising work for the 99s and other aviation groups, and hopes to serve on the board for her chapter. Kim is well on her way towards earning her PPL.

Congratulations Kim!



## Pilot Proficiency Class

# Preparing for the Private Pilot Practical Exam with Ken Wittekiend & Michael Phillips

Carolyn Brown

Michael Phillips and Ken Wittekiend gave an excellent overview of what to expect when going for your Private check-ride with Michael as the CFII and Ken as the DPE. There have been many changes to the testing process since I took the ride but it appears even more are being made. Examiners are being held to very strong, strict rules but overall, they want the student to pass. The FAA Practical Test is designed to show the applicant possesses the knowledge and skills and the ability to manage the risks of flight and act as Pilot in Command. No wonder we were all terrified!

Both strongly recommended meeting with your DPE prior to going for the exam to build a relationship. Questions will be open ended and the applicant will be asked to explain or describe – there are no rote answers. It was suggested that

you practice speaking your answers out loud enough so that you sound and are confident. The better prepared you are, the better your chance of success.



# The Art of Flying IFR: Situational Awareness with DPE Doug Stewart

Nalena Rieder

## **Practice!!! Practice!!! Practice!!!**

With boundless energy, Doug Stewart, microphone in hand, took us through a two-hour presentation at the Department of Airports on the "Art of IFR." I am always amazed at his energy and vitality. Doug is engaging, self-effacing, and knowledgeable with an unparalleled generosity of spirit. It's a platform that truly inspires learning.

Doug came with an eight-page handout, going over in detail those all-important priorities: AVIATE, NAVIGATE, and COMMUNICATE, all the while incorporating situational awareness throughout the power point. Here is just a small sampling of what was shared that evening.

AVIATE: We've heard it so many times, "FLY THE AIRPLANE" – aviate before navigating, before communicating. Setting up your avionics to display your track (tk) and desired track (dtk), can keep you on course. The key is to always keep those two centered with each other. Incorporate it as part of your scan. A great reliable backup to that free-floating compass should trouble strike. You will know your wings are level and your aircraft is not deviating left or right even in the clouds (or with a windshield covered in oil, as one pilot in attendance shared with the audience).

NAVIGATE: On an approach arrival, while receiving vectors, note that if you are intercepting the final course more than two miles before the final fix, it will be a 30-degree intercept. You can expect this intercept angle and mentally prepare for the next phase of the approach.

COMMUNICATE: On the arrival, while receiving vectors, when the controller says, "Cessna 235OH, turn right heading 230, maintain 3000 'til established, cleared RNAV Y 26 Camarillo," just respond with the numbers and that you're cleared: Turn right 230, maintain 3000, cleared the approach, 2235OH.

As part of incorporating situational awareness, note that your approach plate provides you with your last ATC frequency before being handed off to the tower at your destination airport. That's the approach controller who will want to know you have the ATIS and your intentions. Be ready to give it to him/her, not before.

Doug's final note on his much-appreciated handout: Aviate, navigate, communicate – use standard phraseology (omit using "to" and "for" – use them for numbers only); listening is as important as talking; and maintain situational awareness of frequencies. (Upper stack, ATC; bottom stack ATIS/ASOS/AWOS, ground control, clearance delivery, and FSS.)

Do join us for these pilot proficiency classes offered through the Ventura County 99s. They are a great source of refresher or introductory knowledge, present opportunities for questions and answers, help you get to know fellow pilots through discussions, and may well provide an opportunity--for those pilots interested--to mentor or serve as a safety pilot--great ways to "pass it forward."





# Ventura County Ninety-Nines 17th Annual Pilot Proficiency Classes • 2017



The Ventura County Ninety-Nines return for the 17th annual season of Pilot Proficiency Classes with the new classes and instructors that you asked for! The classes are open to all pilots, student pilots and instructors. Register at [www.vc99sclasses.com](http://www.vc99sclasses.com) or <http://ennect.com/e2848> where you'll find detailed information about the classes and instructors.

4/1	Sat 9:30am-3pm	<b>Foreflight 201 – VFR</b> with Brian Schiff .....	\$70
4/5	Wed 7-9:30pm	<b>Effective Pilot/ATC Communications</b> with Controller William Broadwell .....	\$35
4/8	Sat 9:30am-3pm	<b>Foreflight 301 – IFR</b> with Brian Schiff .....	\$70
4/19	Wed 7:00-9:00pm	<b>Airline Techniques for GA Pilots Part II</b> with Mike Jesch, John Ringel, Gary Schank, Brian Schiff and Moderator Michael Phillips .....	\$35
4/22	Sat 9:30-11:30am	<b>The Possible Turn: Surviving Low-Level Engine Malfunction</b> with Master CFI Aerobatic Michael Church .....	\$35
4/22	Sat 1:30 pm-3:30pm	<b>Staying Alive: 5 Subjects to Keep You Flying For Another Day</b> with Michael Church .....	\$35

Please register early and no later than 24 hours in advance, for all the classes to make sure you get a seat and any course materials. There is a fee for all classes. There are several discount pricing options and season passes for 99s and immediate family members, active full-time military, CFIs, and those who want to attend multiple classes. Early bird pricing available for those who buy season passes before February 26th. We welcome walk-ins on a space available basis.

All classes meet at  
555 Airport Way  
in the upstairs meeting room of the  
Department of Airports at KCMA.  
Ample free parking for your plane or car.

**Advance On-Line Registration & Payment Recommended.**

Many of our classes require you bring materials to class.

For class details/requirements as well as complete presenter information, please go to [www.vc99sclasses.com](http://www.vc99sclasses.com) or <http://ennect.com/e2848>

## Confused About New FAA Medicals?

VC99s Special Speaker: Dr. Bill Scott, DME

Join the Ventura County 99s

Get answers to all your questions regarding the new medicals,  
Special Issuance and more.

WHEN: Tuesday, April 18, 2017

WHERE: Department of Airports – upstairs - KCMA

TIME: 6:15 – 7:00 pm

*This meeting is open to all pilots*

# There's Always Someone to Congratulate in the VC99s



Wendy Lasher, First Solo



March 22 at Camarillo Airport  
photo by Peggy Watson-Meinke

## Photo of the Month

## Calendar of Events

### APRIL

- Apr 2 Open House – Santa Paula Airport
- Apr 6 Board Meeting – Dept of Airports, Camarillo
- Apr 9 Antelope Valley Poker Run – Fox Field, Lancaster
- Apr 18 General Meeting – Dept of Airports, Camarillo

### MAY

- May 4 Board Meeting – Dept of Airports, Camarillo
- May 7 Open House – Santa Paula Airport
- May 16 General Meeting – AMSP, Santa Paula Airport

### SPECIAL EVENTS

- Apr 28-29, 2017  
AOPA Regional Conference, Camarillo CMA
- Apr 27-30, 2017  
SWS Spring Meeting – Oakland, CA
- June 10, 2017  
Summer Awards Picnic
- July 11-16, 2017  
International Conference – San Antonio, TX
- Aug 19-20, 2017  
Wings Over Camarillo Airshow
- July 4-8, 2018  
Int'l Conference – Philadelphia, PA

### OTHER AVIATION THINGS:

- EVERY First Saturday of the Month at 9am  
EAA Young Eagles Flights at EAA Hangar, CMA
- EVERY First Monday at 7PM, Camarillo City Hall  
Aviation Advisory Commission meets
- EVERY Second Thursday at 7PM, Camarillo City Hall  
The Aviation Authority meets
- EVERY Second Saturday (except December)  
The Camarillo Chapter of the Experimental Aircraft Association (EAA) meets at the EAA Hangar, CMA

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**ARTICLE and PHOTO  
SUBMISSION ADDRESS:  
vc99sFLYER@vc99s.ORG  
Deadline to receive:  
25th of each month**

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