

Another Wonderful Student Pilot Advancement Workshop Completed!

Lori Parker

On February 17th, the VC99s Student Advancement Program hosted the wonderful program "Bagels with Bill on What the Tower May Say to YOU". Most of the time, the communication from the Towers are fairly straight forward. However sometimes there are surprises which can be confusing for any pilot! Bill Broadwell, Aviation Communications Specialist and ATC extraordinaire held an engaging discussion on some common, and not so common pilot/tower interactions at Oxnard Tower. He had everyone learning and laughing!



And there is more!! The student pilots then had an opportunity to go up to the Oxnard tower and see how our wonderful controllers do their job. Thank you Bill and the entire Oxnard Tower Team!

As a token of the VC99's appreciation for our incredible controllers, Lori and Luz make homemade "Treats for the Towers" for both Oxnard and Camarillo Towers. Just seeing their smiles made our day! They take sure great care of us!

The next student advancement class is scheduled for 10am on June 1, 2019 at the CEC classroom in Camarillo. The topic will be "How to Read and Understand the FAR/AIM", taught by our own Robin Sullivan. Female Student Pilots - Mark your calendars!



Upcoming Meetings

May 21 • General Meeting
5:30, Dept. of Airports, CMA
"MEMBERS ONLY"

Budget Approval and
Elections Results

June 8 • Annual Picnic
Conejo Creek North Park
11-2pm



Judy McCarthy
Chapter Chairman

skywriting

Hello Everyone,

This will be my last Sky Writing. I am not seeking re-election as Chairwoman of the Ventura County 99s. It has been an honor to serve as your Chair for the past two years.

I'm planning to remain active in the Chapter as I feel strongly about giving back.

I first joined the VC99s in March 2004 as a Student, have served on the Membership and

Scholarship Committees as well as Vice Chair. I have represented our Chapter at many South West Section meetings, workshops and International Conferences where I have met some of the most amazing women pilots in this International organization. Everything from flying for fun pilots like myself, world renowned air show pilots, air racers, first time record breakers and a couple of the Mercury 13 astronauts and more, making lifelong friendships along the way.

I have felt the support, love and guidance from my 99 sisters throughout all these years. You are like a family to me and for that I am thankful.



Hero Dogs

Alison Barker

"Watch out when you say NO....Hang in when you say YES," was the advice that Wilma Melville gave us as the speaker at our February general meeting. Wilma is a VC99s member and founder of the National Disaster Search Dog Foundation.

After retirement, Wilma got interested in learning to train a dog to be a FEMA certified search and rescue canine (SAR). She got a German Shepherd pup and named it Murphy.

Then, on 4-18-1995, the Oklahoma City Bombing occurred. Wilma was deployed with her dog Murphy for 10 days to Oklahoma City to search the wreckage for bodies. She had no clue that this was going to be a life changing experience and launched the National Disaster Search Dog Foundation (SDF).

The SDF is a non-profit, non-governmental organization based in Santa Paula. Their mission is to strengthen disaster response in America by rescuing and recruiting dogs and partnering them with first responders to find people buried alive in the wreckage of disasters.

They offer professionally trained canines and an ongoing training program at no cost to fire departments. And they ensure lifetime care for every dog in their program: once rescued, these

dogs never need to be rescued again.

There are 155 teams currently training with 70 active handlers in many states. They are the only non-profit that uses dogs from shelters to receive FEMA certification.

After 9/11 happened, the SDF foundation was the only organization able to provide canine search and rescue services. Afterward, Wilma said buckets of checks started to arrive with donations from around the nation.

Wilma has now written a book called HERO Dogs: How a Pack of Rescues, Rejects, and Strays Became America's Greatest Disaster-Search Partners. The book can be found at BookEnds in Ojai and also Barnes & Noble, Amazon.com and



elsewhere books are sold. Read about the first canine candidates – a trio of golden retrievers with behavior problems so severe they were considered unadoptable and untrainable. With patience, love and training at the SDF, they proved to have what it takes to become SARs and were among the first responders searching the ruins of the World Trade Center Towers following 9/11.

<https://searchdogfoundation.org/>



Progressive Dinner a Oxnard Airport

Alison Barker

For our April 16th general meeting we held our first ever Progressive Hangar Dinner Party at Oxnard Airport. Our Progressive dinners at Camarillo and Santa Paula airports have been some of our most fun chapter events and we wanted to bring the fun over to Oxnard airport.

Around 52 VC99s, 49.5s and other special guests joined in on the fun. The evening started with appetizers at California Aeronautical University's Ventura County Flight Training Center located in the Golden West Hangar. Ron Reed of the EAA Oxnard Chapter led us to Debbie Downey's hangar in his Model T Ford for the next course of delicious salads and to check out Debbie's Cherokee. We then proceeded to Barb Filkins' hangar for the main course of BBQ chicken & beans and to ogle the Velocity V-Twin Experimental Aircraft she built with her husband Dale. The last course was dessert of chocolate bundt cake and strawberries

hosted by Tobey Tabor. We also got to checkout Tobey's V-tail Bonanza.

We hope this was the first of many years to come for the progressive dinner parties at OXR.



Thank you to the hangar owners who hosted the courses and thank you to all the guests who came out. We hope you had a great time. 



Instrument Refresher Clinic with Michael Church

Lori Parker

Nearly 50 pilots joined Michael Church for his IFR refresher on March 9, 2019, with at least five participants flying in for the event. Michael is famous for delivering a fast paced, mentally stimulating session and phrasing explanations in a way which are easy to understand. Everyone was riveted the entire day as Michael provided scenarios of each portion of IFR flight, from flight planning to the specifics of various approaches, and of course, dealing with emergencies – all which kept the audience thinking.

Michael took what we 'thought' was a simple concept such as "situational awareness", and broke it down in detail to guide us into thinking far beyond just 'knowing where you are'. He discouraged us from being "children of the magenta line" but instead really know and understand all the facets of IFR flight and the importance of staying ahead of the airplane.

It is hard to pick only three specific take-aways to share...

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1. We learned that with simulation sophistication increasing, the FAA allows instrument-rated pilots who use approved aviation training devices (ATDs) to satisfy flight experience requirements, to now have six months of currency rather than two. Also, the FAA now allows instrument rated pilots to accomplish instrument recurrency in an FFS, FTD or ATD without having an instructor present.

2. Be the master of the pace with ATC instructions. If a pilot receives an unexpected request, a pilot can request "delay vectors" to temper compliance with what the pilot believes is safe and reasonable.


3. When learning to determine distance for visibility, relate it to a known source. For example, Camarillo is just over a mile in length.

4. OK, one more... If you are not in a TRACON area, you can't be vectored. Expect the full approach.

Thank you Michael for an invigorating session!



VC99s Appreciate the Help

VC99s good friend and supporter, Luis Beltran, has been posting bright lime green Karen Johnson Solo Scholarship flyers at airports throughout California. Here he is in Watsonville. 



A Test of Your IFR Knowledge with Alan Johnson

Carolyn Brown

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This looked to be an interesting, interactive class. Alan's wife was there to provide support and she was wearing a striped referee shirt. What is going to happen here?

Alan started by dividing the large group into four smaller groups. Each group was given a name and a corresponding colored button that made sound.

- The Orange button belonged to the Near Miss group and sounded like a doorbell

- The Blue one belonged to the

- Hold Short group and made a bling sound

- The Pink one belonged to the Pink Slip group and made a beep-beep sound

- The Green one belonged to the Gear Up group and made a clang sound

The game started with a multiple choice game. An IFR question was displayed and then the answers were shown. The first team to push their button was given a chance to pick the correct answer to the question. If they were correct, they were given a point. If they picked incorrectly, a point was taken away. Sounds pretty simple – right? Not so, as there was a lot of conversation and multiple buttons being pushed at the same time. That was where the referee came into play. Her decision was final. There was in-depth discussion on the questions and the answers.

Then Alan got to the True or False questions. Same routine – question displayed and you had to decide true or false. Next was the "M" Challenge. Acronyms were shown and you had to put the correct verbiage to it and then explain what it meant. The acronyms were MEA, MRA, MDA, MVA, MOA, MAA, MOCA, MSA, MIA, MCA, MIRL, and MBA. And yes, the meanings all had to be IFR related.

Next came my favorite, the Daily Dozen. We were given a sheet with a list of IFR intersections

and we had to name the city or location where these were located – without looking them up. So it was just guessing unless you had actually used them. I will list a few and the answers will be at the end of this article.

- | | |
|------------------------|------------------------|
| 1. LRETA, JCKSN, GRRTH | 4. SNUPY, LUSEE, PIGPN |
| 2. DUBYA, BUUSH, FORRD | 5. GOLDI, HAWNN, HINTN |
| 3. SPICY, BARBQ, RIBBS | 6. HOWYA, DOOIN |

Lastly, Alan closed out with Historical Jeopardy. You were given the answer and had to put it in a sentence. This seemed to be the toughest part of the quiz as the attendees seemed to have a problem with the "sentence" part of the rules. The winners of the evening were the Gear Up's. They won Scratchers so there was also a possibility of financial gain.



Answers: 1. Nashville, 2. Santa Rosa, 3. Andrews AF Base, 4. Kansas City, 5. Chino, 6. Newark



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Doug Stewarts "Risk Management or Succumb" Recaps Safety Steps

Wendy Lascher

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When Doug Stewart became a private pilot he, like the rest of us, was issued an empty bucket of experience and a full bucket of luck. The experience bucket has since brimmed over with a long list of certifications, endorsements, Master CFI and other honors, and almost 16,000 hours of dual instruction given, but Doug—once a hippie and traveling musician—has not used up all the luck.




Doug disputes the trope that the most dangerous steps are dangerous, his "Risk: Manage or Succumb" seminar reviewed the ways pilots can mitigate risk. For example:

- Pilots should recognize that just because they have completed the flights required for regulatory currency, that does not mean they are proficient. Even the most experienced among us benefit from flight review.
- Personal minimums are not static. When a hazard increases, a pilot's personal minimum might need to change in response.
- Scenario-based training allows learning to go beyond rote memorization. Simulators can be great for this.
- Metacognition, i.e., acknowledging what we are thinking about, helps in avoiding distraction.

Doug is an iconoclast (no surprise, as he's a former hippie) about the usual advice to make a 180 if you inadvertently fly into IMC. He believes to do this is one of many "it depends" situations.


The most recent edition of the Pilot's Handbook of Aeronautical Knowledge incorporates FAA acronyms and mnemonics concerning flight safety: PAVE, IMSAFE (which Doug has amended to IMSAFER, to add recurrent training to the checklist), DECIDE, the 5P, 3P and CARE models, and TEAM. But these are useful only in the context of exercising judgment rather than checking items off a list. PAVE asks a pilot to

consider the aircraft. Have the ADs been addressed? What about performance? Have you determined an abort point for every takeoff? Have you thought about drones, weather, airspace, traffic, and runway conditions?

As he assesses, mitigates, and manages risk, Doug still learns about aviation every time he flies, and urges us to do the same. For more of Doug's wisdom, visit www.dsflight.com. 

Navigating to Private Pilot Certification with DPE Joe Justice

Marybeth Martin

Some 30 people showed up Wednesday night to get some tips and tricks in getting prepared for their Private pilot checkride. Designated Pilot Examiner Joe Justice told us what to bring and how to prepare. It was a very informative evening for everyone including students. He did give us a hint for his checkride: what's a magneto? 

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Benefits of Home-based Simulators with Gary Schank

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Carolyn Brown

Gary has obviously put a lot of time in, and thought on, simulators. As an airline pilot, he started his career learning to fly in simulators although the first plane he flew commercially, the Fairchild MetroLiner, was not available in a simulator so he was on his own with that one. He shared many interesting and fun facts of his first experiences as an airline pilot.

Gary provided information that the FAA is now allowing up to 10 hours credit in a basic aviation training device and up to 20 hours in an advanced aviation training device, not to exceed a maximum of 20 total hours under part 61. The FAA is also changing 141 pilot school regulations to allow more ATD credit toward the 35 hours training needed for an instrument rating.

He shared the many options the simulators can have, the costs of different components, and the benefits of using them. One of the best uses of a simulator is for learning avionics and the GPS.

What can you practice on a home-based simulator?

What's hot?

- Take-off and landings
- Landing at an unfamiliar airport
- Basic maneuvers
- Stall & stall recovery
- Spins
- Emergency landings
- Multi-engine airplane engine failure
- System failures

What's not?

- Turns around a point
- Looking for traffic
- Anything that requires lots of looking

outside using your peripheral vision

What are the benefits of simulators?

- Lower cost – airplanes don't run on gas ... they run on money
- Focus on desired training
- Quickly able to repeat
- Safety

- Convenient

• And, most importantly, you can screw up with nobody looking!

Over all, a fabulous overview of all things simulator. Great job, Gary!



Annual Pilot Refresher with Judy Phelps

Carolyn Brown

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Judy did a fabulous job with subject matter that can be dry at times. She brought us all up to date with basic knowledge and changes that have taken place.

Judy went over

- Regulations and General Operating rules
- Aeronautical Decision Making
- Airworthiness and Maintenance
- Flight Planning
- Aviation Weather
- Performance and Weight and Balance
- Airspace
- Charts

These topics were all covered with humor and audience participation. And, we completed the ground portion of our flight review.



There's Always Someone to Congratulate in the VC99s

VC99 Brenda Corby's First Solo! April 12, 2019 at Meadows Field. Donna Webster instructor.





ForeFlight and iPad Basics with Judy Phelps

Luz Schaible

What is ForeFlight, what iPad do I use and how do I start using this great mobile flight planning application? Judy knowledgeably answered these questions. We started with the multiple iPad choices, how much memory you'll need for ForeFlight (128GB or higher), and the need for Wi-Fi and cellular service in order to obtain a GPS signal. Judy also pointed out the need for an external battery or onboard charging, and the need to ask yourself "How are you going to use the iPad in the airplane?" in order to consider a yoke mount or kneepad holder option. It's also important to remember that iPads overheat and they don't like getting cold either. This can be mitigated by being prepared with a back up or even an iPad mount with fans. It is important to always preflight your iPad, especially before a long trip. Make sure charts are updated and make sure it is charged.

After reviewing some iPad basics we jumped right in to learn about the ForeFlight application, the different subscriptions levels and what they include. We spent time looking through key information such as what is in the Airports tab, Maps tab, and Documents tab. We planned a flight from KSZP to KSBA, including sending our plan to the Flights tab, and completed a quick intro on how to get a briefing and how to file your flight plan. We also covered the '...More' tab options such as Settings, Downloads, Logbook and Weight & Balance. One of Judy's favorite tabs is the Scratch Pad, which can be used for capturing in-flight ATIS information and writing notes. The class content was well balanced with a quick overview of iPad Basics and the majority of the class time focused on ForeFlight. There was also a few teasers sprinkled in to entice us to attend the advanced ForeFlight class.



Preparing for the Unexpected with Doug Stewart

Luz Schaible

On March 16th, a group of Private, IFR, Commercial and ATP Pilots including student pilots, but as Doug stated "All of us are student pilots, we are 'All' learning," gathered to learn about prevention, impulsivity, mitigation, and threat and error management. Throughout the class we reviewed accident scenarios and discussed what happened and what could have prevented the accidents. Such scenarios were Engine Failure on Takeoff, Engine Failure at Altitude, Emergency Descent, and Inadvertent VMC into IMC. Doug also mentioned other scenarios we should train for, such as Flight Control Failures, Rough Running Engine, Alternator Failure, Vacuum Failure and Loss of Oil Pressure.

Starting with the checklist, we were asked to answer for ourselves if it is a 'Memory List' or a "Do List?" For example, we should always plan and brief for the possibility of an engine failure on take off as part of the before takeoff checklist. In order to be prepared we need to be aware of what describes the way many pilots might respond when the unexpected happens. It's called the "Startle Response" - a knee-jerk and instinctive reaction to a sudden, unexpected external stimulus. A typical reaction would be pulling on the yoke. The tools we can use to mitigate the Startle Response is Aviate, Navigate and Communicate and add 'Analyze.' The difference between amateurs and professions is that amateur pilots are surprised when they fly and something bad happens. Professional pilots are surprised when they fly and nothing bad happens. Doug mentioned he has had nine engine failures in his life. Flying is dangerous but we can manage the risk. Be prepared!



Foreflight Long X-country Flight Plan: Destination AirVenture Oshkosh with Mike Jesch & Brian Schiff

Wendy Lascher



Semper Gumby!

If you weren't considering a trip to Oshkosh before Mike Jesch spoke April 24, you likely will be planning one now. The only thing that might be better than organizing your own trip would be planning for a mass arrival with other Cessnas or Pipers or Bonanzas or Cirris or Mooneys.

"Semper Gumby," meaning always flexible, is how to approach any long-distance trip, says Mike, especially one to OSH. Avoid expectation bias (aka getthereitis) by recognizing that so long as your general direction is eastbound, there is no need to get to any particular destination at a particular time.

Preparation, including preparing for surprises, is a key to flexibility. Mike provided a planning timeline that begins months before July. Get a hotel reservation unless you're planning to camp. Hotels sell out in advance. If you can't get one, consider staying in a nearby city.

Make a packing list, both airplane and people gear. Gather and test your camping equipment. Get those airplane inspections scheduled. Flight review, too, and make sure you cover flying at maximum gross weight, high density altitude, go arounds and spot landings, as well as basic maneuvers. Learn any new avionics now, not on the flight to Wisconsin.

If you're taking a passenger, do they know what they are getting into? Specify who will be PIC, who will fly which leg, and how you'll handle money issues.

As you get closer to the trip, download current databases for your navigation programs. Get and STUDY the Airventure NOTAM, available now at EAA.org. There is a lot you need to know about OSH arrival and departure procedures.

Review personal minimums with a long trip in mind. How long is the most you want to fly per leg? Highest terrain you're willing to cross? Fuel

reserves? Weather conditions? With minimums in mind, you will be able to make contingency plans.

Mike demonstrated how to make a flight plan on Foreflight. First, create a route from your home airport to OSH. Take a close look at it, including profile view to see terrain and airspace. Then, knowing how many hours you want to fly per leg, use Foreflight's two-finger measuring stick technique to get an idea of distances and suitable nearby airports. Use the airport information feature to check runway condition, lighting, and fuel available. "Bend" your straight line to Oshkosh to take you around terrain and restricted airspace, and insert waypoints as needed. Also, locate decision points for each leg. Where will you reassess whether to keep going, switch to an alternate, or turn back? Assuming you've previously entered your airplane's performance data, Foreflight will create a "nav log" that shows the predicted time and distance. This you'll have to update just before the trip to factor in winds.

A week before the trip, gather the items you plan to take. If you will be needing heavy camping gear, ship it to Wisconsin so its weight doesn't have to be accommodated. Look at the likely weather and make contingency plans.

Before you leave for OSH, print out the paper signs you'll need when you're on the ground. (You read the NOTAM, right? It tells you about signs.)

The day before you plan to leave, get a full weather briefing, finish airplane preparations, and notify your credit card companies because there's a charge from some remote Midwest airport. Do not install any IOS updates or new apps the day before you leave. They could affect your navigation software in ways you might not even notice till you're in the air.

•Finally, look for Mike when you get to OSH, and HAVE FUN!



Navigating In and Around LAX Airspace with Michael Phillips

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Paggy Watson-Meinke

Well, I certainly do not plan to fly in or around LAX airspace in MY type aircraft (hot air balloon), but I still found this presentation interesting and informative!

One of the main points Michael Phillips presented was to be sure you PLAN, Plan, Plan. Plan where you intend to go, what you are going to do, how you are going to do it, what kind of airspace, and what are your options in that airspace. The first tool that every pilot should have while flying in the L.A. Basin, or planning a flight through the Basin, is a current Los Angeles Terminal Area Chart (TAC), whether digital or paper.

Michael talked about several route options navigating in and around LAX airspace. Some routes require ATC clearance, others are flyaways which are designed to help VFR pilots avoid major controlled traffic flows. Pilots utilizing flyaway routings are not required to obtain ATC clearances.

- The Coliseum Route - VFR only, 8500-9500 ft, ATC clearance required
- Hollywood Park Route – VFR only, 8500 to 9500 ft, ATC clearance required
- Coastal Route – VFR only, 500 to 6500 ft, ATC clearance required
- VFR Corridor – 3500 – 4500ft, communicate on common frequency



- Mini Route – VFR only, takes a little more work to prepare for, ATC clearance required
- Special Flight Rules – VFR, 3500 to 4500 ft, making position announcements on 128.5, ADSB can help

I found it interesting that there are "rush hours" in the sky. There are times that the LAX control tower may be very busy and not as accommodating because they are dealing with so much traffic in and around LAX.

Flying in and around LAX airspace is not hard if you are prepared.

A "poem" was presented to help with remembering airspace:

AIRSPACE POEM, by Meg Godlewski, CFI

A is for Airlines, A is 18k to 60k feet.

Between the ages of 18 and 60, you can work at the Airlines

B is for Busy. There is a Big Blue line around B

C – IFR/VFR separations. Call me first, I'm so busy with this IFR/VFR traffic!

D – Dashed blue line. Dialog, call me before you come in!

E – Everything else,

E at the surface in instrument Heaven, E shaded magenta, 100x7

E next to G, a sad shade of blue – it starts at 1200 with no one to talk to

G – God help you in G, there is no ATC!



There's Always Someone to Congratulate in the VC99s

Victoria Cabrera (center of picture), won the Fedex B767 Type Rating Scholarship at the Women In Aviation Conference



WASP

Lindsey Bell

The Women Airforce Service Pilots (WASP, usually written with no "S" at the end because Pilots is plural) were a civilian organization of women who suited up and flew during WWII. Despite the name, they were actually civilian employees of the U.S. Army Air Forces. With the men away flying combat missions, the WASP transported military aircraft, towed targets for live fire practice, transported cargo, tested repaired and experimental aircraft, developed training manuals, and trained other pilots. Air miles flown totaled 60,000,000 . . . 10,000,000 of which were logged ferrying aircraft. The WASP flew every type of aircraft available, including B-17s and B-29 bombers.

To be considered for service, the women had to be between the age of 21 and 35, already have a pilot's license, and have logged 500 hours of flight time. Over 25,000 women applied, 1,830 were chosen, and 1,074 graduated the training – the first class at Ellington Army Airfield near Houston, and then all subsequent classes at Avenger Field in Sweetwater, Texas.

Jackie Cochran, who was President of the Ninety-Nines at the time, was the driving force for the creation of the WASP and served as its first Director. (Years later, for all of her contributions to the advancement of women in aviation, she would be the first woman honored with a permanent display at the United States Air Force Academy.)

During service, 38 WASP lost their lives. Because they were civilians, their families were responsible for all transport and burial expenses.

The WASP were disbanded in December 1944, but the women were not granted veteran status until 1977. On March 10, 2010 in a ceremony at the Capitol in Washington, D.C., the WASP were


awarded the Congressional Gold Medal. Of course, many of the women who had served had already passed, but of the remaining pilots – now in their eighties and nineties, about 200 attended. The Congressional Gold Medal is awarded to an individual or group who performs an outstanding deed or act of service to the security, prosperity, and national interest of the United States. Upon receiving the award, WASP Deanie Parrish said, "Over 65 years ago we each served our country without any expectation of recognition or glory, and we did it without compromising the values that

we were taught growing up. We did it because our country needed us."

Despite the fact that the WASP endured rigorous military training, did drills, wore uniforms, and risked their lives, they were considered a civilian organization. It wasn't until 1977 that they gained veteran status (mostly for purposes of



the Veteran's Administration). In 2002, Arlington began to bury the WASP in the cemetery with full military honors, but in 2015, then-Secretary of the Army, John McHugh, declared that they were civilians and thus ineligible for military burial. WASP Elaine Harmon, whose dream was to be buried at Arlington, died one month later, so her granddaughter started a Change.org petition. The petition garnered 178,655 signatures, and led to President Barack Obama signing House Resolution 4336 into law on May 20, 2016 clearing the way for the WASP to receive a full military burial at Arlington.

Please visit our Chapter's new WASP exhibit currently on display at the Aviation Museum of Santa Paula. The museum is open on the first Sunday of every month from 10:00 – 2:00. 

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Future VC99s' Meetings

- May 2 **Board Meeting** • 5:30, Dept. of Airports, CMA
Budget finalization to present to Membership
- May 21 **General Meeting** • 5:30, Dept. of Airports, CMA
"MEMBERS ONLY" Budget Approval and Elections Results
- June 6 **Board Meeting** • 5:30, Dept. of Airports, CMA
- June 8 **Annual Picnic** • Conejo Creek North Park, 11-2pm
- July 16 **General Meeting** • 5:30

Submitting Articles

Article submissions should be sent to vc99sflyer@aol.com
please send your article only once, and no more than 4 photos per article

To see this, and earlier versions of our newsletter--in full color, or to learn more about the Ventura County Chapter of the Ninety-Nines, Inc.
check out our website:
www.vc99s.com



The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.