Ninety-Nines
Inspiring Women Pilots Since 1929

The Flyer

Chairman: Alison Barker
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Newsletter of the Ventura County Ninety-Nines | www.vc99s.com | July/August 2019

2019 Summer Scholarship Winners

Lori Parker

Greta Liebeler

Student Pilot Scholarship Winner!

VC99s Summer Student Pilot Scholarship winner is Greta Liebeler. Greta's inspiration to learn to fly is her grandmother, and our one and only VC99 member Susan Liebeler. After Greta took several flying lessons that her grandmother had paid for, she knew that she had to learn to fly. Greta's goals are lofty as she works on earning her Mechanical Engineering degree she also wants to complete her private pilot certificate, get a tail wheel endorsement, do some emergency maneuver training and then move on to an instrument rating and eventually get her CFI. We look forward to watching you achieve all of your goals. Congratulations Greta!

Stephanie Robinson

Advanced Pilot Scholarship Winner!

VC99s Summer Advanced Scholarship winner is Stephanie Robinson. To say that she is incredibly passionate about aviation is an understatement! She recently completed her private pilot certification, tailwheel endorsement and passed her ground instructor test. She will be using this award for her instrument rating. Her ultimate goal is to utilize her teaching skills as a college professor to become a CFI and share her excitement for aviation with others. Congratulations Stephanie!

Upcoming Meetings

July 16 • General Meeting • 5:30
Aviation Museum SZP
Aug. 20 • General Meeting • 5:30
TBD • Air Show De-Compress

Alison Barker
Chapter Chairman

skywriting

As I begin my first month as the Ventura County 99s' Chapter Chair, I've been pondering what I'd like to accomplish during my term with this fantastic group of awesome pilots. We already do so much! We already give out close to $18,000 in scholarships each year to new pilots and others who are advancing their training. We already outreach to youth to encourage learning about aviation and other STEM fields by hosting an Aviation Career Day. We already built a community park at Camarillo airport so that the public could have a place to watch airplanes and learn about aviation. We already host pilot classes for the past 17 years that provide SoCal pilots with timely and informative topics on safety, currency, pilot decision making, and other important topics. We already have the best pancake breakfast in SoCal at Wings Over Camarillo along with a fantastic silent auction and an information booth to bring in new members and encourage women to pursue pilot training. What I have concluded is it's time to have fun and FLY!!! I would like to plan more chapter fly-outs and other fun activities. We have an awesome new website. I want to encourage all members to go to the new website and create your personal profile. We can use our new website for so much! We can have better communications, better notices of activities, teams can update their own pages, members can post their interests and preferences, there's a blog feature, and best of all we can use it to plan more fun activities! So take a few moments and look for the email you received inviting you to create your profile, and LOG ON! Let's all have more fun and connect with each other, and of course, FLY!

STUDENT PILOT ADVANCEMENT EVENT

Understanding the FAR/AIM
(and other FAA Publications)

Lori Parker • Student Pilot Advancement Program Co-Chair

Five focused student pilots attended the latest Student Advancement Program class on June 1, 2019 taught by our own ground instructor Robin Sullivan. Robin has such a great way of breaking down complex concepts into understandable portions. Cindy shared, "Robin clearly described what each section is and does. Very helpful!"

The opportunity for the student pilots to share ideas with each other is invaluable. As with many discussions, one conversation leads to another and people walk away with knowledge beyond the original topic. Carollee said, "The printout that Robin gave us and Luz's organization skills has encouraged me to set up my own system with colored stickers - - off I go to Staples!"

Watching the camaraderie and the support they give each other is so rewarding. The next program will be 10:30am September 14th at KOXR, so mark your calendars! Robin will facilitate a hands-on session covering tips on utilizing Foreflight and provide the opportunity for these remarkable student pilots to once again share tips, pearls and stories with each other.

2019 Annual Picnic & Summer Awards

Royal High School AFJROTC Pass-In-Review

Alison Barker

Colonel Mark Hustedt is the Senior Aerospace Instructor at Royal High School in Simi Valley. We met Mark about 5 years ago and we are so lucky we did. He runs the most organized and professional JROTC program I have ever seen, along with Master Sgt Jeffrey Lisle. With close to 150 cadets, the program features 5 classes that include all levels of high schoolers gaining leadership and service skills. Students run all levels of the program including 10 different clubs including an Aero Club. Mark and his team have been an essential asset volunteering at Ventura County Aviation Career Day as well as the Wings Over Camarillo STEM Pavilion for the past 5 years running the drone cages and tirelessly helping students and families learn to fly drones.

I was honored to be invited to attend their 2019 Pass-In-Review ceremony on April 18th. The Pass in Review is a long-standing military tradition that began as a way for a newly assigned commander to inspect his troops. I was doubly honored to find that the VC99s received a shout out in the program! The ceremony was held at the football stadium and the stands were filled with parents, family, teachers, veterans, dignitaries and other supporters. I was very impressed with the 5 teams that competed against each other in the JODY contest. The teams showcased their marching skills, along with adding humor in their cadences and impressive rifle spinning. I was also excited that the new commander elected for the next term is a female.

It is inspiring to see that teachers like Col Hustedt are out there working hard each day to mold our youth into the next generation of leaders, upstanding citizens and doers. A huge thank you and congratulations to Col Mark Hustedt, Master Sgt Jeffrey Lisle and all the AFJROTC Cadets from RHS.

An Aviation Adventure:

Visiting Gulfstream

Barb Filkins

Earlier this year, Susan Weiss posted an invitation on the VC list serve from the Orange County 99s' extending an invitation to Ventura Chapter to visit the Long Beach Gulfstream facility on March 22, 2019. I decided to take that chapter up on that offer, only to be sadly disappointed when Susan said the tour was full.

However, as I was laying in alternate plans for that day, an email popped up saying – WAIT Gulfstream is working to get all the wait listed attendees into the tour. WHIPPEEE! We get to go!!

Dale (my husband) and I flew our Grumman Tiger down that morning (good IFR practice) and parked at Signature. We got a ride over to the Gulfstream facility at the other side of the field. The tour was a quick moving tour from 10 to 12.

The Long Beach facility is one of four located throughout the United States that finish the jets for delivery to their final owners. A "green airplane" is delivered to KLGB fresh from the factory in Georgia, with the interior still incomplete. The slang term comes from the fact that most green aircraft are delivered with a coat of oxidized paint, usually green.

This facility has successfully developed an efficient process that also complies with strict California environmental laws. Gulfstream has a dedicated building at its KLGB facility for painting a complete airplane. It takes roughly 11 days end to end to apply final paint and apply the owner's livery!

We started in the conference room and the approximately 40 or 50 of us were broken down into smaller groups. We first got to visit an aircraft, back for retrofitting and updates, on the ramp.

We stopped at woodworking where a complete interior cabinet 'kit' is cut. Today, Gulfstream uses a CNC machine, saving substantial time and money over the days where everything was done by hand. Once the kit is complete, veneer is applied. Materials ranged from extremely exotic woods to renewable look alikes that are almost indistinguishable from their more expensive counterparts.

We moved on to assembly and test, it was amazing to see how the kits come together, appearing as a solid piece of wood furniture or cabinetry – although very little wood is used in final assemblies due to weight. All plumbing and electrical is fully tested in this area before installation on the aircraft.

The final stop was the upholstery area. There were several assembled seats covered in materials I would never dream of using in my house, let alone my airplane! We marveled at the leather sewing machine with a reach of 18" plus and enjoyed the smell of the leather room where matched hides are gathered and stored for each airplane.

Though the tour, we all marveled at the quality of the workmanship. And quality was indeed a theme throughout the day–wherever our group stopped, the personnel were proud of their work as they should be. As one person said, these are true craftsman. And most have been there for a very long – working over twenty years at the facility was not uncommon.

The tour concluded. Dale and I went to lunch with several Long Beach chapter members. Then, we hopped back in the Grumman and winged our way home, looking down at the 405 parking lot with glee on a glorious Friday afternoon.

Weather Tactics: Safely Managing Weather Encounters on Cross-Country Flights with Bill Frank

2019 PILOT PROFICIENCY CLASS

Janeen Gaul

Our instructor was Bill Frank, ATP, CFI, CFII MEI. Bill's began flying in the 1970s as a cadet in the Air Force Academy. He has been a flight instructor for more than three decades. Bill teaches at Cirrus Pilot Proficiency Programs, Cessna Advanced Aircraft Recurrent Training programs, FAAST programs and is a speaker and author of numerous articles on flying and flight safety. He is a member of the Society of Aviation and Flight Educators (SAFE) and NAFI (Nat'l Association of Flight Instructors).

Bill's presentation focused on strategies for dealing with inadvertent encounters with thunderstorms, turbulence and ice. He provided excellent visuals in his PowerPoint presentation and shared many real-life experiences.

Bill discussed the three phases of thunderstorms: developing, mature and dissipating. The mature stage, in which the clouds appear like lumpy mashed potatoes or cauliflower, is particularly dangerous, as this stage is associated with vertical wind shear. He had great photos of the different phases to help the learner identify them. Bill's rule number one is to stay visual in an area of thunderstorms. He recommends staying at least twenty miles clear of severe steady state storms and five miles from the less severe air mass storms. Another valuable tip he gave was to fly early in the day. If you get to your destination before 1300 you are 70% less likely to encounter a thunderstorm.

Strategies for dealing with the turbulence if you are unable to avoid a thunderstorm include asking ATC for assistance, fly an attitude and don't try to fight the altitude excursions, fly "sloppy" with gentle control inputs, tighten your safety belt, don't change your power setting from the turbulence penetration speed, and expect speed variations. Never give up flying the plane.

If you encounter icing, Bill recommends that you declare an emergency and tell ATC what is happening, what you need, and what you are going to do. To get out of the icing conditions, change your altitude, and accept a controlled descent. If you end up making an approach to landing with ice, don't use flaps, minimize bank angles, and keep your speed up. Don't flare a lot in order to avoid a tailplane stall.

The info and strategies that Bill provided are important for planning cross-country flights into other areas. It sure makes you appreciate the great weather conditions that we enjoy most of the time here in Southern California!

WINNER!

Derek Lisoski was the lucky winner of the drawing for the iPad Mini. This appears to be the first year Derek has attended our classes. He and his wife bought Season passes and attended 14 classes. He is an IFR and Multiengine pilot.

A special thanks to Dr. Jon Williams who has donated an iPad Mini for many years for our classes. It is so very much appreciated!

Understanding Airplane Systems with Clay & Judy Phelps

Robin Sullivan

A lot of questions and class attendees interaction was the main theme of the Wednesday, April 17th Proficiency Class.

CP Aviation owners, Clay and Judy Phelps, went through many of the common aircraft systems, from engine to elevator, describing in detail what the difference aircraft parts and systems do and how these parts work together to make our airplanes takeoff, fly and land.

A highlight of this class was that Clay and Judy had brought a table-load of actual aircraft parts that we were able to see and feel first-hand. It was very interesting to see what these aircraft parts look like, especially those that are tucked away into our airplanes and often out of view.

This was a "first-time class presented" Proficiency Class, and we are hoping Clay and Judy will be able to present this class again sometime in the future. VC99

2019 PILOT PROFICIENCY CLASS

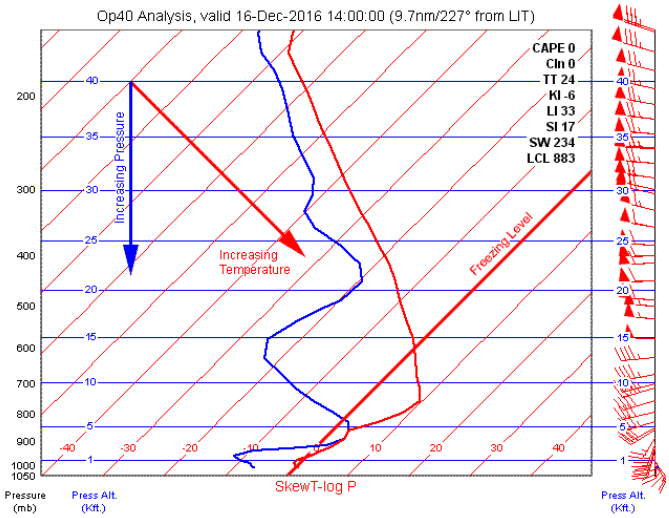
Introduction to Soundings with Bill Frank

Carolyn Brown

Where to start? This was waaaaay more information than I was prepared to take in so let's see if I can simplify some of what was shared.

This whole process starts off with a meteorologist releasing a balloon carrying a small multisensor with a radio transmitter, called a radiosonde (radio sounding) into the atmosphere. The instrument transmits several parameters—position and drift, pressure, temperature, and humidity—as it rises to about 100,000 feet. The data collection has been transmitted to the station and that is what is used to create a graphical representation of the radiosonde data, temperature and dewpoint as a function of pressure altitude. Winds aloft are there, too, shown with the same pennants used on weather depiction charts. There are 72 sounding stations in the Continental US.

The graphical representation of the captured data is called the SkewT-Log P.



The red line is for temperature and the blue one, dewpoint. When these come together, there is moisture in the air. The grid lines represent contours of pressure altitude and temperature. Wind is shown to the right. Once you learn how to read these you can get most of the weather information you would need to fly anywhere.

CAPE, Convective Available Potential Energy, shown top right, is the measure of stability (thunderstorms) in the atmosphere.

LI, Lifted Index, is used by some as a rough indicator of the potential for convective activity. A positive number is stable and a negative number is unstable.

KI, K Index, K > 35, numerous thunderstorms are likely. K values between 31 and 35, scattered thunderstorms may occur. K values between 26 and 30 widely scattered thunderstorms are probable. K values between 20 and 25, isolated thunderstorms are probable, and below 20, thunderstorm will have a small chance to develop.

So, there you have it, there are more Indexes that you can see on the top right of the chart but I will let you discover what they are and how to use them on your own. There are many web links to help you with that, like: www.weather.gov or www.theweatherprediction.com

There's Always Someone to Congratulate in the VC99s

CP Aviation is pleased to announce 2 new pilots:
Left: June 3 Beverly Nichols (Judy Phelps' daughter) passed her Private Pilot checkride
Right: June 28 Greta Liebeler (Susan Liebeler's grandaughter) passed her Private Pilot checkride

Congratulations ladies!

Left: Barb Filkins completed her Airline Transport Pilot Multi-Engine (ATP) certificate May 29 at California Aeronautical University's Oxnard Airport Campus in the Baron 55. This is the highest level of pilot certification a pilot can obtain. After cancellations due to fire, wind, storms, mechanical issues, etc. she stuck with it and got it done. Way to go Barb!

Preparing for the Instrument Pilot Pracical Exam with Michael Phillips & Ken Wittekiend

Carolyn Brown

The dynamic duo of Michael Phillips, Master CFI and Ken Wittekiend, Master CFI, DPE shared information with Instrument Pilots facing the dreaded check-ride, Instructors wanting to know what their students would be up against, and some of us who attended just because. Michael being so familiar with our local DPE's and Ken being a DPE enabled them to put together a program that eliminated several myths and shared 20 Practical Tips along with what the check-ride potentials could 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 from these extremely knowledgeable people. They explained that at this point, the student has already passed the knowledge test for the Instrument Certification. The upcoming is a Practical Test where the student will be evaluated on their ability to apply what they have learned - real-time – real-world. It was pointed out that the student is responsible for ensuring the flight instructor is doing the job they were hired for. It is not the instructor's job to teach you but to guide you through the learning process.

They highly 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.

Four potential gotchas right up front:

Make sure to A)Bring the required endorsements; B) Bring the required aircraft documents (formerly ARROW, now AROW); C) Bring the maintenance records for the plane and know how to explain them; and D) Ensure the aircraft is airworthy prior to arriving.

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

2019 PILOT PROFICIENCY CLASS

ForeFlight VFR with Mike Jesch and Brian Schiff

Rochelle Oslick

Foreflight's mission is to create software that makes flight planning easier. Their main product, ForeFlight Mobile, an iPad Application, is used by pilots at all levels, from student pilots to airline captains. For the new user, or those who don't use it very often, all of its features can sometimes seem overwhelming. Captains Mike Jesch and Brian Schiff presented information on new ForeFlight functions and gave us suggestions for settings to make ForeFlight easier to use.

ForeFlight has many Settings to allow the user to configure the app according to their preferences. Mike and Brian showed us how to select settings for Airports, Airplanes (setting up all the performance and weight and balance details for airplanes you usually fly), Map Settings, and Chart Options. There are also three ForeFlight plans: Basic Plus, Pro Plus and Performance Plus. Basic Plus provides essential capability for VFR and IFR flight, with Pro Plus adding Geo-Reference Charts, Synthetic Vision, Hazard Alerts, and other enhancements for safety and situational awareness. See foreflight.com for additional details.

After a break, Mike allowed us to all connect through his WiFi HotSpot to their X-Plane Flight Simulator, so we could follow along on a flight planned with ForeFlight. With the route planned, we could use ForeFlight to get a weather briefing, file the flight plan, activate the flight plan, and, of course, remember to close your flight plan at the end of the flight. Mike and Brian emphasized that ForeFlight is a planning tool. When you are in-flight, remember to prioritize flying the airplane, looking outside, monitoring your instruments. For route changes, get headed in your new direction, make navigation changes on airplane avionics first, and then, if you have time, update your plan in ForeFlight.

Mike also let us know about the new free ForeFlight Passenger App. Your passengers can load it on their iPhones or iPads and WiFi connect to your primary device (with your paid ForeFlight subscription). They can then keep track of where they are during the flight, and maybe they won't even ask "Are we there yet?"

ForeFlight IFR with Mike Jesch

Carolyn Brown

Mike came through again with a fabulous, informative presentation on anything you would want to know about ForeFlight for IFR. It was good for VFR as well as the information shared covered ForeFlight in depth.

Mike went over: IFR must have documents; Settings; Map page techniques; Flight planning; Airport data; Weather briefing; Filing a flight plan; Scratch pads.

The afternoon was informative as and fun. Mike's helper, Dana Glidden, was flying a simulator connected to Mike's iPad on a course Mike had put together to go from Camarillo to Long Beach. Well, as we all know, things don't always go as planned. Right after takeoff from CMA, Dana was required to land at Oxnard in IFR conditions. After that, we went back to the original flight . . . somewhat. Dana continued to fly while Mike showed how to make route changes to the flight and she had to chase his changes. Dana did manage to land safely at Fullerton. The airplane didn't appear to have any damage from the chainlink fence she took out along the way.

Mike really took the opportunity to show the many features of ForeFlight on the simulated flight and Dana hung in there, flying all the way. You go Girl!!!!!

The Possible Turn-Engine Failure After Takeoff in a Single-Engine Airplane with Barry & Brian Schiff

2019 PILOT PROFICIENCY CLASS

Peggy Watson-Meinke

On April 10th, Team Schiff presented the unconventional topic, "The Possible Turn-Engine Failure After Takeoff in a Single-Engine Airplane." Barry has been studying and writing about the possible turn for over 44 years.

The rule has always been that upon engine failure at takeoff to land straight ahead. The aviation community always hears about the turn back to the runway that ends up in a stall spin accident, but doesn't hear about the successful turns back to the runway. Per Barry, it is instinctive for a pilot to "Return to the Womb" aka the runway. In a recent FAA Advisory Circular (AC 61-83J), the FAA states that CFIs should be able to teach their students how to return back to the runway after takeoff, however the FAA does not provide any guidance to CFIs on how to teach this maneuver.

The Schiffs made it very clear that pilots should not turn back to the runway unless:

- Alternative landing area is more dangerous
- The pilot is uncomfortable with turning back
- The pilot has not practiced the turn back maneuver consistently

The majority of engine failures at takeoff are caused by fuel mismanagement. For more information, Brian will have a NAFI sponsored live broadcast on May 15th at 8:00 pm. Anyone interested can view the broadcast at www.nafi-net.org/mentorlive.

Anticipating In-flight Emergencies With Mike Jesch

Robin Sullivan

Interesting discussions and tons of good information were had at the May 8th Proficiency Class.

Mike Jesch, an experienced airline and GA pilot, reviewed how to understand and then appropriately react to the many possible and dreaded in-flight emergencies.

The topics covered were varied and included: icing, engine fire, engine problems, fuel starvation, carbon monoxide poisoning, electrical problems, alternator/battery failures, communication/radio failures, navigation failures, autopilot failure, vacuum failure, flight controls failures, landing gear failure, tire/brakes/steering failures and lost windshield.

A highlight of this class was the discussion of why, when and how to declare an emergency by calling ATC and making an Emergency Declaration Statement (see example below):

"Mayday, Mayday, Mayday! Los Angeles Center, November 735CY, Cessna 182/Golf, engine failure, Gorman VOR, one-one thousand feet, two hours fuel, three souls on board."

Mike is a frequent speaker for the 99s Proficiency Classes. His classes are always loaded with timely and important information and we look forward to his offerings in the future.

Future VC99s Meetings/Events

July 4	NO BOARD MEETING
July 16	General Meeting – 5:30 – Aviation Museum SZP
Aug. 1	Board Meeting – 5:30 - Dept. of Airports, CMA
Aug. 17-18	Wings Over Camarillo
Aug. 20	General Meeting/Air Show De-Compress – 5:30 TBD Fun time, informal
Sept. 5	Board Meeting – 5:30 - Dept. of Airports, CMA
Sept. 17	General Meeting – 5:30 – Aviation Museum SZP – Movie Night with Henry Behel, Film maker of ***Ninner Echo Tango***

Other Fun Aviation Happenings

June 20-21	AOPA Fly In at Livermoore airport
July 16-21	Ninety-Nines International Conference, Dayton, Ohio, Home of the Wright Brothers. For Information and Registration: http://ninety-nines.org
July 22-28	EAA AirVenture, Oshkosh, WI
Aug. 17-18	Wings over Camarillo
Sept. 6-8	Reno Balloon Races
Sept.11-15	Reno Air Races
Oct. 4-6	Ninety-Nines Fall SWS Meeting – San Luis Obispo. For information: http://sws99s.org
Oct. 5-13	Albuquerque Balloon Festival Tango
First Sunday each month	Santa Paula Airport Open House and 99s Social Breakfast at Flight 126 Café

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

Due Dates:
25th of February, April, June, August, October & December

VENTURA COUNTY CHAPTER
Ninety-Nines