

A Pilot's Licence is Just the First Step

Carly Shukiar

Last December, I was lucky enough to be the recipient of a 2017 Student Pilot Milestone scholarship. At the time, I had recently soloed, and was just beginning the cross country phase of my flight training.

Since then, many exciting things have happened! I took my short and long solo cross country flights in February, completed two night flights, wrapped up my training, and took my



private pilot checkride on April 26. I passed, and have been enjoying flying as a private pilot ever since! I could never have accomplished this without the incredible support of the Ninety Nines. Receiving the scholarship provided me with motivation and support in order to complete my training. While the monetary support was much appreciated, the support I found in the fellow women who offered their advice and encouragement throughout my training was the most valuable gift.

I didn't have the easiest time during my flight training. I am 17 years old and a perfectionist, and lack much of the life experience needed to apply situational awareness and keeping an open mind while flying. When I first started cross country flying, the task management side of flight provided an area of

conflict for me. However, in working with my instructor as well as talking to some amazing pilots and mentors (especially my personal mentor, Lori, thank you so much!) in the Ninety Nines, I was able to

overcome this plateau and become a proficient pilot.

I am looking forward to continuing to learn and advance my skills as a newly minted private pilot. So far, I've taken up family members and have truly loved showing them the joys of

general aviation. I look forward to taking up more friends and family over the summer as I prepare to attend the University of North Dakota in the fall, pursuing a Bachelor's degree in Commercial Aviation. My goal is to be the first Jewish-American woman to captain the Boeing 787 Dreamliner for an American carrier. Even though I am attending college out of state, I plan to stay active in the Ventura County Ninety Nines. I am extremely grateful for every-thing this organization has given me, and I look forward to hopefully inspiring future pilots as the Ninety Nines have inspired me!



**NO MEETING
IN JUNE, ITS
OUR ANNUAL
AWARDS
PICNIC**

Southwest Section Meeting

Brenda Corby

I came to my first Section Meeting in Bakersfield, CA knowing very few people but left with numerous new friends from across the southwest. Even though I was born and raised in Bakersfield, I had never met any of the women pilots in the area. Everyone I met was incredibly welcoming and the weekend was a blast. I was impressed with the variety and quality of activities that the Bakersfield chapter organized, from a traditional Basque dinner to whitewater rafting.

As a student pilot who is still new to the aviation field, I especially enjoyed the seminars and the 99s general business meeting. I loved learning about what goes on behind the scenes for air traffic control, techniques for mountain flying, and the influential story of a successful pilot. At the general meeting, I was able to get a detailed understanding of how the 99s organization is run. The weekend left me inspired by the incredible women I met and excited to participate in future events.



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

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Cessna Pilot Center



Lightspeed Aviation CEO Allan Schrader Where's Your GA Taking You?



All pilots and aviation enthusiasts are invited to attend this special evening at Oshkosh with guest speaker

Allan Schrader, CEO of Lightspeed Aviation

Tuesday ■ July 24, 2018 ■ 6PM
In the Nature Center

Pre-register and pay by July 18, 2018
Credit card only

Early-birds pay \$35 through July 13
\$40 thereafter

Register at:
www.99sOshkoshdinner.com

Email:
99sOshkoshdinner@ninety-nines.org



Ninety-Nines

Inspiring
Women Pilots
Since 1929



For young women who want to learn to fly

- A \$3,000 Scholarship
- For flight training through first solo and beyond
- Application deadline: July 1, 2018

The Ninety-Nines will award a \$3,000 Karen Johnson Solo Scholarship to provide a young woman (age 16-20 at any time during the 2018 calendar year) with financial support for flight training through her first solo and beyond. In addition, the winner will receive:

- a Lightspeed Aviation Zulu 3 ANR aviation headset
- a King School flight training course
- a set of Barry Schiff aviation books (autographed)

The Ninety-Nines will award the scholarship at the Aviation Appreciation Dinner at EAA AirVenture in Oshkosh, WI on July 24, 2018.
www.99soshkoshdinner.com

For applications, FAQs,
additional info and
complete scholarship rules:
www.kjsoloscholarship.com



Ninety-Nines

Inspiring Women Pilots
Since 1929

Human Factors & Pilot Decision Making


Carolyn Brown

Brian Schiff and James Clarkson had the opportunity to ferry a Cessna 310, 'POS' model, from Tulsa, OK to San Jose, CA for an airplane broker. This was a distance of 1253 miles. The flight seemed pretty cut and dried – Tulsa, OK to Lamar, CO to Farmington, NM to Tonopah, NV to Bishop, Fresno, Livermore, San Jose, CA. What could possibly go wrong?

Brian and James were college roommates and friends since 1985. Both were pursuing aeronautics degrees with the hope of flying for the airlines when this opportunity to gain some multi-engine time presented itself. The new owner wanted the plane NOW and if they hurried, they would benefit by missing fewer classes. A couple of possible red flags came right up front - neither had time in a C-310 and it just so happened, there was a lot of weather approaching with strong headwinds, turbulence, and dust storms. All of this led to a very interesting story with a lot of lessons learned.

Well, I cannot do justice describing the harrowing flight from Tulsa to San Jose with the lack of sleep, food, etc. Let it be said that if it could go wrong, it did. Brian and James went into great detail sharing what they did right which they said was very little and what they could have done differently – considering a job in

the accounting field was one of their choices. As many of us have had at least one flight that we would like to do over, Brian and James did a marvelous job of dissecting the perils and their reactions to them. Brian suggests you have a Personal Minimums Contract with yourself prior to any flight.

Brian and James went into this as friends and it sounded like this opportunity put their relationship in jeopardy. They did not say how long it was before they spoke again after the flight but they are speaking now. All of this was shared with honesty and humor. 




ForeFlight for the Non-Pilot

Carolyn Brown



Mike Jesch once again brought his A Game. We had a small group so Mike was able to work personally with each and every person. He started with some basics on the iPad and how it fit into the cockpit. Mike then walked us through how to find the

necessary information if the pilot needed to divert for any reason or if you were just curious about fuel prices, weather, terrain, etc. ahead of you. When the pilot is busy flying the airplane, the non-pilot can be a huge help. Mike helped that happen by providing critical information on how to mine the iPad for the data.

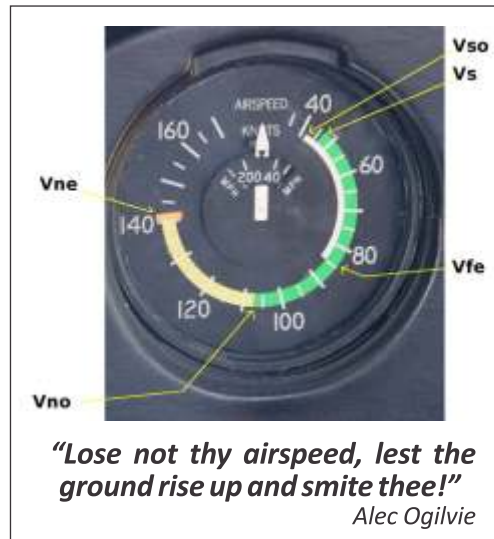
As with many iPad classes, fingers were flying and much information was imparted. 

Hello, My Name is Airspeed . . .

Peggy Watson-Meinke

The April 18th class, led by Mike Jesch, was about the airspeed indicator (ASI) of the airplane. Before the class I was talking to a few fellow 99s and we all wondered how much can you say about the ASI? Enough to last two hours? There is a lot to know about the Air Speed Indicator!

- The ASI instrument is required in all POWERED aircraft per FAR Part 91.205
- There is no FAR requirement to inspect the ASI for Annual
- ASI works by measuring the difference between static pressure (captured through one or more static ports) and dynamic pressure or ram air captured through a pitot tube
- Don't ever blow into a pitot tube if you suspect a blockage as they are very sensitive
- Four KINDS of air speed (memory aide: ICE-T)
 - Indicated; as indicated on the ASI without correction
 - Calibrated; corrected for faults as indicated in your aircraft manual for position and installation errors
 - Equivalent; for planes that fly high/fast, over 200kts
 - True; as corrected for temperature and altitude
- V-Speeds are standard terms used to define airspeeds important or useful to the operation of powered aircraft. The most commonly used and most safety-critical airspeeds are displayed as color-coded arcs and lines located on the face of an aircraft's ASI
- Vso – stall speed in landing configuration
- Vs1 – stall speed in a specified configuration
- Vfe – Max full flap speed
- Vno – Max structural Cruising speed
- Vne – Never exceed speed
- White Arc: The white arc on airspeed indicators depicts the normal flap operating range. Inside of the white arc, full flaps can be used. The top of the white arc indicates the highest speed at which flaps can be extended during flight.



- Green Arc: The green arc on an airspeed indicator represents the normal operating range.
- Yellow Arc: The yellow arc is a cautionary range of airspeeds. It is advised that pilots only operate in the yellow arc in calm air.

- Red Line: At the top of the yellow arc is a red line, which represents the maximum allowable airspeed for the airplane.
- Airspeed Indicator Error: If the pitot tube and its drain hole become blocked, the airspeed indicator acts like an altimeter, showing an increase in airspeed when the airplane climbs to a higher altitude and a decrease in airspeed during a descent.

- If the pitot tube becomes blocked and the drain hole remains open, the ram air pressure will bleed out through the drain hole, leaving only static pressure in the pitot tube. The new static pressure in the pitot tube would be equivalent to the static pressure from the static port, and the airspeed indicator would read '0'.
- If the static port becomes blocked (but not the pitot tube), the airspeed indicator will work, but it will be inaccurate.
- A short list of reasons for ASI Failures:
 - Pitot tube cover still on, Debris between ram air inlet and drain hole, Cold weather icing in pitot tube, Static Port taped over for airplane wash, Water in static port
- How to overcome failures
 - Best to have an alternate static source, not required but recommended, Do Not take off if you see or suspect a blockage, Do Not try to fix a problem with the ASI. Have it repaired by an A&P Mechanic
- If failure of ASI in flight DECLARE AN EMERGENCY
- Practice failure (covered pitot) in flight pattern with an instructor

Accidents Review - Lessons Learned

Carolyn Brown

The dynamic duo closed out our 2018 series of 20 classes. This presentation took an in depth look at three accidents. I am not going to do this presentation justice with my write-up but I would like to share a comment from one of the evaluations turned in after the class: "Accident prevention has its roots in the awareness that this class teaches."

Why study accidents? An accident is constantly knocking on the door of every flight. Some are large, some are small, some are obvious, and some not so obvious. When flying an airplane, experienced pilots are required to pay attention and maintain situational awareness in order to keep these threats benign. Flying is a constant series of flight control inputs and corrections. As pilots, we fear the threats that are not apparent—the ones to which other pilots have fallen prey. That is why we study the accidents of other pilots—so that we may learn to recognize that threat when it comes knocking on our own flight's door.

How to study accidents. Brian presented several websites which can be used to study accidents in different ways.

- NTSB Accident Report / Docket
- Aviation Safety Network
- AOPA accident case studies

Review Accidents. He then took us through the three accidents in detail, reviewing how the decisions made impacted the outcome.

- COLGAN 3407, a bombardier Q400 which crashed February 12, 2009 during an instrument approach. With this one we were able to view a simulation of the cockpit during the approach. It was determined to be



airspeed control, stall training, and automation dependency that played into the disastrous crash. The pilot had a record of needing stall training.

- Piper Arrow, ran out of fuel and crashed. The pilot in this case was attempting a flight in IMC conditions. After trying and rejecting several landing options, he ran out of fuel.

- Cirrus which stalled and crashed while in the pattern. The NTSB determined the probable cause(s) of this accident were the pilot's improper go-around procedure and, her lack of assertiveness in allowing two controllers to keep her flying in circles around/over the runway.

Conclusion. Slow down, be assertive when necessary, and stay inside the envelope.

A fabulous class that I would like to see presented again next year. An incredible amount of information was shared.



Aviation Things You Learn On-Line

Lufthansa is the world's largest purchaser of caviar, buying over 10 tons per year

The Boeing 747 wing-span (195 feet) is longer than the Wright Brothers first flight of 120ft

At any given hour there are over 61,000 people airborne over the USA


About 1/3 of your taste buds are numbed while flying. Maybe that meal was not bland after all?

Travelling by air can shed up to 1.5 litres of water from the body during an average 3 hour flight

2018 Pilot Proficiency Classes End

Carolyn Brown

Well Ladies, we pulled it off another year. Susan put together a great lineup of classes for our 18th year. All were very well received and much appreciated by the attendees. A big THANK YOU to Frank Gamble who did the setup and teardown for every class. Another Thank You to the Ladies and Greg who helped with the setup and teardown and managed the front area. And last but not least, Thank You to Leni for her help with the website.

While the classes go for about 3 months, the work on the different websites starts in December. Susan is actually lining up presenters and trying to get them scheduled much earlier than that. She manages to schedule a diverse group of presenters with interesting topics. I am always surprised that we do not see more of our Chapter members attending the classes. The Season Pass is unbelievably reasonable and you will learn something at every class. 




Ipad Winner of the 2018 Classes


James Crooks is the happy winner of the iPad mini donated by Dr. Jon Williams. James is one of our 2018 Season Pass holders.

James' dream of becoming a pilot came to fruition in 2008. He purchased an Airborne Trike and got his license flying it. It was a bit of a challenge finding instructors and that challenge took him from the Salton Sea to the Central Valley to Hawaii to Apple Valley. His DPE was near Davis, California. He has flown over 500 hours up and down the West Coast and as far east as Santa Fe, New Mexico.

James found his light sport license was a license to learn. He went to school and got his light sport repairman certificate and became a rotax certified repairman. His day job is working as a diesel mechanic. James is now repairing his next ride - a Capella light sport fixed-wing plane.

James feels the Ninety-Nines Classes are helping him to be a safer pilot and he is eager to use his new iPad as a flying aid. 

There's Always Someone to Congratulate in the VC99s

Winter 2017 Scholarship Award winner Carly Shukiar earned her private pilot certificate on April 26. 



Sage Advice for Pilots

You should never hurry.

If you are on the ground and get confused, set the parking brake and take the time to figure it out.

If you are in the air, ask for holding or delaying vectors.

Never fly on ATC's schedule.

They are never at the crash scene -- you always arrive first.

Bessie Coleman

Lindsey Bell

Our chapter just debuted BESSIE COLEMAN, our newest exhibit at the Aviation Museum of Santa Paula. The museum is open from 10:00-2:00 on the First Sunday of every month. Please swing by for more in-depth information on this pioneering aviatrix.

Elizabeth (Bessie) Coleman was born the tenth of thirteen children on January 26, 1893 to an African American mother and an African



American and Cherokee father in Atlanta, Texas. At the age of six, she walked four miles a day to a segregated one-room school, where she delighted in reading and math. A month before her eleventh birthday, the Wright Brothers took their historic flight. Bessie graduated high school and even put herself through a semester at Langston Industrial College before moving to Chicago.

Bessie attended Burnham School of Beauty to become a manicurist, and began working at the White Sox Barber Shop where she rubbed elbows with some of Chicago's elite, including her idol, Robert Abbott – owner of the Chicago Defender newspaper. Stories from pilots returning from WWI inspired Bessie to pursue flying, but no American flight schools would accept a woman of color. Robert Abbott suggested that France held more liberal views, so Bessie got a better paying job and enrolled at a Berlitz language school. After trying out her French on the flight school applications, Bessie was admitted to the Ecole d'Aviation des Freres Cadron et Le Crotoy, France's most prestigious flight school. She sailed for Europe and spent seven months in a Nieuport 82 biplane earning her pilot's license, which was issued on June 15, 1921 by the Fédération Aéronautique Internationale, making her the first American of any

race or gender to receive such. Bessie returned to the U.S. to great fanfare from the African American press. The white media hardly noticed.

Bessie's quest for admittance into the U.S.



aviation community again brought closed doors, so in May 1922 she sailed back to Europe. This time, training to become a barnstormer took her not

only to France, but also to Germany, Holland and Switzerland. She learned from German Ace WWI pilot, Captain Keller, and test piloted planes for Anthony Fokker. With credentials from the Aero Club of France and newspaper articles about foreign royalty entertaining her, Bessie returned to New York. This time she was greeted by both the African American press and the mainstream white media, including reporters from both The New York Times and The Chicago Tribune.

The lack of acceptance of women of color in the U.S. aviation community persisted, so Bessie decided to buy a plane and open her own flight school. To make this happen, she needed to raise money...so in September 1922 she began flying exhibitions. In February 1923, thanks largely to a job dropping promotional material from the sky for Coast Tire and Rubber Company in Los Angeles, Bessie bought her first plane - a Curtiss JN-4 "Jenny." Unfortunately, shortly into owning it, it would stall soon after take-off in front of an audience of 10,000, and nosedive into the ground. Bessie broke her leg and several ribs, and despite three months in the hospital was quoted by a reporter as saying, "Tell the world I'm coming back." During her recovery, she lectured, and was soon flying exhibitions again.

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Bessie Coleman

CONTINUED
FROM PAGE 8

In early April 1926, Bessie purchased another "Jenny" from a seller in Texas. Her 24 year-old Caucasian mechanic/publicity manager, William D. Wills, flew it to Jacksonville, Florida where Bessie was scheduled to do an exhibition flight. Along the way, he was forced to make three emergency landings. Although friends and family begged Bessie to skip the exhibition, she'd promised a Howard University graduate student a ride, and thus wouldn't be dissuaded. On April 30th, with Wills at the controls, Bessie went up for a test flight, hoping to scout for a location for the next day's parachute jump. In order to see over the cockpit she unfastened her seatbelt, and

at 2,000' AGL the plane unexpectedly went into a dive and spin. Bessie fell to her death, and Wills, unable to regain control of the plane, crashed. It was later discovered that a wrench had been left in the engine.

Thousands of mourners attended multiple receptions and memorials around Florida. As Bessie's coffin was loaded onto a train to Chicago, upwards of five hundred gathered to hum "My Country Tis of Thee." In Chicago, her casket was draped with a U.S. flag and given a military escort of six uniformed veteran pallbearers from the African American Eighth Infantry. Over five thousand came to pay their respects as "Queen Bess" was laid to rest at Lincoln Cemetery. Every year on the anniversary of her death, African American pilots fly over her grave and drop flowers.



Save the Date for Ventura County Aviation Career Day

Alison Barker • Photos by Lilian Darling Holt



Ventura County Aviation Career Day will be on Friday, October 26, 2018. This is our 5th year! All Ventura County middle and high school students are invited. There is no cost to attend due to the generous support of the sponsors: VC99s, CAF, CAU, VCOE, CP Aviation and Dept of Airports, along with community grants and donations.

The popular "Make Garbage Fly" contest continues. We had 44 entrants last year and the prize money for 2018 will be a total of over \$900. Students in the past have used the prize money to start aviation clubs at their schools. Contest rules and the registration form can be found on the Facebook page.

More info and the event flyer:
www.facebook.com/vcaviationcareerday/
email: vc99soutreach@gmail.com

We will also continue the very popular Drone Cage. Last year students got hands on experience flying the drones in the cage with assistance and guidance from experts. Since it was so popular we dealt with long lines, drained batteries and not enough drones. Therefore for 2018 we are in need of more UAV/drone professionals, and donations of small drones that students can fly themselves, along with extra batteries. If you can provide any assistance this

area, please email the outreach team. The event is successful because it's not only educational, it's fun for both the students and the exhibitors. Our goal is to highlight and showcase all types of aviation and aerospace careers and add even more hands on learning exhibits and displays. If you have something to share with students and want to be part of the fun, please email the outreach team.



Future VC99s' Meetings

- June 7 **Board Meeting** – 6:00 - Dept. of Airports, CMA
- June 9 **Annual Membership & Awards Picnic**
- July 5 **Board Meeting** – 6:00 - Dept. of Airports, CMA (Approve Budget recommendation for Member vote)
- July 17 **General Meeting** – 5:30 Aviation Museum of Santa Paula, SZP
- Aug 2 **Board Meeting** – 6:00 - Dept. of Airports, CMA
- Aug 21 **General Meeting** – 5:30 Dept. of Airports, CMA

Special Meetings

- July 3-7 **99s International Conference**, Philadelphia, PA
- Oct 26 **Ventura County Aviation Career Day**

Other Aviation Events

- June 19-22 **Air Race Classic**, Texas to Maine
www.airraceclassic.org
- July 23-29 **EAA AirVenture Oshkosh**, Oshkosh, WI
www.eaa.org/en/airventure
The Ninety-Nines will be in Hangar B Booth #2120/2121
- Aug 31 – Sept 3 **LA Fleet Week**, San Pedro, CA
- Sept 12-16 **Reno Air Races**, airrace.org
- Sept 28-30 **Miramar Air Show**, San Diego, CA
www.miramarairshow.com
- Oct 6-7 **Central Coast Airfest**, Santa Maria, CA
www.centralcoastairfest.com
- Oct 20-21 **Huntington Beach Airshow**, Huntington Beach, CA www.airsupport.com
- Nov 3-4 **SBD Fest**, San Bernardino, CA
www.sbiaa.com

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- ▶ Perfect practice area

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The Ventura County Flight Training Center is a flight training extension of California Aeronautical University (CAU), which holds FAA Part 141 approval.

With a world-class training facility located on Meadows Airport in Bakersfield, CAU offers professional pilot degree programs in an immersive aviation environment.

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