

[www.VC99s.org](http://www.VC99s.org)

Chairman  
Peggy Watson-Meinke  
Vice Chairman  
Judy McCarthy  
Secretary  
Janeen Gaul  
Treasurer  
Alison Barker  
Past Chairman  
Linda Ehrlich  
Newsletter  
Pat McCollum

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.



## Southwest Section Winter Workshop

Janeen Gaul

Alison Barker and I attended the Southwest Section Winter Workshop, hosted by the Orange County Chapter, on January 28, 2017 at the Ayres Hotel in Costa Mesa. We arrived the night before the meeting and joined several 99s from the other chapters for a delicious dinner at a nearby Peruvian Restaurant.

We got to work early the next morning. There were several announcements about upcoming activities in our busy Southwest section. Here are some of activities that you might want to put on your calendar:

1. 3/18 Long Beach chapter 65th anniversary. WASP Iris Critchell will speak, and there will be a pot luck hanger party.
2. 4/27-30 Bay Cities 99s, SWS 99s Spring 2017 Meeting, Oakland, CA.
3. 5/13 Palomar chapter will host an IFR refresher course at Palomar airport.
4. 5/20 Bakersfield chapter fly in to L45. Lunch at Rocket Shop Café.
5. 8/16-17 Forest of Friendship. Forms due 4/29. [www.ifof.org](http://www.ifof.org)
6. 9/28 -10/1 Fall section meeting hosted by Mt. Shasta in Redding. Hotel rooms will be \$99. Kayaking, and a dinner cruise are planned.
7. 10/7-8 Minden-Tahoe Airport Annual Aviation Roundup. The Thunderbirds will be there.
8. 4/26-29/2018 SW Section meeting will be hosted by Bakersfield chapter. Lots of fun activities are planned.
9. 2020 International Conference hosted by SWS on the Queen Mary.

CONTINUED ON PAGE 2



**NEXT  
MEETING  
MARCH 21**

# Southwest Section Winter Workshop

CONTINUED FROM PAGE 1 Our SWS leaders are looking for volunteers, a theme, and a logo.

The rest of the day was dedicated to awards. A packet was provided with information about the awards available from International. We discussed the awards available from Southwest Section and broke into work groups to talk over updates and changes to each award.

Do you participate in the WINGS Pilot Proficiency Program? If so, you are eligible for an award from SWS. Individual awards are presented at the Spring Section meeting. If you complete a

phase of WINGS, let Dee "Cooper" Payette know, at [cooperthepilot@yahoo.com](mailto:cooperthepilot@yahoo.com) or [southwesterlynews@gmail.com](mailto:southwesterlynews@gmail.com). There will be a WINGS Chapter Challenge announced in May. This will be based on a points system, and will be awarded at the Fall Section Meeting.

There is an award available for Airmarking. Maybe we should apply for this for the beautiful compass rose our chapter added to the View Port at Camarillo?

Other SWS awards that are available include Air and Space Education, Public Relations and Woman Pilot of the year. Look for updates to be published soon for each of these awards.

It was a fun and productive day getting together with some of the fabulous women from SWS.



## Skywriting

Peggy Watson-Meinke  
Chapter Chairman



It's that time of year when it is hard to get flying time in, but how about all this RAIN?? We certainly needed it however I did hear someone comment, "those of you that were praying so hard for RAIN, you can STOP praying now." Ha!

I think we can actually thank my sister for this rain. In the 20 years I have had a balloon in So Cal, she had never been up for a balloon ride because every time she came to visit it would rain. She came just last November and got rained out again. She takes great pride in resolving the California drought issue for us. At last, during her visit earlier this month, I was finally able to get her and my mom up for a balloon flight. We took off from Lancaster since winds were too strong in Santa Paula, but at least we were able to find a weather break. It was a gorgeous morning with

over 100 miles visibility and fresh snow in the mountains! It really meant a lot to me to finally fly mom and sis in my balloon.

I've heard several comments from pilots flying from SZP that they were able to pull off a flight during a short weather window. These can be the most beautiful flights to experience. So don't give up. Find that weather window, get out there, and FLY!





# Treats to the Towers

Janeen Gaul

February 7 was the date for our annual Treats to the Towers event. Diane Grizard arranged for us to visit the control towers at Camarillo, Oxnard and Point Mugu, as well as the radar facility for Point Mugu.

We received a warm welcome at each facility. They were happy to see us, and the Bundt cakes that we brought. Weather conditions were mostly IFR that day, and the towers were not very busy. The controllers were able to spend a great deal of time showing us their operations and answering our many questions. Our group ranged from a student pilot to a 757 pilot, and I think we each learned something!

If you were unable to join us this year, you don't have to wait until next February to visit a tower. The controllers are happy to have VC99 members visit. Just contact them by radio or telephone and they will arrange for a tour. ✈️



# Heroes on Deck World War II on Lake Michigan

Allison Barker

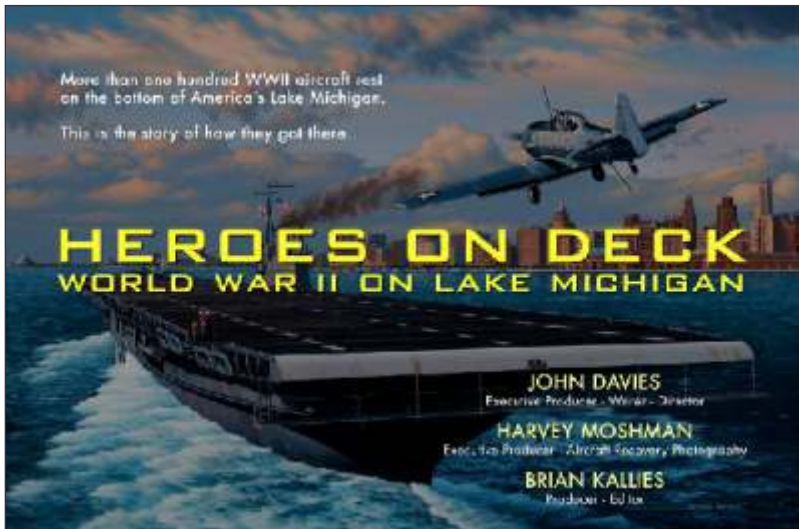
Continuing the tradition of viewing an aviation related movie as part of our Pilot Proficiency class series, this year's viewing was the documentary Heroes On Deck: World War II on Lake Michigan, and was shown on Saturday, February 11, 2017. The Documentary told the little know story of the US Navy's training operation on Lake Michigan after the Japanese attack on Pearl Harbor and the aircraft that ended up on the bottom of the lake as a result.

and techniques to find and recover the lost warbirds. Using deep water divers, side-scan sonar and remote operated underwater vehicles, many of the warbirds have been recovered and restored, and some are now in Museums.

The documentary features interviews of pilots, home movies, declassified film and stills, underwater recovery footage, computer generated recreations, and hi-definition underwater photographs. One pilot interviewed

was Chuck Downey, who was the youngest Naval Aviator of the War. For years, former President George H. W. Bush, who also trained in Lake Michigan, thought he was the youngest Naval Aviator of the war. However Downey has the former President beat by 11 days, a fact the President has now acknowledged.

The documentary was underwritten by the Chicago Marine Heritage Society. The filmmakers, John Davies (Executive Producer/Writer/Director) and Brian Kallies, (Producer/ Editor) introduced the



During World War II the US Navy trained over 15,000 carrier pilots to take off and land on two makeshift, coal burning, former passenger excursion ships on Lake Michigan, off the shores of Chicago, in order for new pilots to earn carrier landing qualifications. The 'carrier' decks were only 550 feet long, much shorter than those of actual carriers that saw duty in the Pacific. Learning to land on them was very difficult, which is why more than 100 classic WWII fighters and dive bombers sank to the bottom of Lake Michigan. The documentary included actual footage of pilots learning to land and the of accidents that occurred. We also learned about the dangers the other crew members faced.

In the late 1970s the Navy approved the efforts of a team of recovery efforts to develop the tools

documentary and stayed afterwards to answer questions.

They have been traveling throughout the country for the past 2 years screening



John Davies and Brian Kallies

the movie to large crowds of aviation and history enthusiast and school groups. I thought the movie was very well written, professionally produced and riveting. If you missed the viewing you can order your copy of the DVD or download it here: <https://www.heroesondeck.com>





# Airspace and Appetizers was a Success!

Lori Parker

Five fabulous VC99 student pilots attended the rebirth of the Airspace and Appetizers program last night. Channel Islands Aviation's Flight School manager Del Kienholz was our speaker and he did an exceptional job. With his 35 years in aviation as a pilot, CFII and more accomplishments than I can mention, he broke down the complexity of airspace into manageable bite size pieces, while focused pilots, Luz, Wendy, Naia, Kathleen and Mayra took copious notes and munched on the bite size appetizers. We are so grateful for his

enthusiasm for aviation and for his support of female pilots and the 99s. We look forward to putting together another program for VC99 student pilots in May. ✈️ Stay tuned!



## First Pilot Proficiency Class of 2017!

### Unusual Airports with Barry and Brian Schiff

Lori Parker



The 2017 Pilot Proficiency classes premiered with the dynamic duo Barry and Brian Schiff, who 'wowed' us with unique (and some precarious) IFR approaches from all over the world. Yes, there was an IFR approach which requires flying at 375 feet AGL for 36 nm miles (not a typo) into Ipoh, Malaysia. (I will pass on that one). At the old Kai Tak airport in Hong Kong there was a "Checkerboard approach" to Runway 13. (Check it out on YouTube!) Upon reaching a hill marked with red and white checkerboards used as a visual reference point on the final approach, pilots needed to make sharp visual right turn to line up with the runway and land. (No wonder they closed

that airport...) One exceptionally entertaining chart stated to be careful of 'erroneous ATC instructions'. That's a good one! In this case, the reminder was not to mistake the local instructions with the adjoining country communication (which could accidentally get you shot down).

Yup, there are actually airports which are labeled on charts as "Objectionable," "Hazardous" and my favorite: "Successful go-around unlikely." There are even airports which require an online class before you can land there.

Brian and Barry also covered some "gotchas" in our local area. For example, the sectional chart doesn't show the dimensions of the aerobatic box near Santa Paula. The details are noted in the Chart Supplement (formerly the Airport/Facility Directory). Such a great reminder to brief the entire route of flight! They also reminded us that some missed approaches, including ILS Z Rwy16R at Van Nuys, don't always have you climb initially on a missed approach. Once again, a great reminder to brief not only the approach, but the missed approach also---just in case. As Brian said, "Knowledge is Power!" ✈️

## Pilot Proficiency Class

# Around the World with Adrian Eichhorn

Carolyn Brown

Adrian is such an engaging speaker and in addition to the nuts and bolts I am listing here, he shared many fun stories of people, places, and roadblocks he was able to overcome. He referenced all of the assistance he received from his many ground-handlers while in the air and on the ground.

Adrian spent five years disassembling and rebuilding his 1962 P35 model Bonanza in preparation for the journey. He did most of the work on the airplane himself, but gives a lot of credit for the nearly flawless 163-hour trip to the many friends he tapped to assist with the work. Some of the modifications included an enlarged baggage compartment door and enormous tip tanks to provide the 17-hour range he would need for the longest legs across the Pacific Ocean. With 100 gallons in each tip plus 80 in the wings, he would have an endurance of more than 26 hours.

The journey was not without some mechanical issues with possibly the most serious being a tiny fuel leak in the fuel injector line. If that problem had not been discovered and repaired, it could have dumped raw fuel onto the exhaust.

Adrian had many photos showing places I have only seen in movies. The most moving opportunity to him was flying over the American Cemetery and Omaha Beach at Normandy, site of the World War II D-Day landings.

While aviation throughout Europe has similarities to the United States, pilots there face user fees, high fuel costs, restrictive maintenance requirements, and overregulation to a level we can't imagine in the United States. In most countries outside North America, "handling fees" are the norm and they can be confusing and difficult to pay, but miss one and you could be behind bars.

In most countries outside the Americas, Europe, Australia, and New Zealand, VFR flying is

not permitted or is only allowed within the pattern of the local airport. Instrument flight requires payment of en route fees and many landing, handling, and other assorted fees—charges that often then carry a tax or service charge as well. Many airports close at 8:00 pm and there is a fine for landing after that time. In Manila, Adrian was presented with a bill for \$3,347.84, which included handling charges, a \$150 landing permit facilitation fee (not to be confused with the \$85 landing and takeoff charge), a "quarantine fee" (\$175), and a "Parking & Lighting" fee (\$120 for two nights). The Manila bill included more than \$280 in taxes and "admin charges" on top of the fees. Fuel was about \$1.90 a liter or \$7.20 a gallon. Adrian paid upwards of \$26 a gallon in the United Arab Emirates, where the raw material should be plentiful. When asked about the total cost for the trip, he said he didn't want to know.

The trip included five continents, 21 countries, 3,150 gallons of fuel, 25,000 air miles, and 225 hours of flight but now it is off his "Bucket List".

Click on <http://flybluehorizons.com/> to see Adrian's pictures from the trip.



# Pilot Proficiency Class

## ForeFlight for Beginners with Mike Jesch

Carolyn Brown

Mike worked his magic once more in the 'back to basics for beginners' class. I have to say, I made it almost all the way through the class before I was totally lost. Mike started with the bare basics of the iPad and Stratus then he moved into navigating the iPad and flight planning.

Some quick takeaways from the class:

- When purchasing an iPad, buy the largest you can afford – at least 64 gig.
- Be sure to bring a good back-up charger for your iPad in the plane and make sure it is a good one.
- Turn down the brightness and turn off background application auto refresh to extend your battery life.
- Document storage can be used to keep many aviation documents and books which are free and can be automatically updated using

ForeFlight.

Specifically for ForeFlight, Mike recommended you keep TFRs turned on all the time. He wanted to make sure we knew weather being shown on the iPad is several

minutes old so use other options to ensure accurate weather. Too much info was provided to cover it all here.

Overall, a great intro class by a knowledgeable instructor. Brian Schiff will be following this with his ForeFlight 201 class for more advanced information.



### Caught Flying!

Good job Rosemary Watson!

## Photo of the Month:

Peggy Watson-Meinke



A Beautiful shot from earlier this month. It appears the pot of gold may be at SZP!



# 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.

3/1	Wed 7-9:30pm	<b>Stalls, Spins and Unusual Attitudes: Keeping the Sunny Side Up</b> with Judy Phelps & Rochelle Oslick . . . . .	\$35
3/4	Sat 9:30-11:30am	<b>Weather: Beyond the Standard Briefing</b> with DPE Doug Stewart . . . . .	\$35
3/4	Sat 1:30-3:30pm	<b>True Confessions: The Mistakes I've Made</b> with DPE Doug Stewart . . . . .	\$35
3/8	Wed 7-9:30pm	<b>The Art of Flying IFR: Situational Awareness</b> with DPE Doug Stewart . . . . .	\$35
3/11	Sat 9:30-11:30am	<b>Preparing for the Private Pilot Practical Exam</b> with DPE Ken Wittekiend & Master CFII Michael Phillips . . . . .	\$35
3/11	Sat 1:30-4:00pm	<b>Preparing for the Instrument Practical Exam</b> with DPE Ken Wittekiend & Master CFII Michael Phillips . . . . .	\$35
3/15	Wed 7:00-9:30pm	<b>Understanding VFR Charts &amp; Aerospace</b> with Judy Phelps . . . . .	\$35
3/18	Sat 9:30am-4:00pm	<b>Annual Pilot Refresher</b> with Michael Phillips . . . . .	\$70
3/22	Wed 7:00-9:00pm	<b>Seven Deadly Sins</b> with Mike Jesch & Gary Schank . . . . .	\$35
3/25	Sat 9:30am-4:00pm	<b>IFR Refresher Clinic</b> with Judy Phelps . . . . .	\$70
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>

Join us!  
**VC99s'  
Social  
Breakfast**

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





# Calendar of Events

## MARCH

- Mar 3 Board Meeting – Dept. of Airports, CMA  
Mar 5 Open House – Santa Paula Airport  
Mar 21 General Meeting – Aviation Museum of Santa Paula, SZP  
Mar 30 Annual Budget Meeting – Peggy's Hangar, SZP

## 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

## 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



## The Ship That Sells Itself

America is not a country for midget airplanes any more than it is for midget cars.

Americans demand strength, comfort and brilliant performance. On the other hand, there are not enough air-minded people who can afford a high priced ship.

The Cain Sport is the first and only ship designed especially for the sportsman pilot, the private flyer.

It is full size, side by side two seater, powered with the 95 H.P. Cirrus Hi-Drive engine, has a top speed of 110 miles an hour and a landing speed of 35 miles.

Its superb construction and beauty of lines and finish immediately attracts. One demonstration flight convinces.

Airplane dealers taking the Cain franchise discover the depression is over. It sells itself.

If you are not satisfied with your present line, or want to add a ship that will make you money starting immediately, send for full details of liberal discounts, full factory co-operation and all the other features of the Cain Sport and the Cain Franchise. Write or wire at once.

APPROVED BY DEPARTMENT OF COMMERCE



### SPECIFICATIONS

110 H.P. Cirrus Hi-Drive engine mounted on two independent valve gears. Control seats, gear, bench seat, baggage compartment, immediately available. Flying hours 100. Flight range 100 miles.

**\$2475**

F.A.F. Detail Municipal Airport

**CAIN SPORT**

CAIN AIRCRAFT CORPORATION

1927

**AIRPLANE  
Ad FROM 1930**

## ARTICLE AND PHOTO SUBMISSION ADDRESS:

**vc99sFLYER@vc99s.ORG**

Deadline to receive: 25th of each month