

## Geocaching

### A Ventura County Ninety-Nines' 2020 Flying Challenge

Barb Filkins

It's a Tuesday night in August. The VC99 Board struggles to define a fun flying event that can challenge and sharpen our navigation skills while still complying with COVID protocols. And then a plan comes together – thanks to board members Diane Grizard (general idea) and Judy McCarthy (name).....

Geocaching is a real-world, outdoor treasure hunting game using a GPS-enabled device. Land-based participants navigate to a specific set of latitude/longitude coordinates and attempt to find a container – the “geocache” or “cache” – hidden at that location. Adapting the concept to flying required modification; rather than finding a “cache”, the goal was to take a picture of the landmark at a designated lat/long and assigned altitude.

The event committee chose seven landmarks around the Ventura County area that a team of two (or more) pilots per plane, departing from KCMA, KOXR or KSZP, could hunt for using the coordinates and altitude provided. Each team emailed pictures to the event committee. Being the first year, this event was not held as a competition.

The teams regaled Chapter members at our Christmas party where each team presented their “cache”, shared stories and received participation awards. All five teams, bold enough to take on this

challenge, felt it was rewarding and fun:

Team 1: **Kevin and Diane Grizard**

Team 2: **Mignon Gary and Janeen Gaul**

Team 3: **Brenda Corby and Susan Yang**

Team 4: **Luz Schaible and Stephanie Corbell**

Team 5: **Wendy Lascher and Art Friedman**



Looking forward, this concept of flying geocaching may have educational benefits, such as visualizing geological feature with lat/long coordinates could be the basis for outreach to STEM programs. This type of program could also be the outreach for other efforts, such as understanding local watershed issues or the impacts of conservation.



**Alison Barker**  
Chapter Chairman

# skywriting

Cheers to the New Year!  
When life gives you lemons....  
female pilots go flying!  
Here are some New Year's  
Resolutions for 2021



Get in  
the air  
and fly

Start or complete  
that new rating  
or endorsement

Look into  
joining a  
flying club

Look into  
buying an  
airplane

Fly  
somewhere  
new

Concur a  
challenging  
flying skill

Volunteer  
with the  
VC99s

"When it rains, look for rainbows; when it's dark, look for stars."  
Oscar Wilde **VC99**

## There's Always Someone to Congratulate in the VC99s



▲ **Greta Liebler**  
(our overachiever)  
Instrument rating  
December 5, 2020 &  
Commercial Pilot  
December 21, 2020

**Emily Roessler** ▶  
First solo flight,  
November 10, 2020



▲ **Stephanie Robinson**  
Commercial Pilot,  
November 15, 2020

*Congratulations  
ladies!*





# Ventura County 99s Fall Scholarship Winner Autumn Chenette


Mignon Gery

The Ventura County 99s are very proud to be able to award the Susan Liebler Female Student Pilot Milestone Award to Autumn Chenette. The Scholarship Committee was excited to have received eight applications this fall, making the competition pretty tough. This year has been very trying for all of us as individuals and as members of our organization. Many fundraisers and events had to be cancelled, so it is an honor to be part of the Ventura County 99s and able to provide funding for flight training. Part of the Mission Statement for the Ninety-Nines is to promote the advancement of aviation through education and scholarships.

The presentation was made by Susan Liebler during the chapter's holiday Zoom meeting. Susan was so impressed by the essay that Autumn submitted for the scholarship that Susan

suggested that Autumn's essay should be printed in our newsletter for all to read (below). So as you read it you will see why she was chosen as our fall scholarship winner. She is a very motivated student pilot with plenty of aviation goals!

The Scholarship Committee would also like to thank our scholarship judges. We selected three judges outside of our chapter some are pilots and some are not, all of them were impressed by our great selection of candidates.

Congratulations to Autumn Chenette. We wish you the best during your flight training. 



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## Owning the Skies

Autumn Chenette

"Flying is the best possible thing for women," exclaimed Baroness Raymonde de Laroche; and she would know as she was the first licensed female pilot in 1910. Since I was a young girl, I did not realize how much I would believe in these words. Little did I know then that my desire to travel was not just a love, but a blazing passion for flying! Anytime! Any day! Anywhere! And absolutely as the pilot! After graduating college, my passion for aviation initially led me to become a flight attendant in 2019. I was one step closer to running the skies, however I knew I wanted to own them! From that moment on I attacked learning and completing ground school through King Schools and immediately passed my FAA written exam this past August 2020. I quickly found a flight school at a nearby airfield, Camarillo Airport, and scrimped

and saved every dime to go towards lessons which I started early September 2020.

Aviation has truly been the best thing for this woman and has only fanned the flames of passion into a roaring fire that burns deep inside me. This inferno has led me to eat, drink, and sleep piloting and I speak to anyone who will listen and give me any nuggets of advice. Many of these conversations have led me to eagerly become a member of AOPA, as well as the Ninety-Nines. In addition, I have saturated myself with aviation/aviators from Facebook groups, YouTube, and being in constant contact with the many commercial and private pilots to glean anything from these deep wells of piloting wisdom. All of these avenues of aviation have been instrumental to my foundation of

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# Owning the Skies

CONTINUED FROM PAGE 4 . . . understanding and learning to be the best female pilot I can be. I am completely blessed to have my full-time job of being a flight attendant as an access to this pilot community.

With that said, my goals and aspirations are to be a commercial airline pilot, as well as an Air National Guard pilot. Each of these goals requires a multitudinous amount of effort, discipline, and hard work, which only inspires me more. I see no victory or gain that did not cost me all that I am. Being one who thrives under pressure, I eagerly look forward to spending every moment, attacking the next step in the process. I look to fly as much as I can each week, which normally amounts to two or three flights averaging three or so hours for each block or until my paycheck runs out! When I cannot fly I continuously review my completed King Schools' ground school information, as well as focusing on the Private Pilot Oral Exam Guide, written by Michael D. Hayes. I am determined to be a 110% ready for the next stage.

Obviously, the next stage is more expensive at every turn, but I started with little and have come this far so I know one way or another I will find a way to become a commercial airline pilot and then


fly for the military. I currently have not received any monies outside of the sweet family and friends that have tried to sponsor part of a flight here and there; clearly my paycheck evaporates almost immediately! Aviation is absolutely worth every penny I have and more! I will do whatever is necessary to move forward and was delighted when I heard of this incredible scholarship opportunity.

Not only do I have a tremendous passion for aviation, but I am eager to light fires in women's hearts to love flying as well. One way in which I hope to accomplish this is by becoming an instrumental part of the Ninety-Nines should they allow it, and perhaps be a part of the recruiting team where I may be continuously exposed to other female pilots and help them start or continue their aviation journey.

All in all, I could not agree more with the opening quote from such an inspiring woman, Baroness Raymonde de Laroche. I am greatly encouraged by my great grandmother, Evelyn Calvert, who flew the skies in the days of Amelia Earhart; yet the realities of the cost of such a feat can be overwhelming at times. Should I be awarded this scholarship, I would continue pressing on while reaching a hand back to those who will be following this difficult path behind me. May we women own the skies forevermore!

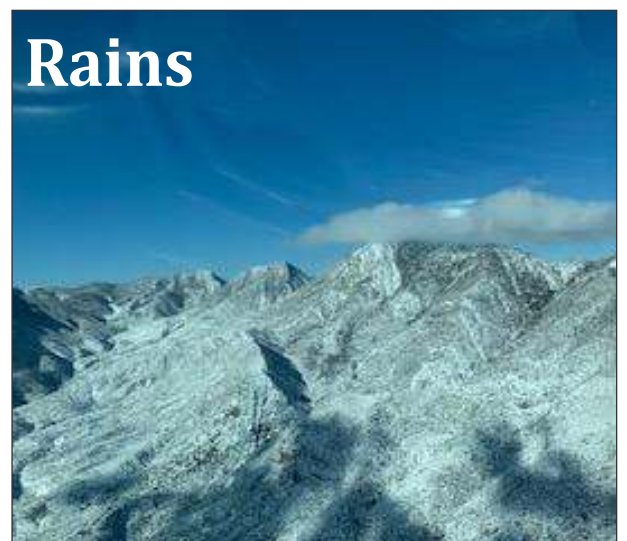
## Scholarships Are Out There!

Thank you Ceci Stratford for your updated list of scholarships along with tips on how to become a pilot, how to apply for scholarships, how to write a resume and much, much more. For more info go to the SFV99s website: [www.sfv99s.org/education](http://www.sfv99s.org/education).

There is lots of money out there! "Don't leave money on the table!" 



Post



Rains

Judy Phelps and Janeen Gaul share their dynamic photos of flying after the December 28 rains and mountain snowfall. 



# Zooming Our 2020 Holiday Party

Alison Barker

Our 2020 Holiday Party on Zoom was super fun! We had 45 members and a few 49.5s join in the fun, including 8 new members and members we haven't seen in awhile. Activities were a thoughtful invocation by Pat McCollum, awarding our \$3,000 Susan Liebeler Student Pilot Scholarship, a slideshow with highlights of our Geocaching Flying Challenge along with comments from the participants, and a fun aviation themed party game called "Never Have I Ever", where we remembered funny things that have happened when flying and got to hear some great stories. Thank you to the board and



did a fabulous job planning the party and to the members who attended. While the Zoom party was fun, we sure do hope we can have our regular in person party next year.



## Future Flyout to Sedona!

Lori Parker

Well, we 'flew' the coup and moved to Sedona, AZ. Although we are living away from all you great gals this is a prime opportunity to organize a flyout and visit! The food at the Mesa Grill restaurant is delicious and located right there on the field plus Sky Ranch Lodge is within walking distance from the airport. Why not make a weekend out of it?



Sedona is a non-towered airport on top of a mesa just a couple miles from town. Helicopters, jets and piston aircraft all keep the skies active. The Unicom/CTAF is 123.00 and AWOS is 118.525 or by phone at: (928) 282-1993. The elevation is 4,827ish with a runway length of 5,131 feet by 100 feet wide. Calm winds favor Runway 3 which has a 2 degree uphill slant and easier entry. Judy Phelps and others have experience flying here and can be a great help in planning the flight. Jill and the other friendly folks at Red Rock Aviation will take excellent care of you and there is plenty of parking on the ramp. Once here, consider a helicopter ride to get up close to the beautiful red rocks or maybe talk Peggy into an early morning balloon flight? We'll also have a get-together here at the house. Check out [Sedonaairport.com](http://Sedonaairport.com) for the live webcam, cool photos and other pilot information. We look forward to seeing you!

# Summer Scholarship Report

Kate Scott, Winner of the "Learn Something New" Scholarship, Summer 2020

"Okkaaayyy," I say skeptically, with a worried look. Mark laughs, "Come on, let's go!" Mark King is my emergency maneuver instructor, a Master CFI-A with countless hours of experience teaching stall/spin recovery and aerobatics out of CP Aviation in Santa Paula.

Mark has had to learn my language of Okays. For instance, there's the nervous, quizzical "Okay?" as he's explaining an upcoming maneuver. Then, there is the tentative "Okaaay..." when he asks if I'm ready to go flying. After completing a maneuver for the first time he insists, "Do it again," and he knows what's coming: it's the sharp, definitive "OK!!"

Once I get into something, I jump in wholeheartedly. Though, I admit it takes me longer than most to warm up to things. It's the same reason I am overwhelmingly intimidated by an examiner's oral portion of my checkride. It's that misguided belief that we are secretly incompetent. And, a fear that we are just one uncoordinated turn away from someone revoking our pilot license.

I thought I would feel like a 'real pilot' when I got my private certificate. Then I thought I wouldn't be a 'good' pilot until I was instrument rated. After that, I moved the goalpost again. I felt I needed to be better/safer, get my commercial certificate. My friend jokes that I will be flying the space shuttle and still not consider myself a 'real pilot.'

I've talked about the Imposter Syndrome with other women pilots. Maybe it is our desire to prove ourselves in a male-dominated field. Somewhere along the line, many women taught ourselves that we're not 'good enough' and it plagues us.

My instrument instructor encouraged me to apply to the VC99s "Get Out of Your Comfort Zone" scholarship, though after three other friends sent me the same link I thought I had a chance. When I won the scholarship, I felt validated for all the hard work I had put into my flight training. I knew I wanted to use the prize to learn better control of the aircraft in emergency situations; I didn't realize the other values I would gain.

On the first day, I needed assurance from Mark

he would get us out of a disastrous situation. I also found I couldn't look ahead without anxiety. However, the course is well-designed in bite-sized chunks; the first day was stalls. Then, we moved on to spins--just uncoordinated stalls. Each day built on the last, then you're practicing aggravated spins, with your nose racing toward the ground.

I gained confidence in areas I didn't expect, like flying different makes and models of airplanes, steep turns, and slipping. The practices taught me to act with authority, and the right recovery became second nature.

We progressed into the second module, which included control failures and I learned to push past my innate hazardous attitude of resignation. Mark let me flounder during a simulated elevator failure. I was forced to accept the new situation and move down a path of action in trying other inputs, because doing nothing was making a bad situation worse. By the end of the lesson, I was able to fly a pattern and land the plane without touching the stick. The accomplishment was energizing.

The third module was basic aerobatic maneuvers. Within a few lessons, I was chastising myself for forgetting the rudder in a Hammerhead, or coming out of the Half Cuban too quickly. I thought the aerobatics were going to be a fun reward after learning emergency recoveries. I learned to be assertive with the controls - the plane will do what you tell it to do, no more and no less.

The final maneuver was an inverted spin. If I couldn't bring myself to get that stick all the way forward and the rudder pedal to the stop, then Mark would do it for me to start the spin. All I could think was, "I'll be damned if I let him take this away from me!" I moved the controls and swiftly recovered. Mark complimented my instincts in the inverted spin. I'm not sure if it was instinct or determination. Whatever it was, I now know that in an emergency, I will act with the same conviction. We landed for the final time. After only eight hours of flying time with Mark, do I trust him? Absolutely. More importantly, I trust myself.



# Calendar of VC99s' Events

DATE	ACTIVITY	LOCATION	CONTACT
Jan 7	Board Meeting	Zoom	board@vc99s.org
Jan 19	General Meeting & Speaker	Zoom	board@vc99s.org
Feb 4	Board Meeting	Zoom	board@vc99s.org
Feb 16	Holiday Meeting & Speaker	Zoom	board@vc99s.org

## Other Aviation & 99s Events

1/23/21

### 99s Winter Workshop

Online meeting hosted by the Utah Chapter

4/8/11- 4/11/21

### Spring 99s SWS Meeting

Possible In Person Meeting in Reno

7/7/21 – 7/11/21

### 99s International Conference

Queen Mary, Long Beach, CA

8/21/21 – 8/22/21

### Wings Over Camarillo Camarillo Airport

9/9/2021 – 9/12/21

### 99s Section Meeting

Joint Southwest/Northwest Meeting in Las Vegas

### 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

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