

# PLANE TALES

THE NINETY NINES INC \* ORANGE COUNTY CHAPTER

Chairman: Cheryl Cotman  
Vice Chair: CJ McMullin

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Secretary: Kimberly Yehling  
Treasurer: Lena Wilson

OC99s Website: <https://oc99s.org/>

Facebook Page: <https://www.facebook.com/Oc99s/>

## April 2020

**April**—General meeting/LAX tower tour CANCELLED

**April 15**—Business Meeting 7pm—Join us at ACI Jet or via teleconference.

**April 19**—Tustin Hangar 5K Run—POSTPONED

**May**—General meeting date & time TBA

**May 15-17**—99s 2020 Fly-in & Campout—Kernville (L05)——>

Newest airport codes for our current travels.

LVG - living room  
DNR - dining room  
BTH - Bathroom  
BKY - back yard  
PAT- patio  
MBR - master bed room  
OFC - office  
WNC - wine cellar

What other places are in your current plans?

**OUR MISSION** — The NINETY-NINES® INTERNATIONAL ORGANIZATION OF WOMEN PILOTS® promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight. Established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc.®, International Organization of Women Pilots®, are represented in all areas of aviation today. And, to quote Amelia, fly "for the fun of it!"



**99s**  
**2020 FLY-IN & CAMPOUT**  
Kernville, CA (L05)

**Friday May 15 to**  
**Sunday May 17**

Transportation to Town  
Whitewater Rafting  
Tri-tip BBQ Dinner  
Movie Under the Stars  
Camping and Hot Showers  
Fly-out to Bakersfield

For tickets and info:  
[srweiss19@gmail.com](mailto:srweiss19@gmail.com)

**\$99**

## NEW Orange County Ninety-Nines Website

~ By Amy Davis

Recently, I was given the task of acquiring our own [OC 99s website](#). Prior to March, 2020, we were a sub-directory of Southwest Section. And, this proved to be a problem when SWS's site crashed in the midst of collecting funds for Pat's then upcoming Flying Companion Seminar.



Thanks to our board of directors, I was able to purchase the web domain and migrate our former SWS sub-directory to our new site in a matter of days.

We still have many of the same page tabs that were previously on our website: [Home of the Orange County 99s](#) / [Calendar](#) / [Heard on Frequency](#) / [Plane Tales](#) / [Contact Us](#) / [Join 99s](#) / [Like us on Facebook](#) / [Follow us on Instagram](#) / [Make a Donation](#)

However, there is a new page that is strictly for our members, [Member Login](#). This page is password protected and you will all be receiving the password via email. Please do not share this password with non-members as there is critically private information on the page (a member directory, our financials, our minutes/agendas, etc.).

Each time there is something new on the horizon, I will add a new tab/page. For example, we currently have our [Aviation Scholarships](#) tab/page active as our OC 99s scholarship applications are due in May. (Please share our website with any 99s who are looking for a scholarship and have been members for at least 3 months. They can download the scholarship application from this page.) And, when Pat's Flying Companion Seminar is rescheduled, it will have its own tab/page.

Finally, remember that our website has a link to our OC99s Facebook page. The concept behind a Facebook page is to not only be informative regarding what is happening on a local level, but to also reach out to the flying community as a whole. Please invite all of your FB friends to "like" our page as, at some point, the person behind one of your "likes" might be the one who tells a future woman pilot or a current pilot about our organization.

Please visit the site and become familiar with the various tabs/pages.



## Orange County 99s Aviation Scholarships

The Orange County Chapter of the Ninety-Nines International Organization of Women Pilots is offering up to three scholarships to local women. The number of scholarships awarded is dependent upon the amount of funding available.

In 2020, the chapter will award three scholarships: The Eleanor Todd Aviation Scholarship, The Orange County 99s Aviation Scholarship honoring Vicky Anderson and The Orange County 99s Aviation Scholarship honoring Shirley Tanner.

The scholarships are to be used by the recipients towards an advanced rating or training to further their pursuit in aviation. Each scholarship is \$3,000 and can be applied towards Private Pilot Certificate, advanced ratings or towards Airframe and Powerplant (A&P) advancement. If there are no applicants for the A&P advancement scholarship, it may be awarded to flight training at the discretion of the scholarship committee.

Click here to download the Orange County 99s Aviation Scholarship application:

[Orange County 99s Aviation Scholarship Application](#)

### ***Eligibility***

1. Applicant must have been a member of the Ninety-Nines for at least 3 months and membership must be current. Membership must be in effect with 99s International by February 15th of the current year.
2. The applicant must have a current FAA medical certificate, if required, appropriate to the rating she seeks.
3. The applicant must train within 55 miles of KSNA.
4. If the applicant is seeking a rating or certificate grade higher than Private Pilot, she must have a current flight review or equivalent and have all rating prerequisites to the rating she seeks.
5. The applicant must be at least 18 years old; there is no maximum age limit.
6. The applicant must be proficient in English as per the [Federal Aviation Regulations](#).
7. Applicant must submit and sign the scholarship application and the scholarship award attestation.
8. Applications must be received by midnight on the application deadline, May 15<sup>th</sup> of the current year.
9. The scholarship award must be used for the purpose specified in the scholarship application.
10. If the award is to be used for flight training, it must be used at a certified flight school or through a certified flight instructor approved by the scholarship committee.

## **Application**

The application must be completed and submitted in full as stated below. Applications which are incomplete will be disqualified.

### **Application must be typed or printed legibly.**

Send the application as a PDF (one file) to: [OCNinetyNines@Gmail.com](mailto:OCNinetyNines@Gmail.com)

**Note:** Please submit emailed documents in PDF and Word formats (Google Drive documents are not acceptable).

Contact the scholarship committee at [OCNinetyNines@Gmail.com](mailto:OCNinetyNines@Gmail.com) with any questions regarding the application process.

### **All applications must be signed and received by midnight on May 15th of the current year.**

The applications will be judged based on the applicant's:

- Activities and commitment to the 99s
- Activities and commitment to aviation
- Ability to reach goals
- Letter of recommendation
- Personal essay

## **Terms**

1. As the recipient, you must complete the rating or training appropriate to your award within one year of the award date. Special adverse circumstances will be considered if this goal is not met.
2. If your progress is not acceptable to the Orange County 99s scholarship committee, all funds paid toward achieving your rating must be reimbursed to the Orange County 99s Scholarship fund within 60 days of that decision.
3. \$500 of the award may be paid directly to the recipient.
4. The next \$1,000 will be paid directly to your certified flight school or approved certified flight instructor.
5. Receipts showing progress of training and signed by both recipient and instructor must be submitted via email ([OCNinetyNines@Gmail.com](mailto:OCNinetyNines@Gmail.com)) to the scholarship committee before further funds are awarded.
6. Receipts showing completion of training and signed by both student (recipient) and instructor must be submitted to the scholarship committee within one year of the award date.
7. Scholarships will be awarded at the Orange County 99s Pilot of the Year Banquet in June.
8. The recipient will be asked to attend an Orange County Chapter 99s meeting to report on the progress toward her goal, or to submit a written report if unable to attend.
9. Recipients will be asked to submit an article about their training progress to our OC 99s newsletter (Plane Tales) at [OCNinetyNines@Gmail.com](mailto:OCNinetyNines@Gmail.com).

## "Half a 'Possible Turn'"

~By Linda Abrams

On February 25th, I went up in my 1946 Ercoupe, with my A&P as passenger, to do some touch and gos. On the third take-off, at about 3/4 of the way down the runway and ~200 altitude, the engine began faltering intermittently. By 7/8 of the way, it was clear we needed to land and the only possible place within reach to put it down was a large, wide, perpendicular taxiway (taxiway Bravo, at the west end of Rwy 29R; see the KTOA airport diagram). I pulled power, made a 90 degree left turn, and put it down on the taxiway — hence, "Half a 'Possible Turn'". Unfortunately, although we touched-down safely, and despite braking hard, the momentum and speed were too much to avoid hitting two parked aircraft at the end of taxiway Bravo and the ramp (near Alpha intersection). My passenger and I were unhurt, though of course shaken, and the two other aircraft are repairable; but my A&P said my Ercoupe may not be feasible to restore: both wings were damaged and at least one center section (wing root), the belly of the center section rippled, one vertical stabilizer is off, and one tip of the prop is bent. I am very sad at the prospect of possibly losing my wonderful 'coupe.

This occurred at about 12:20pm. We spent the rest of the afternoon waiting out there on the field while various agencies either phoned me or came out and poked around, about 15 looky-loos swarmed, and news helicopters hovered. A local chopper pilot kindly came over and said he had been in the air over the parallel runway (29L) at the time and had seen it all, and said nice things about the landing. The airport ops guys were wonderful; but were not allowed to move the plane until all bureaucrats were through investigating, and those seemed to spend most of their time on the two parked planes that were damaged. After 3+ hours of waiting in the ops truck, at about 4pm, the FSDO guys finally came over to the ops truck and (literally) said they'd forgotten that we were waiting for them there! They then interviewed me for about 10 minutes and then released the plane to be moved. Ops towed it to the far east end of the airport, where we were told to drain all fuel, and then they would tow it back to my hangar. We barely got all that done before dark, and finally left about 6:15pm. I got home safe, but exhausted, and very sad about my plane.

The following Friday, a friend back east alerted me that a partial video of the forced landing had appeared on YouTube; apparently some bystander was a quick-draw with his cell phone. The whole thing is about 14 seconds long: 6-7 seconds from beginning my left turn to touchdown, and another 6-7 seconds from touchdown to impacting the other aircraft. Here is the link: [https://www.youtube.com/watch?v=2kcW1d65\\_1c&feature=youtu.be](https://www.youtube.com/watch?v=2kcW1d65_1c&feature=youtu.be)

Some of the news choppers also took aerial views of where we came to rest. (Caveat: None of those news outlets spoke with me nor — as far as I can tell — with anyone who was on site. They apparently got their info third hand from an FAA source, and each print story that I saw got at least one fact wrong.)



*There are two observations that I would like to pass along at this point, as I start sorting things out from this experience:*

I was told by several pilots who were there, as well as by the head of TOA ops (for 33 years), that I did amazingly well to put my plane on the ground with both my passenger and me completely unhurt. Nevertheless, at first I felt mortified at having damaged two other planes plus my own. Fighting the momentum, we just couldn't crank it over enough toward the right in 6 seconds to avoid the planes parked near Alpha-Bravo intersection, even with both of us hauling on the yokes. Having since heard from several CFIs, and an 80+ year old pilot friend, I've come to realize that clipping the other two planes — although certainly not intentional — is probably what slowed us down enough that there were zero injuries. (I think we were all taught that if forced to land in the trees, fly *between* trees and let the wings take the hit.) If we HAD been able to steer for the clearer area toward the right, at the speed we were moving, we may well have hit head-on into the wall or fence that were in that direction, with greater injury probable. You can't see them in this video but they're just off-screen toward the right and <100' further. So one of the lessons learned is that, if you have to hit anything, let the wings take the force, and this is as true on the ground as it is flying between trees.

Also, among the lessons learned, I would like to ask all CFIs out there to please teach your students that in a forced landing (i.e. a "controlled fall" from ~200'), as soon as you touch down, the plane will be moving A WHOLE LOT faster than you're expecting! I had trained and prepared for what-to-do-to-get-down-and-where-to-put-it in the event of engine trouble at take-off, but when it touched down, the speed from the descent was so much greater than normal that control was pretty moot, and I had not known to expect that. That fact actually startled me more than needing to do the forced landing. And, I didn't really need another jolt of adrenalin at that moment. So please teach that part, too.

We still don't know what caused the oddly-rhythmic power faltering; but I hope that the NTSB's inspection, tentatively scheduled for Mar. 26th, will shed some light on that.

## Flying on the Day John Wayne Control Tower Shut Down - by Melody Liddell

Before I start my story, please allow me to preface it by saying I am in NO way negating or minimizing the seriousness of the global pandemic we are currently experiencing. It is this exact reason our KSNA tower closed for a day. And, I was able to fly in and out of KSNA, completely uncontrolled. My experience, and the reason for it, is not lost on me.

Friday morning, March 27, I awoke to a flurry of texts informing me John Wayne Tower was closed. My first thought was: I hope everyone is OK. My second thought was: I'd like to fly today. I had been reading and moping about the current state of the world; and a sightseeing trip in my plane would be a good way to disconnect from the sadness. Plus, I was curious how GA, airliners and helicopters would perform separating ourselves. I checked the weather and it was perfect conditions, with winds 200 @9. I then texted a So Cal TRACON friend to see what my clearance requirements were out of SNA since there was no one I would talk to. He gave me an 800 number (which was also on the recorded AWOS-1 at SNA, there was no ATIS). And, off I went.

When I pulled onto the field, I was astounded at the lack of traffic. Only four Southwest Airlines jets were at the terminal and absolutely zero GA. I pulled up to my plane, pre-flighted, hopped in and called TRACON for my clearance. A nice gentleman (whom I later found out was Julio) asked for my airplane information, intended departure heading, and route. I told him I was going sightseeing because there was nothing else to do. I was completely serious but he found that funny. After departure, left turn heading 080, I would contact So Cal on 128.1 and be given a squawk code. Easy enough. Plane fired right up. Now, normally at a small airport, ie: Corona, French Valley, Rio Vista, I would not say my taxi intentions because there is only one taxiway and I can see ground traffic everywhere; but since I was at our normally busy Class C airport, and I couldn't see who was where, I announced: "John Wayne Traffic, Cherokee 69815 on the west side, taxiing bravo to the tower run up, John Wayne traffic". Talk about **weird**. After a successful run up, I announced on the CTAF again, (which I might add was 126.8) that I was taxiing from tower run up to 20R via bravo. Just then a Cirrus spoke up, they were on a 4 mile final for 20R. I let him know I had him in sight, watched him make a perfect landing, exit and then I was up. As I pulled onto 20R I made this announcement: "Cherokee 69815 taking 20R, left turn after departure, heading 080, John Wayne Traffic". (I avoided saying El Toro departure, in case there were other airplanes not familiar who wouldn't know what the heck an El Toro departure even is. Just trying to stay ahead). But announcing my own departure: Again, **weird**. As soon as I was 800 feet, I switched to So Cal, and had flight following for my short sightseeing trip. It was a gorgeous day. I flew over a few friends' houses, my neighborhood, took some great pictures of the Laguna Beach coast, then I told So Cal I was ready to return to John Wayne. She said, "You have traffic 11 o'clock, altitude indicates 2,000,



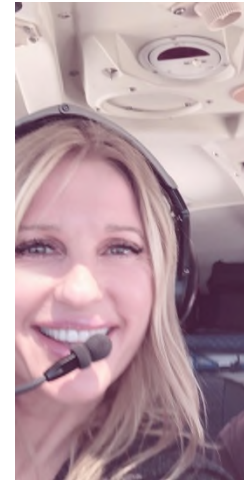
Control tower completely empty!



Got on my good luck socks from Diane Myers, nothing will go wrong!

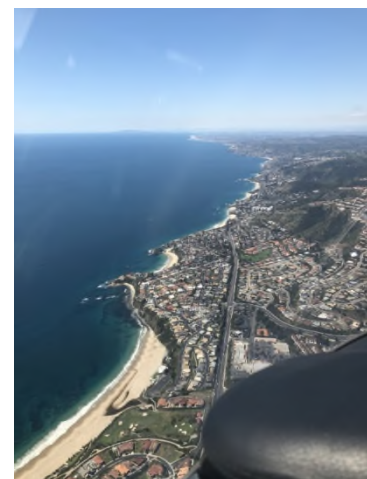
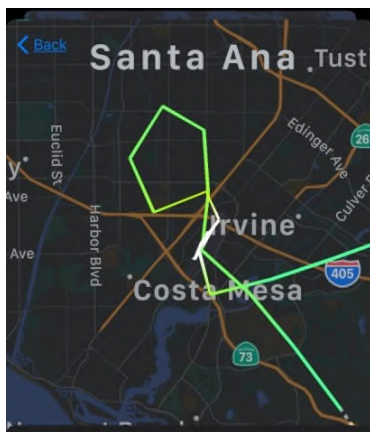
not talking to them. Also, traffic 2 o'clock, altitude indicates 3,000, not talking to them either." I told her I would keep looking. She then said, "I see no more traffic between you and John Wayne, frequency change approved, squawk 1200, and *good luck to you.*" I thanked her and thought she was being extra nice and polite. Turns out her warning was sincere. So Cal could see on radar the activity at John Wayne with all the pilots (GA, helicopter, and commercial) self-announcing. The controllers said the activity was *interesting.* And that's all I'll say about that.

As soon as I squawked 1200, and dialed in 126.8, I announced I was over UCI, would be crossing the field at 1,500 to join the right downwind, right traffic, 20R. Just then a police helicopter announced he was headed to UCI at 1,100. Hmmmmm, I was descending... We had to coordinate our separation, which went well. I kept announcing my position, every 30 seconds, when all the sudden some pilot gets on frequency and says "Hey does anybody know if we're using left or right traffic today?" I **curtly** informed him we were using right traffic for 20 right. Next on CTAF, someone says "I'm downwind for 20R". "WHERE? Because I'm on downwind for 20R" Didn't hear from him again and didn't see him on my iPad. As soon as I'm on right downwind, a voice comes on: "John Wayne traffic, Southwest 1234 is on a 7 mile final for 20R, John Wayne Traffic". Ummmmm, he is hauling a\*\*, and will be here in 2 1/2 minutes. No way am I going to beat him in. "Southwest on 7 mile final for 20R, Cherokee 69815 is going to break out of pattern, do a left 360 to let you in first, I will follow you." "Thanks Cherokee, we appreciate that." I knew, because the light amount of traffic at the moment, I could do that 360 with no issues. As soon as I saw the Southwest 737 land, and heard him announce his taxi intentions to his assigned gate (again weird), I announced my re-entry to the pattern, this time right base and I slowed it down for a pretty good landing. I taxied back to my spot and thought, "What a day! I'll never have this opportunity again to coordinate my own traffic pattern with a 737." I figured the tower would be open the next day. And, sure enough, to everyone's relief, it was.



First time self announcing at John Wayne ever!!

***Stay Healthy & Optimistic!***



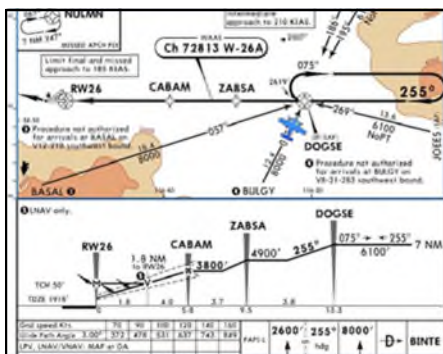
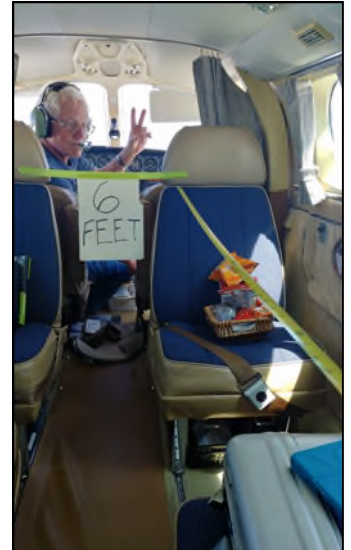
# A Socially Distanced Flight in Southern California

~ by Diane Myers

On Friday, March 27, Ralph & I went flying in our airplane (nobody else had been inside) for approach and landing practice. It was Ralph's day to fly, so I kept my 6 feet of social distance.



We flew over Big Bear to check out the snow, then the RNAV 26 approach to Daggett (wind 280/13 G19). The only airplane I saw was a Cessna 150 on their big ramp.

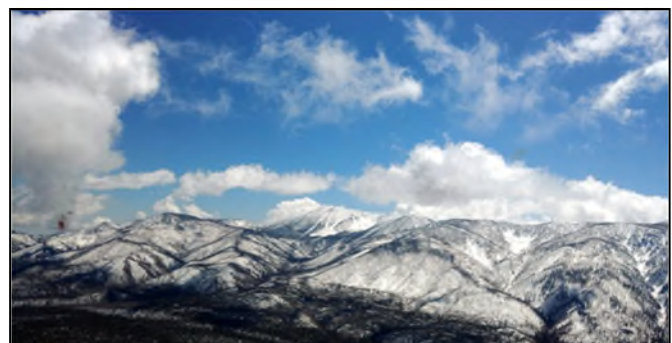


Runway 26, Daggett Airport

A short flight to Apple Valley, right base entry to land on 26 (wind 240/9 G15). A Cessna 150 was practicing crosswind landings there also. We flew over Big Bear again, with nice view of snow on San Geronio.



45 miles east to Twentynine Palms, left traffic runway 26.



Returning to CRQ, we climbed to 10,500' to get above clouds near Julian. I requested IFR clearance to CRQ on 127.3. SoCal responded immediately with clearance. Since traffic was light we weren't given the usual "max forward speed, followed by reduce to minimum speed to follow traffic, you're number 4 to land."

You have to admit, it doesn't get much more "socially distant" than Daggett and Twentynine Palms airports!

## Exercising my Flying Privileges as a New Pilot!

~By Tess Karich

Hi all, me again. Well it's been a month since I got my license. I mentioned in my last article that my husband and I flew in my first flight together. Well, my good buddy Colleen was my REAL first passenger!

Our original plan was to go with the "gang" (our Friday night group of pilots we hang with) to KCMA, a regular spot for us. There was some pretty low clouds that day and I was really hesitant to go and attempt the Mini Route over LAX. There was some scattered clouds over KTOA at 1400 or so and I am scared to death of clouds! 🙄☁️

My instructor and my husband were going, too; so they opted to take my lead and go have lunch with Colleen and me instead of following the fellas. So we decided to go to French Valley, that was the safest option.



Colleen is a fabulous co-pilot! OMG, I really enjoyed having her with me. So much so that were planning more trips! My buddy who lets me fly his Cessna 150 has instructed me to go land at as many airports as I can! So I'm going to take him up on it! I've been to quite a few, actually; but one I haven't been to is El Monte. So my hubby had a day off and we flew there. I think my next new airport will be Flabob.

As I write this, our state, and much of the countries' states, have instructed folks to restrict unnecessary traveling... This is a little unnerving. How am I supposed to get out and fly to different airports? Well I asked one of my Aviation Gurus about the state of Aviation. He really had a good reply. It boils down to trust and knowing yourself and the people you hang around. So Colleen and I are going to go fly!!! I trust her to let me know if she's been around anyone who may have been in contact with others who may have contacted the virus. I don't feel the need to be 6 feet away from her. That's physically impossible in a Cessna 150!

You can bet I'll giving random people in stores and on the street 6 feet of space!

In closing, I hope everyone is safe and well and using common sense when it comes to interactions with others.

Keep flying girlfriends!

*Tess*

## HOMESCHOOL VS. GROUNDSCHOOL (CORONAVIRUS EDITION)

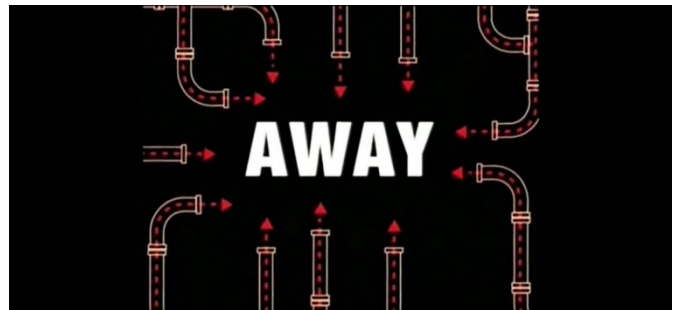
~By Sofia Nosratabadi with Garry Felker

I would like to thank the Coronavirus for revealing my true self to me. It did so in such an unflattering way that I don't particularly want to be me right now. This has to do with my parenting skills. Since all the schools are closed right now, and I've had to suddenly transform into a de-facto homeschool teacher, I've had to come to terms with the fact that I have no patience teaching whatsoever.

I have two boys, aged 5 and 8. They fight all the time. Over everything. Because they are very competitive. And now we are housebound in a small apartment with not a lot of places to go due to rain and social distancing. No touching playground surfaces (and they're wet anyway). No playing with other kids, since small children are the most efficient vectors of germs. And have you ever tried hiking with a 5-year-old for any length of time, before realizing that you've made a mistake, i.e., that hiking is boring and tiring for a small child? So now you've created a Hobson's choice for yourself: Do you make him use his legs but listen to him whine the rest of the way, or do you stop the whining by carrying a 60-pound bundle of joy the rest of the way?

If I may make a gentle observation, social distancing is supposed to mean that you are far apart from each other. But what that translates into, in real life, is being cooped up inside with so much togetherness with your own family that you suddenly get a profound appreciation for the existence of schools. They are the embodiment of the idea of "AWAY," the way that the Blue Man Group means "AWAY" when explaining the concept of [Modern Plumbing](#) (2-minute video):

*"Right now, there is a virtually invisible network, which links millions of people who would otherwise be completely isolated from each other. This exciting technology has grown to become an incredibly complex web of connections that is so large and difficult to track that it would be practically impossible to estimate its total size. And even though most of us live alone in urban isolation, this system represents one of the few ways all of our lives are intertwined. This system is Modern Plumbing. The material that gets deposited into the system all flows in one direction: AWAY. No matter where you are in the system, your input into it always flows AWAY."*



*"There are, however, some exceptions. There are times when sudden blockages or sudden pressure changes can cause the flow to suddenly reverse directions. This means that the materials traveling through the system take on temporary upstreaming capability. In extreme cases, this causes the materials to push up and out through the input terminals and into the dwelling area. This kind of phenomenon is what we mean when we say that a system has become INTERACTIVE."*



So now that schools have adapted to the Coronavirus by switching to online learning, my 8-year-old son has become crafty and figured out how to cheat the system by pretending he is completing his homework online. He just skims through all the material, then guesses the answers in the quizzes and corrects the wrong answers over and over until they become valid, and the app takes his final answer. He used to be such a good boy, but now that there is no live teacher and no real structure, he is not as truthful as he could have been. Or as Stephen Colbert puts it politely, "truthy." When I caught on to what was happening, I had to fact-check his work and give him Four Pinocchios on The Washington Post's lying scale:



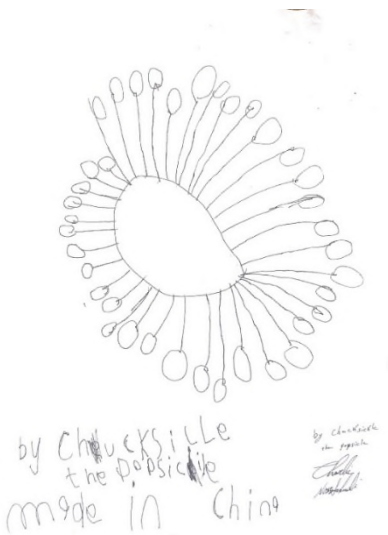
As a result, I had to take an entire day to make him re-do 3 days' worth of homework, so he actually absorbs the material, instead of rote memorization. All this while listening to the soundtrack of him huffing and puffing all day about how boring homework is. On top of that, my 5-year-old kept interrupting us because I didn't have time to pay attention to him with all the homework correcting. So, I would lock the bedroom door to finish the homework, and he would unlock it from his side by taking a nail from the toolbox and jimmying the lock, so he could jump on his brother and beat him up.

I tried to find within me an infinitely patient Mary Poppins, who can get kids to do all kinds of onerous chores with a teaspoon of sugar that makes the medicine go down. But I just couldn't do it. I had to admit to myself that I'm not a natural teacher. I don't know how other teachers do it.

I now truly empathize with flight instructors. How many times have they had to endure these cringe-worthy moments with their students? Here's a short list from my instructor, Garry Felker:

- "How many times do I need to ask for your "FAA ACS Learning Statement Codes" (formally PLT codes) off your written?" No, I'm not just being nosy.
- I'm sorry, I didn't mean that you personally were uncoordinated. No, I wasn't intending to be insensitive. Look, it wasn't you Okay? It was the plane. You just have to convince the plane to behave properly.
- I have drawn, explained and quizzed you on the pitot static system. Two lessons later, when I ask about it, you can provide the correct answer to my questions but can't explain why. Why?
- I dread asking this question... We are in the plane together flying a cross country flight at an altitude you chose. How do you know (right now) that you are at your planned True Airspeed? The blank stare says it all.
- What do you mean your VFR altitude is dependent on your magnetic heading? We have gone over this!
- You remember the discussion on the Coriolis Effect, our "Horse" Latitude and how it affects our weather, but can't explain it right now?
- Wait. "P" factor is the result of the downward blade moving faster than the upward blade? Ok, let's talk about that...
- So... for an accident that requires notification (includes serious injury or death), you have 10 days to notify the NTSB? Okay, let's discuss notification vs. follow-up reporting.
- NASA reporting. Yes, the space agency. We discussed this...
- You are just off the coast over the water at the Huntington Beach Pier. From the water up what are the airspaces you would encounter? G, E, C, E, A... wait, wait... See the pretty blue lines? No, those are not Victor airways...

- Yes, you can fly in restricted airspace if it is cold. No, the airspace, not the temperature.
- Yes, I am aware that during your initial flight training in Minneapolis, you didn't have to worry about True vs Magnetic North. No, we don't think we are special just because we are in California. 12 degrees E. Just remember it. Isogonic. No, I'm not trying to be difficult.
- No. The aircraft category is not single engine.
- Yes, it would be easier to remember if it were 12,000', 14,000' and 15,000'. It is above 12,500' after 30 minutes, then above 14,000' all the time for the pilot. I don't know why the passengers don't have to have it available until above 15,000'. I never said I know everything. Actually, I think you are being difficult now.
- The turn coordinator does not display bank. I know it looks like that. We talked about this.
- I am aware that in order to determine if you are in the envelope when doing weight and balance you are not required to know the CG. But could you tell me how you would determine this anyway?
- Look, it's in the AIM 8-1-5. Read through it and try to understand how these illusions could happen at night. It's related to your semicircular canals not telling you the truth. No, it's not just you. It happens to everyone. No, there is nothing wrong with you. Would you like a tissue?
- No, we do not have a MEL. Well, yes, we do have minimum equipment requirements. Yes, there is a list. It's not called a minimum equipment list. Again, no, I am not trying to be difficult.
- Yes, when the plane stalls, get the nose down. No, I am not suggesting you should be "Impulsive". Yes, I am aware that is a hazardous attitude.
- No, I am not superman. Yes I have night vision, but only after 30 minutes in the dark. It's the rods not cones. You know, your retina. No, I didn't say you needed a medical background, but you do need to know this stuff.
- Yes, if you break the glass on the VSI, you can restore static pressure to the Altimeter. Did you happen to see this little red valve that says Alt Static? You can leave the hammer in your flight bag at home now.
- Yes there are 3 nights. No I didn't design the rules.
- Yes, that is correct. High density altitude means low density air. Look, if it were easy, everyone would be a pilot. No, I didn't come up with the term. I agree, it's not the best choice of words.
- I know there is a lot to learn. When we discussed the 5 hazardous attitudes, do you remember the one called, "Resignation"?



Illustrations by Sofia's 5 year old son/current student.



# DISNEYLAND FOR PILOTS AND SPACE ENTHUSIASTS



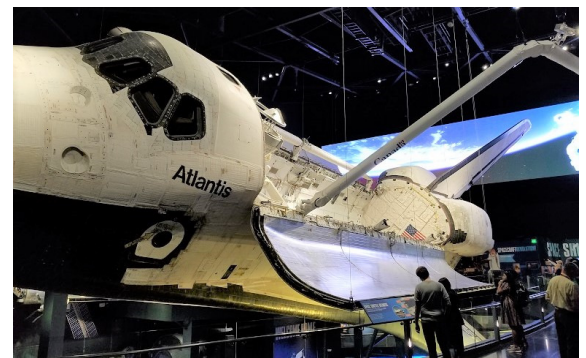
You need at least two days to really absorb all that is offered at Kennedy Space Center Visitors complex . We didn't have that, but made good use of the 6 hours that we had. We opted for the Kennedy Space Center Bus tour which took us into restricted areas. Our tour guide was a NASA retiree who had wonderful stories to add to the value of our tour.

I hope you read Karen Vaughn's article last month. She watched the launch of Starlink 3 by Space X on the Falcon 9 rocket. On our tour, which was one week later, we got to see the rocket as it passed near us on its way back to home base. It was exciting as the bus had to pull off the road for this huge rocket to amble by. Our tour guide explained that this was a very unusual happening and we got to witness it! We were close enough to see all the heat streaks on the rocket body.



Of course, we saw lots of alligators, but were treated to sightings of birds, a bald eagle nest, turtles, and a bobcat (first one our bus driver has seen in her many, many years of driving). NASA's Kennedy Space Center sits in the middle of Merritt Island National Wildlife Refuge , 140,000 acres of wildlife preserve, supporting one of the highest numbers of threatened and endangered species anywhere in the nation.

There were so many things we missed....next time....we say. What we did see was delightful. The chills that ran through me, almost to the point of tears, in seeing the actual Atlantis Space Shuttle. This is the real thing, suspended so that we can see the payload doors open and Canadarm extended. Remember those pictures



of the shuttle, piggy back on the top of a 747? The Atlantis made 33 successful trips into space. Ninety-Nine Eileen

Collins was the first female commander of a space shuttle.

We ended our day at the tour terminus—Apollo/Saturn V Center. We just had enough time to seek out the space suit worn by Alan Shepard, Alan's namesake. It was a soul enriching day.



~ Irene Engard

## Checklists – Don't Forget!!!



Checklists are boring. No doubt about it, especially when you've been looking at the same ones for years. Boring or not, we need them. Over the years, they've been refined into very useful tools. Because we are all human and make mistakes, they keep us on the right track. If you're in a no-stress situation, chances are you'll remember all the things on your checklist. What about in an emergency situation? When people are stressed, they stop thinking clearly and revert to habit (which, by the way, is a great reason to keep training for emergencies!).

Aviation is big on checklists. There are paper checklists, automated checklists (just ask a corporate jet pilot how LONG they can get!!), mnemonic checklists, etc. There are checklists for pre-flight walk-around, startup, enroute, landing, shutdown, post-flight (do you do this?), and emergencies. Sheesh! Sometimes it seems like you can't do anything without one. But again, they're important. No matter whether you've been flying the same plane for 40 years (like I have) or for 2 weeks, they're a "must". [End rant!!!]

Back when airplanes were much simpler, people developed little mnemonics (acronyms) to keep pre-flight run-up and pre-landing checklists in their heads. I suspect these aren't used as much as they used to be because they aren't very complete and it's still easy to miss things. They may work great for a basic Piper Cub, but probably not for a Cirrus with a glass cockpit. Still, you may have heard of some of the following:

- GUMPS:** Gas, Undercarriage, Mixture, Prop, Speed [actually, I still use this one before landing even though I fly a fixed gear Cardinal]
- CIGARTIP:** Controls (free and correct), Instruments (heading, altimeter, horizon), Gas (fullest tank), Altimeter, Run-up, Trim, Interior (doors, windows, seat belts), Prop [this one is for take-off]
- I'M SAFE:** Illness, Medication, Stress, Alcohol, Fatigue, Emotion [to verify you're in shape to fly]
- "6 T's":** Time, Tune, Turn, Throttle, Talk, Track [for IFR approaches]
- "4 C's":** Climb, Confess, Communicate, Comply [if you get lost - hard to do in the age of GPS...]
- BART:** Breathe, Altitude, Relax!, Training [for mitigating stress in emergencies]

These are all well and good, but they may not cover all the details needed, and personally, I know that I do NOT want to rely completely on my memory if I'm ever in an emergency situation. I want a list I can read, or better yet, that my co-pilot can read while I'm performing the items on the list so I don't miss anything. A while back, I was introducing some kids to general aviation and I had them read my pre-flight walk around checklist to me while I explained why each item was important and what I was looking for. It was a great reminder!

Pilot Operating Handbooks were pretty thin in the early days, but overall, most of them have some pretty good (though generic) checklists for pre-flight walk-arounds, cockpit checks, various types of landings, shutdown, emergencies, etc. Pilot supply shops sell generic checklists for most of the light aircraft we fly. My question to you is: have you customized those checklists for yourself and the aircraft you fly? If not, please let me strongly encourage you to do so. Customize (this may take several iterations), print out and **USE** them EVERY TIME you fly. Don't leave the ground without them!

One of the nice things about a checklist that's customized for the plane you fly is that you can tweak it to give yourself a smooth flow of tasks. Obviously, there are many things that must be in certain order (you wouldn't first turn the key and THEN holler "clear prop!") but not everything has to be done in the order given in a generic checklist (always check with your instructor if you have any doubts). Ordering items on the list in a way that makes for a complete and efficient flow can be very helpful. For example, why check something on the left of the cockpit, then the right, then back to the middle if you can safely check left side, middle, right side? And why would you want to look at the left brakes, then the right brakes, then the left aileron, then the right? I'm exaggerating, and I'm sure you get the point. Remove any unnecessary items that only serve to clutter things up. If there is a task to "turn autopilot on" and the aircraft has no autopilot, what use is that? Also, don't forget keep them updated when changes are made to the aircraft. If an autopilot is installed later, you'll need that checklist task to be put in at just the right place.



One last recommendation: keep your emergency checklist where you can grab it at a moment's notice. I've never had to use mine, but I know where they are just in case.

Have a safe flight!

Claudia Ferguson  
Safety, San Fernando Valley 99s  
FAA Aviation Safety Counselor  
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Happy Easter



## Happy April Birthdays!



7 Sanjal Gavande  
9 Sandra Zimmerman  
11 Esther Horn  
17 Emi Kennedy  
20 Taylor Wilson  
22 Jennifer Walinowicz  
23 Katie Kirby  
24 Carol Tierney



If we missed your birthday, Happy Belated,  
and please send the date to Irene Engard — [engards@aol.com](mailto:engards@aol.com)

**Thank you to all who have contributed to this issue!  
Plane Tales is a collaborative effort. We count on many  
to help make it the wonderful newsletter that it is.**

### OUR MISSION

*OUR MISSION — The NINETY-NINES® INTERNATIONAL ORGANIZATION OF WOMEN PILOTS® promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight. Established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc.®, International Organization of Women Pilots®, are represented in all areas of aviation today. And, to quote Amelia, fly "for the fun of it!"*

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