

AUX TANK

NEWSLETTER FOR THE SAN FERNANDO VALLEY CHAPTER OF THE
NINETY-NINES INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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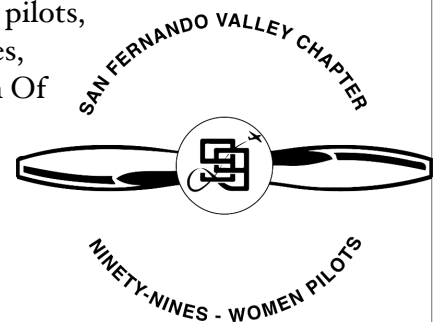


January 2021

Our Mission

The Ninety-Nines® International Organization Of Women Pilots® promotes the 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 now represented in every area of aviation today. And to quote Amelia, fly “for the fun of it!”





NOTAMs

- **Chapter Meetings moving to Wednesdays in 2021!** New Chapter Meeting Dates - The 2nd Wednesday of every month @ 7:00PM!
- **New to our Chapter?** Need to update any personal information? Here's who you need to contact:
 - SFV99s Website and Local Directory - [Pam Distaso](#)
 - Google Groups Email Subscription - [Maureen Kenney](#)
 - [International 99s Directory](#)
- **Donations Always Welcome:** Did you know you can always donate to our Chapter? [Click here to make a donation to the SFV 99s](#). Also make sure to designate The San Fernando Valley Chapter of The Ninety-Nines, Inc. when shopping on [Amazon](#).

FROM THE CHAIRWOMAN

Happy New Year, SFV99s!

As we embark on a new year and this historic moment in our collective herstories, I am emboldened by our most recent Chapter meeting and the numerous new faces joining us. It is encouraging and affirming to know you, our dear 99s, are helping us to create a new generation of women pilots. I'm also delighted to see the many returning faces bolstering our meetings, and contributing their experiences and knowledge to our group. This support network truly embodies what the Ninety-Nines are all about!

When you scroll down to read about our Atta Girls, I hope you'll join me in celebrating the achievements of our women pilots. From Private Pilot Certificates to Master's Degrees, you ladies never cease to impress and inspire us to not only



reach for our dreams, but to shatter the glass ceiling and shoot for the galaxies.

Here's to better days ahead, and a 2021 marked by our continued resilience, kindness, success and all awesome things aviation!

Happy contrails,

Happy Birthday to:

Stephanie Vived
January 1st

Michele Albiez
January 1st

Jeanne Fenimore
January 24th

Kimberly Chan, Chairwoman

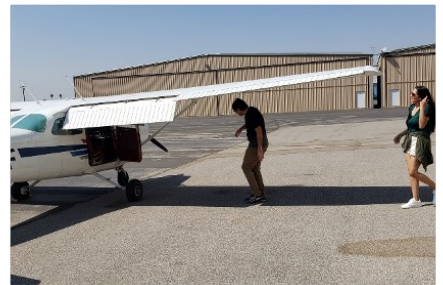
Upcoming Events

New Night: Wednesday, February 10th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting



Welcome to Our
Chapter,
Samantha!

Samantha Davila is our newest FWP. In her own words, she's "an artist from time to time," currently job hunting. She's based at Whiteman and has logged 1.3 hours. Her aviation goal is to become a Commercial Airline Pilot.



Nina Yates



A Thousand Hours...

On December 17, 2020 I celebrated 1000 hours of flight time by flying from KWHF to KSMO and up the Pacific coastline at sunset (my favorite time of day to fly!).

Happy Anniversary
to:

Shantal Bustamante
2019



My logged flight time started with an introductory flight lesson my family gave me (for my Birthday) at American Flyers, so it was appropriate to return to Santa Monica for the 1000th hour flight. Our FWP Cassidy Rochow and my flight instructor Tim Quinn were able to join me for the celebration!

I couldn't have made this milestone or my aviation achievements of Private Pilot, Commercial Pilot and Instrument rating without the support of my 99s sisters, my mentor Ruth Logan and my scholarship mentor Ceci Stratford! I am immensely grateful to you all! Thank you!

Lisa Fusano

Welcome to Our Newest Member, Carol DeLilly



Carol DeLilly, nickname Delta, joins our group of FWPs. Beginning February 1, 2021, she will be Dean of Nursing at Compton College. After she receives her Private Pilot Certificate, Carol's goal is to participate in medical missions.

Nina Yates

Two SFV99s Become Pilots on the Same Day!

By Shantal Bustamante and Ingrid Lohne

Atta Girls to:

Shantal Bustamante passed
her PPC Check Ride!

Ingrid Lohne passed her
PPC Check Ride!

Kimberly Jenks completed
her Master's Degree in
Aerospace Engineering at
UCLA

In 2020, Shantal Bustamante and Ingrid Lohne met in the Glendale Community College (GCC) Navigation course, one of several courses in the Pilot Training program. To become a pilot is a passion for Shantal. For Ingrid, it's achieving a life-long dream to take to the sky and fly.



As with everyone, COVID put a crimp in their flight training plans. In early March 2020, the GCC Flight Program closed the hands-on flight labs. For many months, they waited to see what was going to happen, both with COVID and with the program. Fall 2020 saw them once again pursue their dream to become licensed pilots and resume flight training, albeit, outside of the GCC program. By chance, they reconnected at Whiteman and ended up training with CFII Dave Hopkins. It was like old home week to see each other at the hangar, share information, and provide encouragement and camaraderie.



Shantal was such an inspiration to Ingrid, urging her on. Shantal talked about her amazing experience with the SFV 99s – so much so that Ingrid moved her

membership. Shantal's courage, hard work and optimism was a beacon of support during the final days of flight training.

When a DPE date became available late December, they were paired up to do their checkride on the same day. The

plan was to fly out of Brackett Field (KPOC), with DPE Mark Rebholz. Shantal, Ingrid and Dave met early in the morning at Whiteman. Newly snowcapped mountains watched as Shantal flew the team to Brackett.

Shantal, the trailblazer, went first with the oral (aced that!) and proceeded to the practical. The winds near Brackett were not stable. After taking to the air, to see if things would settle down at maneuvering altitude, Shantal and Mark decided a discontinuation was the best choice.



Ingrid went next, with the oral, which she passed with “flying colors.” Once complete, a requisite weather check showed the winds were still acting up. It was agreed to discontinue and try the next day at Whiteman. Above a layer of Christmas lights, Ingrid flew the team back to WHP. Such a pretty sparkly night. At WHP, the wind was from the north, 330°@ 14G20KTS. The winds that day would make any low time pilot go around, but Ingrid demonstrated great pilot skills, took full control of the airplane and (with a lot of verbal help from

Dave), landed the plane safely. A real goat rodeo all the way down! Shantal and Dave tabbed her logbook that day with a “goat rodeo queen” pink tab.

The next day dawned cool, crisp, and a little bit breezy. Spirits high, once again, Shantal led the way. Winds forecasted a bumpy ride. It turned out that this was the day destined for them to become pilots. It was a good day to fly. Dave and Ingrid followed Shantal on FlightAware, and could see her progress through all of the maneuvers and head back to WHP. They were on the ramp to see Shantal on final, lined up dead center. She greased the landing! It was hard to wait until she and Mark were out of the plane. Her smile said it all!! She was a licensed pilot!!

Ingrid went second. The change in airports required a new flight plan and nav log. A mini-oral as a pre-flight, and they were off. Leaving WHP, there were a few bumps (literal) – the air still deciding if it was going to settle down. Once in the Santa Clarita Training Area, things evened out a bit. The checkride proceeded pretty much as practiced. Ingrid’s favorite part was executing an amazing slip-to-land as part of the simulated emergency landing. When they



landed back at Whiteman, Mark let her know she'd passed. Ingrid was a licensed pilot.

For being a solo activity, it's amazing how many people were involved with encouragement and support, to help us become licensed pilots! A big thanks to the SFV 99s. We feel fortunate to have found a place that provides support and camaraderie.

Pandemic Pinnings with Nina Yates



At the age of 21, Carol DeLilly became a licensed nurse. This year, she celebrates 40 years of being a nurse. As a servant leader, nurse educator and academic nurse administrator, she enjoys giving to and helping others. In Carol's words: "God willing, in 2021, I will earn a new kind of license, a pilot license!" The mere thought of flying is exhilarating to her. Once she's

licensed, she plans to volunteer her nursing experience to fly on Angel Flight missions. Carol said that presently, she's juggling a transition from one university assignment to a new college dean position. We wish her well! She thanks the SFV 99s for their support.



Thank you, Samantha Davila, for your service to our country! Samantha was an Army Medic on active duty for about 7 years with one deployment to Iraq and about 6 years in the Army National Guard. She graduated from the University of Texas with a Bachelor of Science in Kinesiology.



“A-B-C-D-E-F-G” or How Do You Spell Airspace?

I don't know about you, but ever since the FAA went to “alphabet soup” for airspace names, a good refresher is always helpful for me. Some of you have learned to fly since that happened, but for all of you who are like me, and maybe for those who'd like a reminder, here's a VERY brief recap of the airspace we use in the United States.

There are 4 kinds of airspace in the US:

- Controlled,
- Uncontrolled,
- Special Use, and
- Other.

Here's a picture to help you get started with Controlled Airspace:

Controlled

A – “Above” (used to be Positive Control):

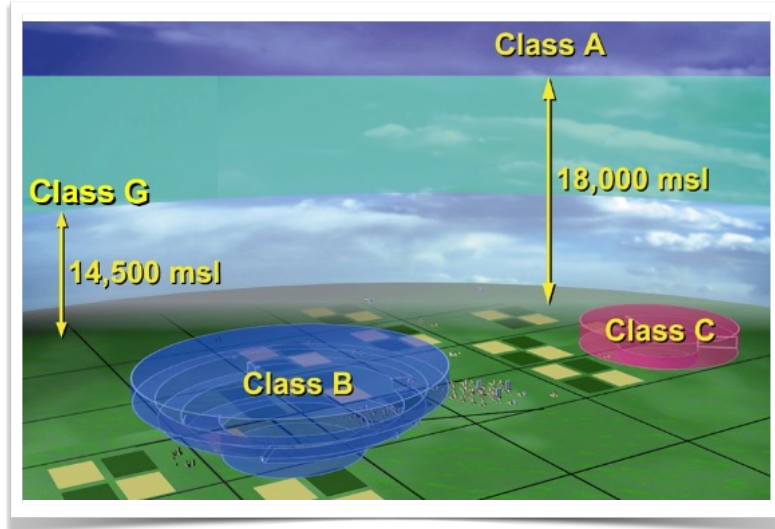
is 18000' MSL and above, IFR Flight Plan and Instrument rating required, set altimeter to 29.92, altitudes are called “Flight Levels” (FL), no VFR WX minimums because there is no VFR

(also, no aerobatics up there – as if you could!), DME is required above FL 240. The aircraft must be IFR equipped and have ADS-B out (1090ES). Note: ADS-B comes in 2 versions: “978 UAT” (Universal Access Transceiver) and “1090-ES” (Mode S TXP operating on 1090 MHz, with Extended Squitter).

B – “Biggest & Busiest” (used to be TCA – Terminal Control Area): shape of inverted wedding cake and goes from the surface (in the center where the hub airport is) to approx. 10K' with a radius of about 30 NM with cutouts or extensions as required, 30 NM Mode C “veil”, VFR WX minimum 3 SM, clear of clouds (because separation is provided), clearance is required prior to entry, for VFR there are transition routes (they require a clearance, too), VFR corridors and flyways (no clearance required), restrictions for student pilots. ADS-B out (1090-ES or 978 UAT) is required along with 2-way comm radio and a Mode C transponder.

C – “Communicate” (used to be ARSA – Airport Radar Service Area): also inverted wedding cake shape and goes from the surface at the center to approximately 4K', 5 NM core, 10 NM maximum radius, with cutouts as required, and establishing communication required for entry (“clearance” not required, just ATC response, unless it's “remain clear of airspace”). ADS-B out (1090-ES or 978 UAT) is required along with 2-way comm radio and a Mode C transponder.

D – “Dialog” (used to be ATA - Airport Traffic Area): has a radius of about 4 NM, may have cutouts for satellite airports (like Riverside RAL does for Fla-Bob RIR), and goes from the surface to 2.5K' AGL; must establish communication prior to entry, has an operating control tower and clearance required to take off or land, may have extensions of Class D or E airspace for instrument approaches & departures, controlled airspace weather minima required in Class D and any extensions. ADS-B is not required for this airspace.



E – “Everywhere Else” (in controlled airspace): can be aloft or surface-based, can start at 700’ AGL or 1200’ AGL, or 14.5K’ MSL, includes airways, weather minimums (same for C, D & E) of 3 SM visibility and cloud clearance 500’ below, 1K’ above, 2K’ lateral. Above 10K’ (excluding below 2.5K’ AGL), the aircraft must have ADS-B out (1090-ES or 978 UAT) and a Mode C transponder.

Uncontrolled

F – “Forget it”: not used in the USA. Is for IFR flight without ATC communication or separation (F=Frightening!!).

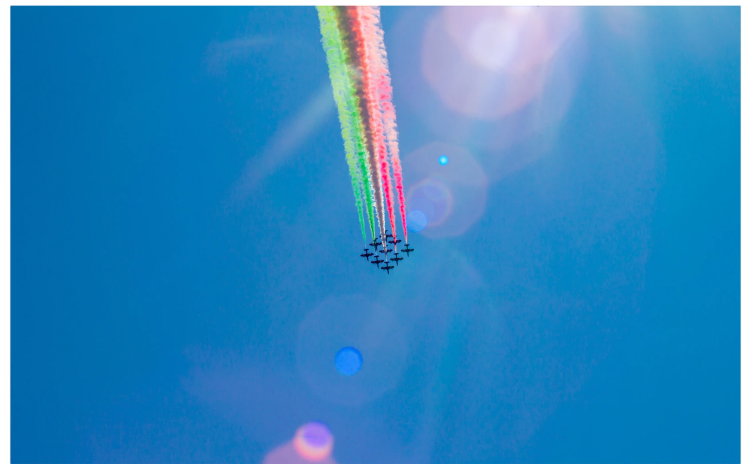
G – “Government free”: the essential difference between Class G and Class E is the weather minimums – Class G requires 1 SM, clear of clouds, goes from surface to start of Class E or 14.5K’; only airspace where you can do aerobatics. There are no airspace-specific equipment requirements in Class G.

Special Use

Prohibited areas: “P-xx” – don’t EVER go in there! You will not enjoy the consequences. Trust me.

Restricted Areas: “R-xxxx” – must have ATC permission to enter. We have lots of those up north in the desert for military operations.

Warning Areas: “W-xxx” – ATC has no jurisdiction because it is more than 3 miles offshore, there may be activities unsafe for aircraft (such as military activity).



Military Operations Areas (MOAs): for military activities – find out if they’re “hot” before going in – not required, but it is the safe thing to do (I wouldn’t want an F-18 zipping past me at warp 6!).

Alert Areas: for flight training, parachutes, etc. – areas where extra caution is needed

Other

TRSA “Terminal Radar Service Area”: participation not required, used in areas that are not quite busy enough for Class C. Palm Springs (KPSP) has one and it’s one of few remaining in the US. Radar separation is provided between participating IFR and VFR aircraft.

Airport Advisory Area – 10 nmi radius of an airport with no tower in operation, but FSS on the field, which can give advisories. I suspect that now that all FSS services have been consolidated that none of these Airport Advisory Areas exist anymore – at least not in California (I couldn’t find any). However, there are ASOS and AWOS capabilities at lots of non-tower airports that will provide automated WX and airport advisories.

Military Training Routes IRs and VRs: high-speed, very low altitude military traffic on these – best to stay clear if you can as ATC may not know if they are hot!

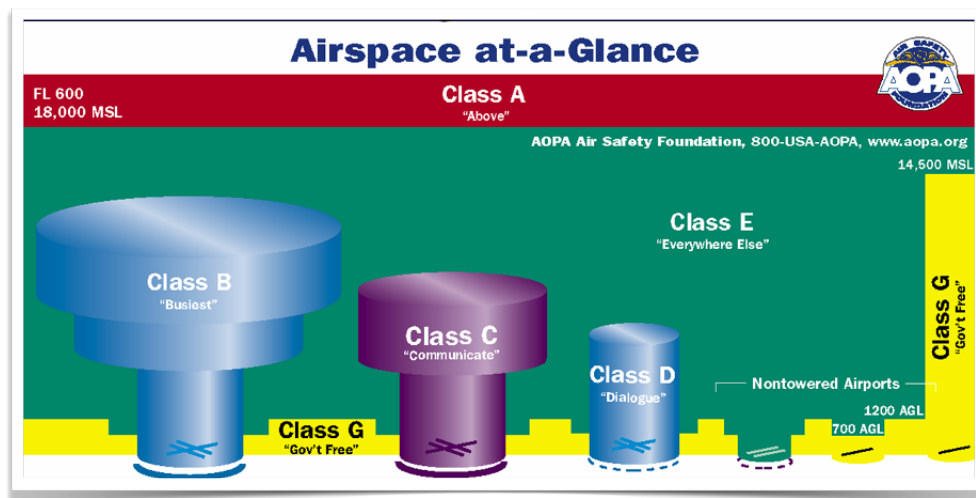
Temporary Flight Restrictions “TFRs”: lots more of these popped up after 9/11 – must check with FSS before EVERY flight because they can be created “ad hoc.” If you get into one of these, you may be escorted to the

ground, make the 6 o'clock news, and lose your license. NOT a good thing! Note that though these are supposed to be "temporary", the one over Disneyland seems to be permanent.

National Security Areas: such as power plants, etc. – don't loiter near them or fly low over them – you could be escorted away – just remember how paranoid the government has become and use common sense.

Parachute Jump Areas: well, OBVIOUSLY! Lake Elsinore, Perris Valley, Crystal Aire, Cal City are all heavily used jump areas, especially on the weekends when the weather is good and not too windy - be sure to monitor the CTAF in the area – you will not be able to spot a jumper whose parachute has not yet deployed as they are too small and going too fast.

Wildlife Refuges and Nat'l parks frequently have special markings around them on a VFR chart, though they don't have official airspace designation. The Sespe Condor Sanctuary is one near us (north and west of Ventura). Stay high over these even though the temptation to go low and sight-see is there – especially now that there are actually lots of these endangered condors living there. There are also some places like the Grand Canyon that have special airspace restrictions – see the FARs for those.



Credits: Many thanks to the AOPA Air Safety Foundation for the diagrams used in this article and for their continued dedication to air safety!

Have a SAFE flight!

Claudia Ferguson, Aviation Safety Counselor
San Fernando Valley 99s
Aviation Safety Counselor
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99s' New Storage at VNY



Thank you to our Chapter Member Diana Sanchez, Public & Community Relations Director at LAWA, for this generous storage space! For further information about the storage space, please visit our website.

Where's Amelia? (99s' Version of Where's Waldo)

Screenshots of those in attendance at the January's meeting, via Zoom. Join us in February!

