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NEWSLETTER FOR THE SAN FERNANDO VALLEY CHAPTER OF THE

NINETY-NINES INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

February 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!"

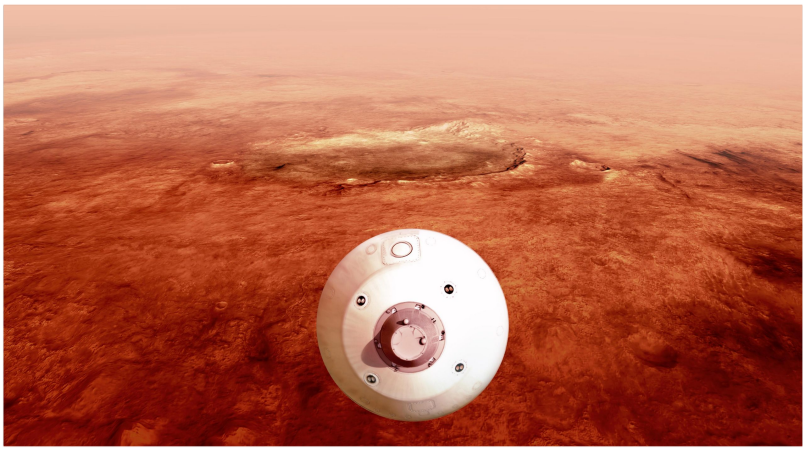
NOTAMs

- **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

Dear Members,

Like so many people around the world, I recently watched NASA's Perseverance land rover touch down safely on Mars. It was quite a historic moment for not just NASA and JPL, but for humanity. I think of all the women and men - from all walks of life - who worked countless hours engineering, designing, calculating and planning for that moment. Then to see it successfully land its wheels on that red, dusty earth...what a jubilant and crowning achievement to add to our collective memories.



Our members are accomplishing great things that take just as much dedication, courage, countless calculations, and years of perseverance to achieve their flight goals. We've all hit some hiccups and road blocks, but with each other's support, we break down barriers and we dominate our goals. Together, we are succeeding in the face of this year's

adversity to become stronger and more resilient than ever!

As Spring approaches, I hope more of us will take back to the skies when you're ready and able, and get just a little closer to Mars...

Warmest Wishes,
Kimberly Chan, Chapter Chairwoman & Mars 2050 Hotel Occupant

Happy Birthday to:

Annelie Hubinette
February 14th

Shirley Thom
(in memoriam)
February 23rd

Veronika Csanyi
February 24th

Upcoming Events

Wednesday, March 10th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting

Saturday, April 10th: Spring SW Section Meeting (Virtual Meeting Details TBA)

Wednesday, April 14th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting

Non-Tower Airport Ops or... "Anybody There?"

Those of us who have been flying for quite some time have often been to "uncontrolled" or "non-tower" airports. If you fly outside the SoCal airspace, these are the norm, with airport control towers being few and far between. Recently, and much to my surprise, the ATIS at my home airport (KCNO) announced that the control tower was "closed until further notice." Virus quarantine rules had shut down their operations, and so the airport became "non-tower" for a while and the tower frequency became a CTAF (Common Traffic Advisory Frequency). It was rather interesting, and everybody had to be extra cautious and alert. I was reminded that it's easy to get used to having the tower controllers there to help point out traffic and direct your taxiing, take-offs, and landings. Below are some things you might want to think about before you head to a non-tower airport – especially if you've never been to that particular airport before!

Watch for traffic! This is ultimately the very most important rule in any traffic pattern, but especially when there is no tower to coordinate traffic. All eyes in the airplane should be scanning for other aircraft.

Be aware that radio broadcasts are not required at non-tower airports. An aircraft in the pattern and not talking on the radio is perfectly legal. Another reason to keep your eyes open! Obviously, radio broadcasts help, but not everyone will make them, nor are they required. A good case in point is Santa Paula airport, where there are all sorts of antique airplanes that have

Happy Anniversary to:

Doris Minter 1963

Madeline Kurrasch 1987

Claudia Ferguson 1988

Christina Merrick 2001

Stacie Vournas 2003

Kathryn Arnote 2005

Annelie Hubinette 2017

Morgan Gale 2018

Shokoufeh Mirzaei 2018

Emma Baker 2020

Ingrid Lohne 2020

no electrical system installed. Of course, there's the other extreme, too, where some eager beaver in the pattern is using the radio so much, you can't get a word in edgewise to let other traffic in the area know where you are.

Circle overhead on arrival, especially if you are unfamiliar or unsure where the other traffic is. I'd recommend that you maintain at least 1500' AGL (pattern altitude + 500 feet) while circling.

Check for segmented circle and windsock / wind tee / tetrahedron for pattern and runway in use. Be aware that they may be hard to find, or may be inaccurate. A wind tee is sometimes tied down at the tail and used to indicate runway landing direction. If the wind has shifted, it may be pointing the wrong way. (I actually saw this at Agua Dulce once a long time ago.)

Look for other wind indicators such as flags, trees, blowing dust, to verify the windsock indications.

Cross over the runway at 90 and watch to see what happens to your ground track. This will help you determine the wind direction.

Do not blindly trust the person who may be monitoring the Unicom frequency and responding to radio calls for information. That person may not have looked outside lately, may not be a pilot, etc. Double check for yourself! If the airport has an AWOS (Automated Weather Observation Station) listed, tune in and get the latest information.

Check for other traffic in the pattern to see which way they are flying. They may not be doing it the way you expect. Nice, neat, standard traffic patterns are <u>not required</u> by regulation, but are <u>recommended</u> in the AIM, and also by common sense, and general expectations.

<u>Do</u> fly the "Standard Pattern" for that airport, which may have some deviations for noise or terrain. Other traffic is not going to be expecting you to do a straight-in landing - even if you are in a fast twin, you do not have the right-of-way. In fact, it's just the opposite – slower traffic has right-of-way over faster.

Enter downwind on a 45 and fly the pattern as published. If no TPA (Traffic Pattern Altitude) is available to you, assume 1000' AGL. This will help with noise abatement and also in spotting potential traffic conflicts.

Atta Girl:

Megan Kojima passed her Commercial Check Ride!

Look for traffic in the opposite direction on final. An aircraft with no radio may not have heard your broadcasts and if the wind is calm, might just have decided to land the other way.

Broadcast intentions and airport name. Start and end your broadcasts with the name of the airport so there will be no confusion on the Unicom frequency as to which airport you are referring to. Frequencies aren't as doubled up as they used to be, but at Corona, you can often hear the traffic at Catalina because they're both using 122.7. At Hemet, you can hear traffic for Cable as both use 123.0. Keep your communication short and to the point, too. If there are a lot of airplanes in the area, everyone will appreciate it if you use the KISS (Keep It Short and Sweet) principle.

State your position accurately. Don't report over someplace you passed or haven't reached yet. Check your VFR chart to see what the usual reporting points might be for that airport - they'll be marked with little flags and the name of the point.

Check the pattern before takeoff - If you cannot see 360, pivot the aircraft all the way around in the run-up area so you can see the upwind, downwind, base and final legs of the pattern. Watch for traffic landing in the opposite direction while climbing out.

Do Your Homework First - Look up the frequency(ies) and other info for the airport BEFORE you go. These are on charts, in the Airport Facilities Directory, in some of the commercially available flight guides/apps, and online. Make a note of anything unusual. Have the Unicom frequency, TPA, lighting info, runway length, etc. in a place where you can see them quickly, in case things get suddenly busy and you have to look for traffic instead of info.

Have a SAFE flight!

Claudia Ferguson
Aviation Safety Counselor
San Fernando Valley 99s

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

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