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Secretary: Sofia Nosratabadi

Vice Chair: Jennifer Walinowicz

Treasurer: Jinifer Conover

OC99s website: <http://www.oc99s.org/>

Facebook page: <https://www.facebook.com/>

October 2022

October 5—Business Meeting 6pm via Zoom.

October 8—Fly-in to Santa Barbara (SBA)
11:30am (See page 2 for details.)

October 13-16—High Sierra Fly-In and
StolDrag competition (near Reno). Several
members attending. Contact Jennifer if you are
interested in joining the camping group.

October 22—General Meeting 12pm @ Hangar
244 (Irvine Great Park) —————>

November 2—Business Meeting 6pm via Zoom

November 11—General Meeting 6:30pm
(tentatively)

December 2—Holiday Party 6:30pm

December 7—Business Meeting 6pm via Zoom

January 4—Business Meeting 6pm via Zoom

NEW LICENSES & RATINGS

- ◆ Shannon Robertson-Multi-Engine Rating
- ◆ Chris Cox-CFI / Helicopter

October General Meeting

Come hang with other 99s and learn about the aviation history of Orange County!

This month we will meet in person on Saturday, October 22nd, at Irvine Great Park. We'll be checking out the Heritage and Aviation Exhibition in historical Hangar 244, which is complete with two static displays of WWII aircraft: An N3N-3 Canary and an SNJ-5 Texan! Learn about the early days of aviation and agriculture around Orange County and surrounding parts of the LA basin.

We will meet outside Hangar 244 at 12:00pm. Admission to the park and hangar is free.

Contact Jennifer W. if you have any questions.



October 8th fly-in to Santa Barbara (SBA) with lunch at Los Agaves Mexican Restaurant!

- Plan to land by 11:30am.
- Park at Signature, NE corner of the airport.
- They will shuttle us to the restaurant.
- Ramp fee waived with purchase of 5 gallons fuel.
- Facility fee of \$5.00 is owed by all planes.



Please contact Tess Karich if you want to attend and let her know if:

- You need a ride.
- You have extra seats in your plane.



What the heck is a White Elephant, anyway?!

~Jennifer Walinowicz

For our September meeting, we had our “fan favorite” event: The White Elephant raffle. This “blind” raffle is held in support of our chapter scholarship fund. Each member brings a donated new or gently used item for other members to bid on. Each item is wrapped to camouflage its contents. The auctioneer then reads a line or two about what may (or may not!) be inside the wrapping, and then members bid against each other to take home the gift.



Having never attended one of these raffles, I heavily relied on the other ladies who had been to one (or has helped plan...I'm looking at you, Diane T-M!!). One clever gift-giver must've shared my confusion as to what would transpire, as the gift's clue searched out an answer to the question: What is a “White Elephant?” Spoiler alert: That particular package contained exactly what the note pondered: A white elephant. Very clever, eh?

Always the consummate host, Kelsi volunteered her beautiful home for our annual chapter meeting so we could all gather together for the White Elephant. As the board set-up, Kelsi's other half ordered us pizzas and wrangled their adorable pup, Rocco- What a guy! After dinner, we kicked everything off with some chapter business items, and then we were on to the main event: our White Elephant raffle.



Our auctioneer was none other than our amazing membership chair, Jess Gailing. Not only is she welcoming many new members to our meetings, but when faced with a heaping tower of gift bags to auction off within an hour, Jess made her way through around 30 auction items with a great sense of humor and style. Some items came with clues, while others were more mysterious and had nothing but Jess's description of the packaging to go off.



If you missed the event, you'll definitely have to make it to the next White Elephant raffle. Cutthroat bidding, 'lucky numbers,' high value items and priceless aviation memorabilia were just some of the fun gifts passing around Kelsi's backyard.

A huge thank you to everyone who helped make the night a success! It was great to see several new faces, as well as some faces we haven't seen in a while! I am thrilled to share that we raised over \$700 for our scholarship fund at the meeting. Thanks to everyone who donated, we made a good dent towards getting another 99 up in the air!

Commercial Multi-Engine

~Shannon Robertson

Wow! What a rewarding rating to earn. This is the closest I've come yet to flying for the airlines. Two engines, double the workload, twice the responsibility, and still... so much fun!

Completing this rating at the ATP level meant that it would go quick; so I had to learn a brand-new aircraft, all the systems, flows and aerodynamics in under two weeks. I completed 10 hours of simulator training, which proved to be more challenging for me than the actual flying, and 8 hours in the aircraft itself, which was certainly the fun part.

The simulator training was difficult for me. I struggled memorizing the massive bulk of information in such a short amount of time. Simple things, like the in-flight engine failure flow, became challenging. However, once I memorized certain visual flows, the entire flow itself became much easier. For the engine failure flow, I benefitted from the so called "bowling technique". I imagined holding up and rolling a bowling ball and the flow of my hand in the simulator or aircraft helped me memorize every item I needed to touch: mixture, props, throttles- full forward, flaps up, gear up, identify, verify. Silly things like that helped me memorize the many flows that were mandatory to remember for this phase.

Four days later, when I completed the 10 hours of simulator training and had all the systems and flows memorized, it was time to fly the Piper Seminole out of KLGB. I was so excited. The flying was fun and much easier for me than the groundwork. It was also completely different than the single engine Cessna that I was so familiar with. The Seminole is faster, heavier, complex, and lands like the tiniest jet there ever was. We practiced engine outs everywhere. On the roll, on takeoff, at cruise, during the approach, while flying an instrument approach, and even landing with one engine. There were engine out procedures, quite literally, everywhere!

Practicing engine outs was great training. Particularly when, during one of those engine outs at cruise, I was unable to get the engine restarted. On trainer aircraft, often there is a device called an unfeathering accumulator that houses additional hydraulic pressure to help get the prop windmilling again when it's time to restart the engine during flight. Our accumulator had stopped working, and alongside my instructor, I had to troubleshoot the engine. When we tried to restart the engine using the starter, the engine was struggling to turn over. It crossed my mind right then that we were about to have to declare an actual emergency and land at the airport with one engine, but by that point I was so trained and prepared for that situation, it didn't feel like much of an emergency at all. I was calm and completely at ease. With plenty of altitude to spare, we decided to push the nose of the aircraft down one more time, this time increasing our speed even more, the prop started windmilling and we got our engine back.

My eight hours of flight time was stretched into 5 flights, and by the weekend I took my checkride and passed! Compared to the training I had, the ride felt like a breeze. I was grateful to have been pushed and held to such a high standard by my instructor, because it kept me safe, at ease, and well prepared for my ride, which turned out to be one of my favorite rides yet!



Cockpit Stress

Have you ever been flying along, maybe trying to wedge yourself into a crowded landing pattern, or looking for that unfamiliar airport you KNOW has got to be there, or perhaps encountering unforecast weather, or trying to land with a strong and gusty crosswind? Maybe on a checkride the Examiner creates an “emergency” or maybe even TWO, and your brain suddenly goes on “overload” and you just can’t think?

Now what!?! Suddenly telling the more experienced pilot just to the right of you “it’s YOUR airplane” and relinquishing the controls isn’t going to help your confidence and ability to handle your aircraft – and there may not even be a more experienced pilot with you. Yelling “AAUGH!!!!” like Charlie Brown probably won’t do much for you either.

If the experts are right, a little stress is good for us, but you and I know that too much can really mess things up if we’re in a tight situation. Let me remind you of a few of the things that happen to pilots who are stressed so you can recognize the symptoms if they happen to you. I’ll also mention a few things you might be able to do to help if you find yourself all tied up in knots and ready to push the proverbial panic button.

A pilot’s resistance to cockpit stress depends on the amount of

- training,
- capability,
- confidence, (enhanced by pre-flight prep)
- stress level before flight, (the lower, the better!)
- physical and psychological wellness, etc. Remember the “I’M SAFE” acronym?
 - I Illness
 - M Medication
 - S Stress
 - A Alcohol
 - F Fatigue
 - E Emotion
 - Before you fly, check to see that the items on this list are NOT a factor for you!



I’ll bet you will recognize some of the classic symptoms of stress (do you get these at the office when your boss walks in, or when you argue with your kids?). They include:

- Increased muscle tension, especially in the shoulders,
- Making internal/external “negative self-talk” (e.g. “You dummy -- what did you do that for?”)
- Drop in temperature of the extremities (e.g. clammy hands, cold feet),
- Fast, shallow breathing,
- A feeling of loss of control.

If you’re starting to get yourself into a tight situation while you’re flying, check yourself for these warning signs early on so you can combat them before stress/panic robs you of your ability to think straight. If panic really gets a hard grip, it’s unlikely you’ll have the time needed to calm down and recover.

There’s an easy acronym to help you remember what to do when you get stressed. It’s **BART**:

- B** Breathe! You can interrupt the panic cycle by altering your breathing rate - SLOW DOWN! Breathing control is something that gets better with practice.
- A** Attitude – reconcile yourself to the problem. You can also begin some “positive self-talk”. Saying something positive and definite leading to control of the situation can not only have a calming effect, but it can also help to refocus the mind on the task at hand. (Am I advocating that you talk to yourself here??? Weeeeell, if it helps...© I’ve noticed that the phrase “I’ve got this!” has made its way into movies and TV lately.)
- R** Relax! Consciously relax your muscles a few at a time - start with relaxing your frown! then your neck and shoulders, your back, arms, legs, etc. Once your body begins to calm down, you will begin to feel more normal and in control.
- T** Training – remember what you’ve learned and put it to good use. Sometimes the worst thing you can do is act immediately. Slow down, act deliberately with what you were taught, and you’ll do it right the first time. This also presumes you’ll make a good effort to go out and train periodically with a good CFI. Actually, there can’t be enough emphasis on training and preparation (e.g., study the airspace before you head into it - SoCal’s airspace is VERY complex!). The training that commercial and airline pilots receive consists of a lot of emergency procedures – over and over and over so that when they’re in a tight spot, the things they’ve been taught to do in their training sessions kick in automatically. Good case in point is the situation Capt. Sullenberger found himself in when a massive bird strike took out his engines and he ended up ditching in the Hudson River. His training made it possible for him to think clearly in an extremely stressful situation and that in turn saved a lot of lives.

As I said at the start, training, capability and confidence are good stress reducers. If you prepare for the unexpected, you’ll have more of a feeling of control if things start to get ugly up there. Learn the warning signs of stress so you can combat them effectively before the stress leads to panic. You can also help yourself by practicing stress reducing techniques before ever entering the cockpit.

Have a safe and stress-free flight!

Claudia Ferguson
SFV 99’s Safety Chairman
FAA Aviation Safety Counselor
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Happy October Birthdays!

Happy
Birthday

5 Patti Siegfried
5 Chris Cox
7 Lois Dillman
7 Marci Mauthe
18 Shirley McFall
19 Arlene Wilske
21 Trish Magdaleno
28 Rhianne Silva
29 Maddy Bloom
31 Becky Valdez



If we missed your birthday, Happy Belated,
and please send the date to us at OCNinetyNines@gmail.com

TO A VERY ACCOMPLISHED WOMAN: ALL NINETY-NINES

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.

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