
APR 2019 | ISSUE 3

FLY PAPER

BY THE
LOS ANGELES CHAPTER OF THE NINETY-NINES:
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS ®

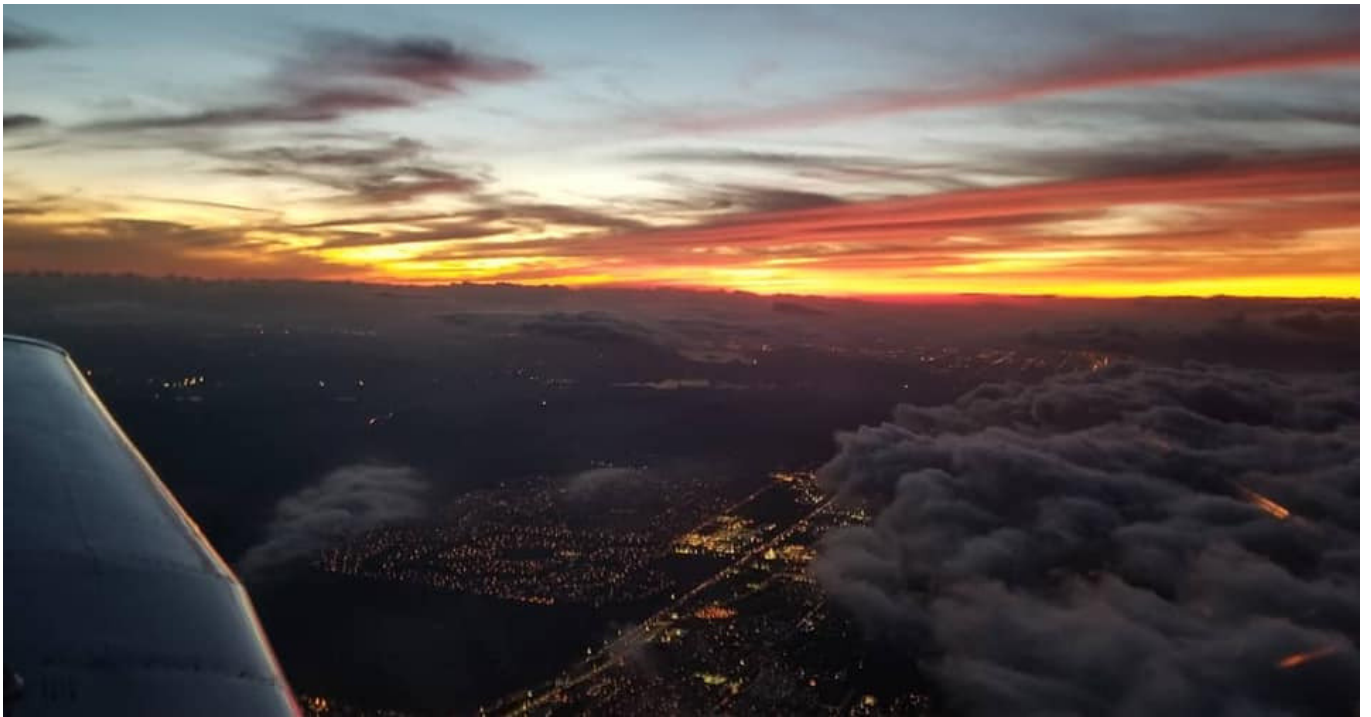


Photo by: Kate Scott

NEWSLETTER EDITOR: INAIA JIMENEZ, LISA SWEENEY



IN THIS ISSUE:

ABOUT THE LA99S

OUR MISSION

LOS ANGELES CHAPTER

FLY LADY OF THE MONTH

FLY TECH SPEAK

SANTA MONICA HIGH SCHOOL

CAREER DAY 2019

CAN YOU HEAR ME NOW?

MARCH FLY-IN

RETRO FLY

FLYING HIGH

ABOUT THE LA 99S

Written by Kate Scott

Based at the Santa Monica airport, the 99s Los Angeles Chapter has members at all levels of flying experience. We welcome all potential members to our monthly chapter meetings on the 1st Tuesday of the month, at the Barker Hangar conference room. There is an educational Tech Talk at 7:00pm, followed by our chapter business meeting at 8:00pm. For information about upcoming events, visit our online calendar.

<https://la99s.org/calendar/>



“

It is far easier to start something than it is to finish it.-Amelia Earhart

Amelia Earhart, the first 99s elected president.

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. As Amelia said, "fly for the fun of it!"



Photo by Eve Lopez

LOS ANGELES CHAPTER OF THE NINETY NINES

BOARD OF DIRECTORS:

CHAIRMAN: Kate Scott

VICE CHAIR: Vanessa Gibson

TREASURER: Janie Thomas

SECRETARY: Benedikta Unter Ecker

NOMINATING COMMITTEE

Janie Thomas (Chair), Vanessa Gibson, Benedikta Unter Ecker

NEWSLETTER EDITOR:

Inaia Jimenez

Lisa Sweeney

CONTACT:

la99s.org

info@LA99s.org

FLY LADY OF THE MONTH: CHRISTINA PASCUCCI

Written by Inaia Jimenez

Christina Pascucci is an Emmy Award-nominated journalist, private pilot, a certified scuba diver and humanitarian who works as a reporter and anchor at KTLA. She has been on dives with hundreds of sharks, including great whites, to expose the shark finning industry. Christina is also extremely passionate about mentoring youth. A lover of adventure, Christina recently trekked through her 7th continent: Antarctica! Pascucci has been flying for about 8 years, although she says she became serious about flying in 2016.



Above: Christina flying with Beverly Beesemyer, a 100-year-old WASP veteran.

Left: Christina gracefully balancing on the wing of an aircraft, stilettos and all.

Christina grew up in Los Angeles. She studied broadcast journalism, entrepreneurship, and Spanish at USC. She is fluent in Spanish, and also speaks some Mandarin Chinese.

Christina's favorite flight as a pilot has been fulfilling the wish of 100-year-old Beverly Beesemyer to return to the skies. Beverly was a Woman Airforce Service Pilot (WASP) during World War II. Christina and Beverly started this historic flight out of Santa Monica Airport, famous during WWII for planes manufactured by Donald Douglas.

Christina's favorite things about flying are the laser-sharp focus and feeling of liberation it brings. Flying helps her stare her biggest fears right in the face! From the outside, her life appears like a whirlwind as she spins between interviewing the Dalai Lama, reporting on the Las Vegas shootings, flying airplanes, skiing, diving, traveling, mentoring youth, taking on passion projects and standing up for human rights. She traces her drive for fearlessly stepping into big things in life back to the messages of her parents, ingrained in her since childhood. They taught her that anything is possible, but life is fleeting and short, so it is best to passionately make the most of it! She credits her meditation and practices of gratitude and writing with keeping her centered and sane in the midst of a full-throttle pace of life.

Christina is a huge inspiration to women all over who are committed to living life fully and passionately, with their head in the clouds and their hand on the throttle!

Christina looking at home and ready to go.



Flying over LA wearing her Dodger's hat.



Christina's Favorite Quote:

“

Aviation is proof that, given the will, we have the capacity to achieve the impossible.

-Eddie Rickenbacker

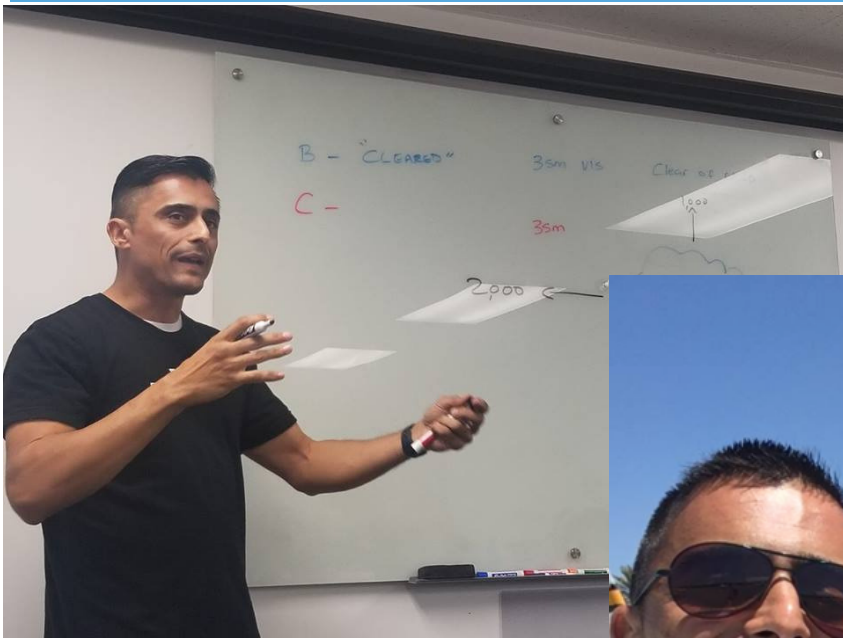
FLY TECH SPEAK: YAASCA RAHELAN

Written by Kate Scott

For our April Tech Talk, Yaasca Rahelan from Proteus Air Services gave a lesson on three common air spaces (B, C and D). We discussed visibility and cloud minimums, requirements for entering, and how to recognize them on a chart. More importantly, he challenged us to think about WHY these rules exist. As an example, the requirement to have a Mode C transponder above 10,000' MSL is because planes are generally going much faster above 10,000'. A check ride examiner will tell you this kind of critical thinking is expected under the more recent testing standards.

Yaasca passed around charts so we could see examples of the air space as he talked through them. A question was asked about cloud minimums in the special flight rules area through LAX's Class Bravo air space. This sparked quite the debate which suddenly turned into a group activity, with each table of pilots gathered around charts. Even Aryhnn, a 99s member in London connected in virtually at 4 am her local time, took out her chart to check the air space! We discovered that there are cloud restrictions for the Mini Route, however nothing is stated under Special Flight Rules Area.

Getting back to our lesson, Yaasca pointed out satellite airports (un-towered airport surrounded by another air space - Ex. Flabob) and suggested the option of calling the transitioning agency before take-off. This would help lighten your load during a busy departure. We then heard about what would happen if you bust an air space or a TFR without clearance. He encouraged us to attend FAA Safety Seminars that will earn credibility points, should you find yourself in hot water with a number to call. We concluded the meeting with communications and limitations of landing in Special VFR conditions.



Yaasca explaining differences between B, C, and D air spaces.



Yaasca with Arhynn at Proteus Air Services.



Above: Jen and Benedikta connecting with those members who joined us virtually via technology.



Right: LA 99s and friends get ready for the tech talk.

SANTA MONICA HIGH SCHOOL CAREER DAY 2019

Written by Tara Petrin



Eve Lopez and Tara Petrin were invited to represent women in aviation and the Ninety-Nines for Career Day at Santa Monica High School on March 7, 2019. They joined Captain Javier Queiffer, a Skywest pilot and former KSMO American Flyers CFI, Daniel, a member of the Air Force, and Dave Hopkins to present on a variety of aviation careers. The presentation was divided into 3 categories: before the ground, on the ground, and above the ground. Before the ground included engineers and designers. On the ground included mechanics, ATC, and baggage handlers. Above the ground included pilots and flight attendants.

Neither Eve nor Tara have a career in aviation, but they were happy to introduce the Ninety-Nines, dive into information and statistics on women in aviation, and share information about scholarships. Javier talked about his career path as an airline pilot. Dave spoke about different types of pilot jobs, ranging from commercial airlines to private business, to cargo. Daniel talked about how different the military's route for earning a certificate is compared to ATP.

One of the students in the audience was on his way to earning a private pilot certificate, with over 50 hours logged. In a full classroom, there were 4 girls in the audience. The students were very intrigued, engaged, asked great questions, and kept their phones out of sight. Eve and Tara showed off their gear - logbook, airman's certificate, medical certificate, headphones, and kneeboard. It was a fun success!

Fun trivia #1: Eve's daughter is a sophomore at Santa Monica High.

Fun trivia #2: It turned out Javier was the CFI for Tara's CFI.

CAN YOU HEAR ME NOW?

Written by Eve Lopez

I learned to fly in trilogies. Who you are, where you are, and what you want to do - the triad engrained in my brain during the radio communication portion of flight training. My controls, your controls, my controls - the three-part verbal exchange used to safely transfer control of an aircraft.

Eight hours, bottle to throttle - the tripod setting forth the minimum time required to elapse after drinking and before piloting an aircraft. I recall often pestering my flight instructor, Max, with questions only a student pilot would ask. Max and all his glorious patience would often respond with a trifecta explanation. From those, I developed a list of "Max-isms" which highlighted the phrases Max most often said, repeated and then rephrased in response to "those" questions I asked as a student pilot. At the top of the Max-isms list - fly the airplane, don't forget to fly the airplane and if nothing else, just fly the airplane.

The most useful triplet was the one I, mistakenly believed, had the least likelihood of ever being needed. "I'm being hijacked, I can't talk, I'm having an emergency" the trifurcated phrase used to assist in recalling the three (3) emergency squawk codes. 7500 - "I'm being hijacked." 7600 "I can't talk." 7700 "I'm having an emergency." My appreciation stems from having had to use squawk code 7600 when the aircraft I was flying lost communications.

Several weeks ago I joined the 99s for the Palomar fly-in. I love these fly-ins of aviatrix! They exemplify our famous first president's quote, "fly for the fun of it" and are one forum where the love of aviation is the unspoken gravitational centerpiece that pulls together the most phenomenal and ridiculously talented group of inspiring ladies!

CAN YOU HEAR ME NOW? (CONTINUED)

While taxiing to the run-up, excited for the fly-in, my passenger notified me she could not hear out of her headset. We plugged and unplugged our headsets and jiggled the connections for our respective headsets. That seemed to do the trick and off we went!

Ground cleared us to taxi to 21, then tower cleared us for take-off. Communications sounded loud and clear, so the last thing I expected was to lose communications while we were in the upwind. But that is precisely what occurred.

After flying over the golf course for noise abatement, an eerie silence took hold of the cockpit. No sound from tower, no communication from other pilots or my passenger since the intercom ceased working as well. Only the background noise of the aircraft could be heard, which highlighted the fact that the noise cancelling feature of my headset was likewise inoperative. After trying to again jiggle the connections and toggling the frequency, still nothing. At that point another trilogy reunited with my brain, "squawk, talk, get ready to gawk." That is the trilogy I used to recall the procedure for lost communications.

First, squawk - 7600, to let tower know that I am NORDO - flying without radio communication ("I can't talk"). Second, talk because even though I could not hear tower, there was a possibility tower or another aircraft could hear me. Third, get ready to gawk - meaning get ready to look for light gun signals which would substitute verbal communications with visual light signals.

As I punched 7600 into the box, I asked my passenger to grab the handheld radio I had in my backpack while I looked for traffic and retrieved the emergency procedures card I kept on a keyring affixed to my kneeboard. That card is where I keep a light gun signal chart.

CAN YOU HEAR ME NOW? (CONTINUED)

I pressed the mic hoping the problem was as simple as a stuck mic. When that did not work, I toggled the frequency to SoCal hoping changing the frequency would do the trick. By that point we had made our right turn at the shoreline.

It was in the silence over the shoreline after turning crosswind I felt the airway in my throat rise. Instead of hearing a response from tower, I could hear myself breathing. I replayed Max's lessons about keeping calm and mentally attuned during an emergency by focusing on the abc's: (a) active - don't get behind the plane, take the active; (b) be a pilot - just do what you have been trained to do, which is to fly the airplane; and (c) checklists - use your checklists without delay. I decided that I would keep climbing above the traffic pattern and head midfield, hoping to pick up radio communication at a higher altitude, to allow time to clear the pattern and, at the very least, to watch for traffic. I'm sure I did nothing to instill confidence in my passenger as I remember mumbling several times, "I am just going to fly the airplane - if all else fails, I'm just going to fly the plane." In hindsight, it probably worked out that the intercom was not operating because had it been, I probably would have totally and completely freaked out my passenger.

I climbed to 2700 knowing that was the top of KSMO air space and placed us 1300 feet above the traffic pattern, but well below where Bravo airspace commenced. After continuing to tell myself to "just fly the plane," the second part of the lost communication Max-ism rang in my ear, 'talk, talk again and just keep talking.' So I did just that - tuned to 120.10, I talked, identified who I am, where I am and what I wanted - light gun signals to relay landing clearance. I made peace with the fact that if my transmissions were operating, I would probably be stepping on other pilots since I could not hear whether another pilot or tower was speaking on the radio. Although I hoped to hear a response, I had no such luck and was left with the silence circling SMO midfield.

CAN YOU HEAR ME NOW? (CONTINUED)

After not seeing any other planes in the pattern and realizing that three planes were holding short, I got the hint that SMO traffic received my squawk code and had cleared the way for me. I began my descent to join the northern downwind, announcing my position, still requesting light gun signals and again making peace with the fact that I probably continued to step on other pilot's transmissions.

The controllers at KSMO swiftly responded. While I heard only silence, they cleared traffic in the pattern, repeatedly advised me of the winds and cleared runway 21 for landing. They aimed the steady green light signal at the plane while we were abeam the tower in the northern downwind. I continued to engage in a one-sided conversation- announcing my position and requesting light gun signals. Unbeknownst to me, tower and everyone else tuned to 120.10 could hear my radio calls - although I could not hear their transmissions. The green light the controllers kept pointing at the aircraft made it evident I was cleared to land.

From the time we lost communications to the time we landed, a mere 7 ½ minutes passed. The jury is still out on the cause of the communication failure but may possibly have been caused by a defect in my headset that shorted communications in both the pilot and right seat ports.

Whether the communications failure was caused by a faulty headset or something else, there are several things I will be doing differently going forward. As part of my pre-flight check list, I will be firing up my handheld radio, making sure common or likely frequencies are pre-programmed and verify its level of charge. Besides reviewing engine failure and engine fire emergencies before each flight, I will also review other emergencies such as lost communications, diversions and will practice flying while holding a handheld radio. I have also programmed the number for SMO Tower in my cell phone so that if communications fail while close to the airport,

CAN YOU HEAR ME NOW? (CONTINUED)

I can activate the Bluetooth connection between my phone and headset (assuming it works) and talk to Tower on the phone. But the largest and most necessary change I will, without a doubt, be making is taking food to the tower with far greater frequency.

This experience taught me a humbling and valuable lesson: air traffic controllers are there because even the most phenomenal and ridiculously talented group of inspiring aviatrix need heroes too.

When you're an air traffic controller, there are a lot of OMG and WTF moments, but it's the lol and :) moments that make it all worthwhile.

MARCH FLY-IN

Written by Jen Butler

On Sunday, March 24, a group of 99s pilots and passengers gathered at the KSMO observation deck amidst children, excitedly watching planes taxi. Once the group had connected at the Observation deck, we headed to our respective planes parked in various parts of the airport and took off into a gorgeous blue sky. We flew over the Los Angeles marathon and amazing super blooms of flowers exploding on the hillsides. Along the journey up the coast and over the mountains, we built up an appetite. Dos Carmelitos was waiting for us as was a big table full of our fellow 99s. At KIZA, Santa Ynez airport, 99s converged from different directions - KSMO, Van Nuys, and Oregon. We all ate, celebrated and sang happy birthday to Lisa.

MARCH FLY-IN (CONTINUED)



LA 99s fly-in to Santa Ynez

Back at the airport, a little FBO stood next to a child's activity plane where we all posed while Alicia prepared for her x-country solo. As we all took off and the last plane left, Erica made the radio call that the LA 99s were leaving and heading home.

RETRO FLY

INSPIRING AVIATRIX HONORED IN THIS ISSUE: TAMMIE JO SHULTS

The pilot who coolly landed a crippled Southwest Airlines plane after a blown engine sent shrapnel through one of the jet's windows mid-flight. She has gone against the odds before. Identified by The Associated Press as Tammie Jo Shults. She wasted no time rapidly lowering the plane toward safety when chaos broke out shortly after takeoff Tuesday from New York — maintaining her composure even as passengers reported from the cabin that a woman had been partly sucked out of a shattered window.

RETRO FLY (CONTINUED)



U.S. Navy Lt. Tammie Jo Shults poses in front of a Navy F/A-18A in 1992. Thomas P. Milne / U.S. Navy via Reuters

“

**So we have a part
of the aircraft
missing so we're
going to need to
slow down a bit. -
Amy Johnson**

"We have part of the aircraft missing, so we're going to need to slow down a bit," Shults is heard calmly telling air traffic controllers in audio transmissions after reporting the aircraft's engine failure.

"Could you have medical meet us there on the runway, as well? We've got injured passengers," Shults requests.

The air traffic controller then asks her whether her plane is on fire, to which Shults calmly replies: "No, it's not on fire, but part of it's missing. They said there's a hole, and — uh — someone went out."

That passenger was killed: an Albuquerque, New Mexico, woman identified by her family as Jennifer Riordan, 43. Seven others suffered minor injuries, authorities said. But many say the toll on Dallas-bound Flight 1380, which had 149 people aboard, would have been much higher had it not been for Shults' quick thinking during her emergency landing in Philadelphia.

RETRO FLY (CONTINUED)

"Most of us, when that engine blew, I think we were pretty much going, 'Well, this just might be it,' " said passenger Peggy Phillips, a retired nurse from Brandon, Texas. "To get us down with no hydraulics and a blown engine and land us safely is nothing short of miraculous to me. She's a hero, for sure."

(Investigative sources told NBC News that there's no indication that the plane lost hydraulics.)

Those aboard described a horrific scene after the engine blew and shattered the jet window. The cabin suddenly depressurized, and Riordan was partly sucked out of the open window.

Passenger Eric Zilbert said a group of passengers leaped out of their seats to pull her back in. "There were several heroic gentlemen who pulled her back through the window and administered CPR."

Phillips also helped perform CPR until the plane landed, but she said Riordan's injuries were ultimately too severe.

Meanwhile, at the controls, Shults was relying on her fighter pilot training — and her history of defying the odds — to safely land the Boeing 737.

Shults, 56, is a 1983 graduate of MidAmerica Nazarene University in Olathe, Kansas, receiving her degree in biology and agribusiness, said Carol Best, a spokeswoman for the university.

Shults then became one of the first female fighter pilots in the U.S. military, according to the alumni group at her alma mater. The Navy confirmed that she was among the first female pilots to make the transition to tactical aircraft after completing flight training in Pensacola, Florida.

Shults said in a joint statement with First Officer Darren Ellisor Wednesday that "as Captain and First Officer of the Crew of five who worked to serve our Customers aboard Flight 1380 yesterday, we all feel we were simply doing our jobs."

"Our hearts are heavy," they said in the statement. "On behalf of the entire Crew, we appreciate the outpouring of support from the public and our co-workers as we all reflect on one family's profound loss."

RETRO FLY (CONTINUED)

Cindy Foster, a classmate of Shults', told The Kansas City Star that when Shults enlisted in the Navy, she encountered "a lot of resistance" because of her gender. She was passionate about flying and dreamed of being in the Air Force, but she went to the Navy instead after the Air Force denied her a chance, Foster added. "So she knew she had to work harder than everyone else," Foster told The Star. "She did it for herself and all women fighting for a chance."

In addition to being among the first female fighter pilots, Shults was the first woman to fly an F/A-18 Hornet for the Navy, Foster told the paper. Afterward, she trained military pilots and then got hired as a pilot for Southwest.

According to the Bureau of Labor Statistics, only 6.2 percent of commercial pilots in the United States are women. But those close to Shults say she's always had the skills necessary to perform the job.

"She's a formidable woman, as sharp as a tack," Gary Shults, Shults' brother-in-law, told The Associated Press.

He said Shults' husband, his brother, is also a Southwest pilot.

"My brother says she's the best pilot he knows. She's a very caring, giving person who takes care of lots of people," he said.

MidAmerica Nazarene's director of alumni relations, Kevin Garber, said Shults traveled to campus last spring from her home in Texas to talk with students about her career. He described her as a "solid woman of faith" and very down to earth. "The nature of her talk was sharing her life journey and life path and encouraging female students to pursue their dreams and don't give up. You can arrive at that next level," Garber said. "Students were inspired by her tenacity, her motivation, her determination."

"She's just an excellent role model for women, certainly in the workplace, and just people in general," he added.

Robert Sumwalt, chairman of the National Transportation Safety Board, said at a news conference Wednesday that when the engine failed, the plane began a "rapid, uncommanded left roll" as steep as 41 degrees. The typical maximum is only about 20 degrees, he said, so "it would be alarming."

RETRO FLY (CONTINUED)

Sumwalt said he flew the 737-700 for a decade when he was a commercial pilot and was impressed by what he heard on radio communications from the cockpit. "You could hear their intonation. The pilots seemed very calm and assured about what they're doing," Sumwalt said.

"My hat is off to them," he said. "They behaved in a manner that their training would prepare them for."

Passenger Sheri Sears described the descent down to Philadelphia as chaotic, but also praised the flight crew.

"There was insulation flying everywhere," she said. "The passengers were amazing. They stayed remarkably calm. The flight attendants were so courageous. And that pilot — I give it out to her. I mean, wow."

After Flight 1380's emergency landing, Shults walked down the aisle and checked in on passengers, travelers said.

Matt Tranchin, 34, of Dallas, said the travelers burst into applause once they landed.

"There was a lot of hugging," he said. "I personally hugged the pilot. I think just relief — relief that we get to live for another day."

Southwest Airlines and Shults declined to be interviewed by NBC News on Wednesday.

Riordan died of blunt force impact trauma to the head, neck and torso, the medical examiner's office said in a statement to NBC Philadelphia.

On Tuesday evening, Southwest Chief Executive Gary Kelly offered condolences to Riordan's family, calling it "a sad day." He added, "I do want to thank and commend our flight crew for their swift action and for safely landing the aircraft."

Transportation Secretary Elaine Chao also extended sympathies and said in a statement, "I commend the pilots who safely landed the aircraft, and the crew and fellow passengers who provided support and care for the injured, preventing what could have been far worse."

-Article by Elizabeth Chuck and Shamar Walters for NBCNEWS.COM

FLY FACTS ABOUT SANTA MONICA AIRPORT

Santa Monica Airport is the oldest operating airfield in Los Angeles County, and the birthplace of Douglas DC-3. Originally called Clover Field, the Santa Monica Airport has developed over time into an arts incubator and is home to a number of creative venues housed in converted airplane hangars.



FLYING HIGH

ACCOMPLISHMENTS AND MILESTONES OF OUR CHAPTER MEMBERS

Janie Thomas completed her Commercial Pilot Certificate!!

Benedikta Unter Ecker completed her Ground Instructor Rating!!

Alicia Maher completed her Solo Cross Country!!

Way to go Ladies!!!