



Newsletter of The San Joaquin Valley Chapter of The Ninety-Nines, Inc.

NEXT CHAPTER MEETING

Date: March 12, 2019

Location: Modesto Airport

Time : 11:00 AM

Rides available, contact Lynne for details

Chapter Chairmans Corner



I am sure that the West side of the Valley has been getting as much moisture as we have been in the foothills of the Sierras, but the past two weeks we have had constant weather including eight inches of snow twice in less than a week with a forecast of more to come. Thirty-six hours of power outages hit some of us worst than others. I am glad I have an almost whole house generator ...who ever heard of leaving out the master bedroom and bath, but wiring the garage...not to mention my waterers in the barn were not covered and we had 19-20 degree nights. I was necessarily chipping ice for my horses. The saddest part of the storms has been more trees down...as if the Bark Beetle, fires and the drought weren't enough, ice freezing in crevices brought down limbs and whole trees broke off at the roots landing on structures and closing roads.

That said, Dianne Cole and I did manage to get to our respective airlines to spend most of three days in travel and at the Winter Workshop in San Diego. The thrust of the meeting regarded getting and keeping chapter members. We are up to 21 in the Chapter today with two more potentials at

Pine Mountain Lake Airport. It was a great meeting despite wild winds, lots of rain and palm fronds all over the parking lot. We were dry for most of it...just the dinner run was adventurous! A couple gals actually flew down night IFR. Those "older and less bold" either drove or flew the airlines. :) Forty-eight came to the workshop.

You will be receiving an email from Club Express in the future. When you do, open it and follow the instructions for setting up your personal password. This will be the program in the future for registering for events for the Southwest Section. We will learn how to use it for our events at the Section meeting in Sacramento. The Fall Section meeting in San Luis Obispo will be the first time it will be utilized. Check your SPAM regularly as it could be there.

Anybody wanting to vie for a scholarship, and there are many available, check the SSD99s.org website for do's and don't. It was reported that several candidates that appeared qualified for scholarships sent in incomplete and sloppy forms. We want to help all who want a scholarship to succeed in getting one.

Current stats on the Ninety-Nines shows us over 5800 total, 1025 student pilots, 156 chapters and 50 countries. Over a thousand of that total are in the Southwest Section.

A very productive conference call was set up where Dianne Cole and Pat Titus, with a few more of us, discussed the plan for our Companion Flying Course. I will let them tell you the details of the plan, ...the where,

when, and who later in this newsletter. It is a great opportunity to share your love of aviation. Hope to see you there, if not sooner.

March 12th is our next quarterly meeting and we will meet with Pat and Dianne at the Modesto Airport to check our status on our Companion Course Plans and anything else we need to pass on at that time. Hopefully, a few of us can fly in for this? Our June meeting will be replaced by our Companion Course which falls in that time frame.

Also, we were asked by Governor Jeanne Fenimore, specifically Candace Harding, to receive the Ninety-Nines tent for AOPA's fly-in at Livermore June 21st-22nd. We will be supporting the tent during those two days, as well. Considering the hotel impact, some of us helping will have to schedule early to get a room? We hope those of you closer to Livermore can help out, especially since those of us presenting/helping on the East side of the Valley will have to get rooms for the Companion Flying Course that same month. Candace will be heading up this activity.

The Spring Section Meeting in Sacramento is coming up first weekend in April. I know Dianne and I are going...anyone else? It's so close to many of you that this is a great chance to attend one. It's fun to be with our "sisters in the air". We all need destinations to keep interested and this is an easy one for us to get to. I am happy to report my airplane is back in the air after being down for nine months for an engine rebuild. I hadn't flown for fourteen months so the rust is barely wearing off in my 2.3 hours I have flown since. I need our runway to be snow and ice-free again?! Winter has finally come to the mountains, having been away for many years.

Happy Landings, everyone!
Lynne

Flying Companion Seminar Planning

The committee planning meeting for a Flying Companion Seminar was held on Jan 8th and followed up with a conference call on Jan 22nd. We were able to accomplish a great deal of work and planning continues.

After exploring various possible locations, with thanks to Pat Titus and Barbara Blissert, it was determined that the Airport Clubhouse at Buchanan Field in Concord, CA would be best suited for our needs. It has a full kitchen, sound system, A/V projector, lots of ramp space and lots of parking. We have held a Flying Companion Seminar there before, and it was very successful. Due to popularity of this venue, the earliest date we were able to book is June 8th.

The following topics have been assigned to the following people to present at the seminar. The assignments were based on previous experience, and are only suggestions. Contact Pat Titus or Dianne Cole if you want to change.

Fear of Flying.....Dianne Cole
Nav/Chart/Foreflight.....Lynne Orloff
Weight and Balance..... Laura Stengel
Preflight Checklist.....Candace Harding
Medical.....Terry Kirby
Weather.....Barbara Blissert
Aerodynamics.....Pat Titus
Fun Places to Fly.....Deb Travaille
Instruments.....Catherine Santa Maria

More details to follow at the March Chapter Meeting, or as they become available.

Just a reminder, this seminar is being held as a fundraiser to ensure the continuation of a scholarship in honor of our late member, Nancy Fouquet.

2019 Calendar

March 1-2 – International Board of Directors
Meeting, Oklahoma City, Oklahoma

March 2-3 – Bylaws Modernization Project
Meeting, Oklahoma City, Oklahoma

March 30-31 – Travis Airshow
Travis AFB

April 1 – Deadline for submissions to
the *Ninety-Nines* magazine for the May/June
issue

April 4-7 – SWS Meeting Sacramento, CA

May 16-19 – Southeast Section Spring Meeting,
Pensacola, Florida

June 8, 2019 – SJV99s Flying Companion
Seminar, Concord CA

June 21-22,, 2019 AOPA Regional Meeting
Livermore, CA

June 15 – German Section Yearly Meeting,
Schoenhagen, Germany

International Conferences

July 16-21, 2019 – Dayton, Ohio

July 8-12, 2020 – Long Beach, California

Are you ready for ADS-B Out?

Reprint from AOPA

It's been an uneventful IFR flight to Cameron Memorial Airport in Cameron, Missouri, northeast of Kansas City. Most of this leg has offered smooth air between layers and, surprisingly, no headwind despite your westerly course. You acknowledge your clearance for the RNAV Runway 35 approach, pull back on the throttle of the rented Piper, and join the approach.

Come January 2020, the RNAV (GPS) Runway 35 approach to Cameron (Missouri) Memorial Airport is just one of many with a trap for pilots flying aircraft not equipped with ADS-B Out.

Then, just after passing AKZUB and less than 15 nautical miles from touchdown, it happens. You enter the 30-nautical-mile Mode C veil surrounding Kansas City International Airport and, because the airplane you're flying is not equipped with Automatic Dependent Surveillance-Broadcast (ADS-B) Out, you have violated FAR 91.225. Maybe the surprise visit to see your Aunt Lucille wasn't such a great idea after all.

Actually, there's no problem flying that approach today. But it will be unavailable to aircraft without ADS-B Out after January 1, 2020, when the FAA has mandated ADS-B Out for flight in the airspace defined by FAR 91.225. ADS-B uses GPS satellites to determine an aircraft's position, and then transmits it to FAA ground stations and other aircraft. It is a key technology behind the agency's Next Generation Air Transportation System.

ADS-B Out will be required for flights after January 1, 2020, in all Class A, B, and C airspace; within the 48 contiguous states, Class E airspace at or above 10,000 feet msl, excluding the airspace at and below 2,500 feet agl; within 30 nm of a Class B primary airport (the Mode C veil); above the ceiling and within the lateral boundaries of Class B

or Class C airspace up to 10,000 feet; and in Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nm of the U.S. coast. Except for the Gulf of Mexico airspace, this essentially is where a Mode C transponder is required today.

How many instrument approach procedures are potentially affected by segments that cut through airspace where ADS-B Out will be required? There is no comprehensive count, but any instrument approach procedure to an airport just outside a Mode C veil, or Class B or Class C airspace, could be at risk. And the task of identifying the problem is complicated by the fact that airspace boundaries and Mode C veils are not depicted on approach charts (although Mode C veils are shown on FAA low-altitude IFR charts).

Planning will need to include more than the IAP itself. For example, at Cameron, Missouri, the RNAV (GPS) Runway 17 approach avoids ADS-B rule airspace, but the missed approach procedure routes you straight into the Mode C veil. Instrument approaches into California's Salinas Municipal Airport avoid FAR 91.225 airspace, but many of their missed approach procedures require flight within the lateral boundaries of the Monterey Class C.

The threshold of Runway 12 at Gary/Chicago International Airport in Gary, Indiana, nearly abuts the Chicago Mode C veil, making approaches; missed approaches from Runway 30, and even VFR patterns are a problem for non equipped aircraft. Pretty much every instrument approach—or missed approach procedure—to Gwinnett County-Briscoe Field in Lawrenceville, Georgia, requires flight within the Atlanta Mode C veil. The only IAP into Norwalk-Huron County Airport in Norwalk, Ohio, requires that you fly within the Cleveland Mode C veil.

A similar gotcha could affect VFR pilots receiving radar traffic advisories. You've plotted a route to stay clear of Class B and Class C airspace, and a well-intentioned controller—remember, he or she may not readily know whether your aircraft is equipped with ADS-B—offers a shortcut through their sector. Will you remember the imminent rule violation before you graciously thank the controller and make the turn?

ADS-B airspace gotchas are not limited to the continental United States. In Hawaii, the Mode C veil surrounding Daniel K Inouye International Airport in Honolulu covers the entire island of Oahu (and then some)—and the Class C airspace for Kahului Airport bisects the island of Maui. And in San Juan, Puerto Rico, the Class C airspace for Luis Munoz Marin International Airport covers the island's busiest airspace.

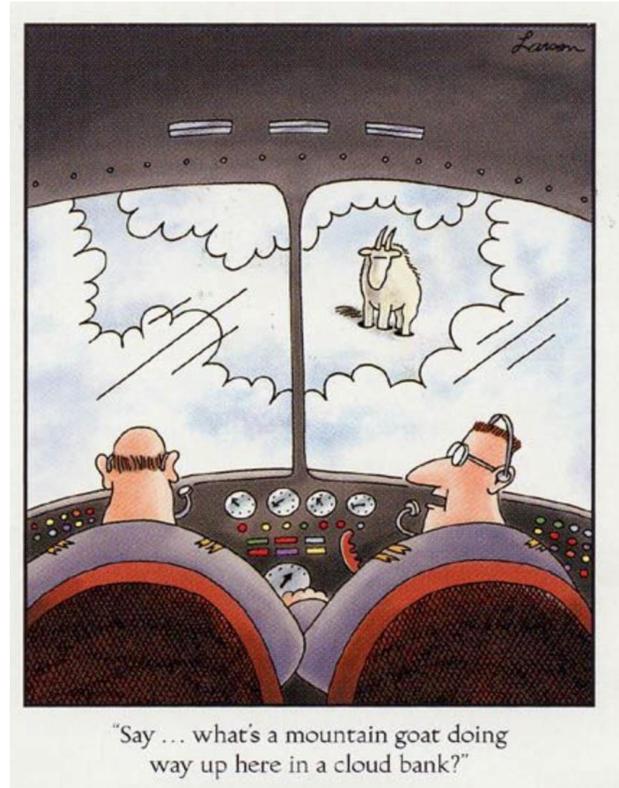
“Basically, 100 percent of aircraft in both areas need to equip,” said Rune Duke, AOPA senior director of airspace and air traffic. The FAA's 2015 GA Survey estimates about 475 active GA aircraft based in Hawaii, and about 420 active GA aircraft in Puerto Rico, Duke said. As of August 1, 2018, only 52 fixed-wing GA aircraft in Hawaii had equipped with ADS-B Out; for Puerto Rico, the number was 47. The isolated nature of Hawaii and Puerto Rico, and the limited number of avionics shops on the islands, will make it tougher for aircraft owners to schedule installations as the January 2020 mandate approaches.

As of December 1, 2018—the most recent data available at press time, because of the federal government shutdown—48,892 U.S. fixed-wing general aviation aircraft had been equipped with ADS-B Out. For aircraft owners who have not yet decided about equipping, at press time \$500 ADS-B Out

Smile of the day

rebates from the FAA (www.faa.gov/go/rebate) remained available but exact numbers were not accessible, again because of the shutdown. (Owners can make reservations and validate equipment performance during the shutdown, but processing of rebate checks is delayed.)

One of the biggest challenges facing owners who have not yet equipped may be the clock. From March 1 there are 10 months remaining to complete an ADS-B Out installation before the mandate becomes effective. Some shops are reporting installation backlogs of more than six months. If you need to equip before January 2020, schedule the installation now, even if you're still undecided about which hardware you will use.



Dianne Lauren Cole, Newsletter Editor.