

THE SAN FERNANDO VALLEY CHAPTER  
OF THE NINETY-NINES,  
FOUNDED ON FEBRUARY 1, 1952

CHAIRMAN  
SYLVIA SANDERSON

VICE CHAIRMAN  
PAULA SANDLING

TREASURER  
JEANNE FENIMORE

RECORDING SECRETARY  
CHARLOTTE KABER

CORRESPONDING SECRETARY  
NINA YATES

AUX TANK EDITOR  
NORA FEDDAL

OUR MISSION:

The Ninety-Nines is the international organization of women pilots that promotes the advancement of aviation through education, scholarships and mutual support while honoring our unique history and sharing our passion for flight, and to quote the 99s first elected president Amelia Earhart, "TO FLY FOR THE FUN OF IT."

Originally established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc. are now represented in every area of aviation today.

**SFV 99s**  
**P.O. Box 7142**  
**Van Nuys, Ca. 91409**  
**[www.sfv99s.org](http://www.sfv99s.org)**  
**[AuxTank@sfv99s.org](mailto:AuxTank@sfv99s.org)**

# AUX TANK

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

January / February 2014 Newsletter

## From the Chairman...

Hello,

The speaker in February was Sharon Morris, who gave us a very interesting presentation about the Van Nuys Civil Air Patrol. She also gifted each one of us with a cookbook from Jiffy (the cornbread company).

Sorry you missed the birthday party, which some of us enjoyed after the meeting. We are now officially 61 years of age! Don't we look great!

Since gathering enough information to fill the newsletter each month is becoming more difficult, the Board of Directors has decided that the newsletter will be published every other month, beginning with February.

As you know, the conference room where we hold our monthly Chapter Business Meetings seems to be in great demand. Therefore, several of the meetings have dates that are different than our usual meeting dates.

Following is the list of those meeting dates: Wednesday, March 12, Monday, April 14, and Monday, May 12. Beginning in June, we will revert back to our usual first Monday of the month routine, with the exception of July (when we are dark) and September, when we meet the Monday after Labor Day. Thanks to all of you for your patience.

**Our next Chapter Business Meeting will take place on Wednesday, March 12 at 7 p.m. at the Van Nuys FlyAway Conference Room.**

The next meeting of your Board of Directors is scheduled for Tuesday, March 25 at 7 p.m. at Millie's Restaurant located at 16840 Vanowen Street in Van Nuys.

I hope to see you soon!

Sylvia

**OUR STARS**



**ROSE OF ACHIEVEMENT**

Rhonda McNeil has her Captain status on Citation she passed her Jet Endorsement Rating!



**ROSE OF ACHIEVEMENT**

Lisa Fusano passed her written



Paula Sandling (vice-Chair) & Sylvia Sanderson (Chair) present Sharon J.O. Morris Certificate of Appreciation for speaking at our meeting, about the Civil Air Patrol.



Pat Moore Cervenka & Christine Torres pilots came to our meeting. Lisa Fusano (center) has a lot to share this month she passed her written, had a grandchild and her dad celebrated his 90th birthday.

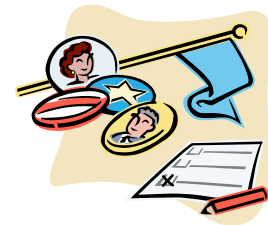
### Election time is here and your Chapter needs you!

My fellow 99s, ask not what your **Chapter** can do for you, ask what you can do for your **Chapter**.

As you know the Board of Directors is coming up to the end of its term and five positions need to be filled: Chairman, Vice Chair, Treasurer, Corresponding Secretary, and Recording Secretary. Each position of the Board is a great opportunity to make a special contribution to the Chapter and it is a commitment that requires only a few hours per month. All of us keep the San Fernando Valley Chapter thriving and alive and a position in the Board of Directors is vital. Please consider serving as a member of the Board and contact Doris Minter (310-452-1868) [dmlittlered278@gmail.com](mailto:dmlittlered278@gmail.com) or me (213-905-0069) [lecadet99@yahoo.com](mailto:lecadet99@yahoo.com).

On behalf of the Nominating Committee, thank you for your time and consideration.

*Linda Amor Hernandez*  
[Lecadet99@yahoo.com](mailto:Lecadet99@yahoo.com)  
213.905.0069



The Antelope Valley Chapter meeting is next Saturday at the Village Grill in Tehachapi. The Village Grill is walking distance from the airport and on the Main Street. They have invited several Chapters so it's a good time to meet some 99s. The meeting starts at 10 am.

The next Southwest Section Planning meeting is March 11th at 7 pm at the Ontario Airport Hotel. We are co-sponsoring this event and are working Registration and the Fly-Market, so we would like to have a good showing. If you haven't registered you can do so at [sws99s.org](http://sws99s.org).

Our last planning meeting will be Saturday April 19th 10am at Cable Airport where we will stuff goodie bags.

Don't forget about the Los Angeles County Air show on Friday March 21 & Saturday 22 at Fox Field. Information: <http://www.lacountyairshow.com/>

We will NOT have a meeting on March 7th; our next Chapter meeting is Wed. March 12 at 7 pm.

Sylvia will be sending out reminders.

*Jeanne Fenimore*

MISSING SOMETHING

MISS MATCHED

NEED MORE

BROKEN

OLD

CONTAIN YOURSELF!!

## **SFV 99s IS HERE TO HELP!!**

Replace Lost Pieces

Get the Right Tops

Keep Extras On Hand

Replace Cracked Parts

Freshen Up

**CALL YOUR FAMILY AND FRIENDS!!**

## **SFV 99s' TUPPERWARE FUNDRAISER!!**

WHEN WAS THE LAST TIME:

You wanted to take something to a hangar party and didn't have the right size container?

You had leftovers and didn't have anything to put them in?

You reached for a container but the lid didn't fit?

You were prepping for a meal or get together and needed extra serving pieces?

You took out your favorite piece of Tupperware and it was broken?

You wished your old piece of Tupperware were a different color or just new?

**NOW IS YOUR CHANCE TO HELP YOURSELF AND YOUR CHAPTER!!**

**\*SFV 99s' TUPPERWARE FUNDRAISER\***

**Bring your chipped, cracked, broken parts and/or**

**Pick Up Catalogues at the March 12, 2014 General Meeting**

**Fundraiser Catalogues are Good Thru April 25<sup>th</sup>**

Need Something? Questions? More Catalogues? Phone Orders? Email Orders?

Here I Am...Charlotte Kaber (Recording Secretary, FWP – SFV 99s) [chark613@gmail.com](mailto:chark613@gmail.com) 818-674-0754

No, I'm Not the Tupperware Lady...but I was once!

## Ninety-Nines Resolutions for 2014

Let me help you with your 2014 99s resolutions. These are things that we can all resolve to do in 2014 to strengthen our Chapters and our International organization. Here we go:

1. I resolve to attend one Chapter meeting in the first quarter of 2014. Even though I have all sorts of things competing for my attention, I will make the 99s meeting THE most important thing for just one meeting.
2. I resolve to introduce one lady pilot, future plot or student plot to the 99s. I will tell her about the benefits of associating with 5000 of her newest best friends who share a similar interest and who will encourage her to attain all of her aviation goals.
3. I resolve to wear my 99s pin, charm or other show of support when I fly one aviation mission so I can tell the general public about the 99s when they ask the meaning of the logo.
4. I resolve to attend either one Section meeting or the International convention in 2014.
5. I resolve to pay it forward by mentoring a lady pilot, participating in a youth event, volunteering for a 99s aviation event, serving my Chapter, Section or International Board, writing an article or short story for the SW Section Southwesterly, or telling people about the 99s scholarships available to them.
6. I resolve to become familiar with the SW Section web site and/or Facebook page to keep up with the exciting things happening in the Section. I will try to post my progress with these resolutions when I accomplish each.
7. I resolve to fly and take aviation education classes or seminars as often as I possibly can. If I have the time and money and the opportunity presents, I will opt for an aviation event over a non-aviation event.

There. Look how simple it is to take the steps toward being a more active 99. Please adopt these 2014 99s resolutions and let me know by fulfilling **Resolution 6**: post on the SW Section 99s Facebook page "**#6 - I resolve to be a 99**". Do not just "like" the post. Let me know you read this page.

*Maureen Kenney (Credit to Terry Carbonell, SES Governor for this list.)*

We have decided that the pancake breakfast will be postponed probably until May. Everybody wants to go to the L.A. County Air Show featuring the Blue Angels at Fox on March 22. We always schedule the pancake breakfasts to coincide with Young Eagles at WHP. The April YE date is the same weekend as section. So looks like May - will send out the new date when we firm it up.



**Ruth Logan**

## Wise As An Owl or... How Not To Let Night Flying Make You Batty!



A number of years ago, I used to write about night flying almost every year. Now, I find it's been 6 or 7 years since I last wrote about it and it's probably time to dust off the subject again. If you're a "VFR day only" pilot or fly just to see the sights, the general absence of sunlight could definitely squash your plans to fly later in the day or evening. Or, your need to arrive back at your home airport might put a much-too-early end to a day's flying adventure (oh bother!). There are some additional risks for our little single-engine airplanes because it's harder to deal with emergency landings at night. With due diligence applied however, there are some very nice advantages to flying after dark. It isn't just for owls and bats! Here are a few things you might like to think over about flying at night.



First of all, don't think you have to fly at night. The United States is just about the only country left where night-VFR is permitted. Anywhere else, and you need to file IFR. If you're uncomfortable with the environment, i.e., a strange field, perhaps with inadequate lighting or imposing terrain, then the best thing to do is wait for daylight. This is somewhat analogous to not flying in marginal weather. It's all a question of your experience level and your comfort level. If you don't feel safe, don't go!!! My husband and I once took our (single-engine) Cardinal on vacation up to Montana. All of our flight legs were VFR-day because there were too many mountains and rough (and unknown) terrain. The risk factor was too great for our comfort level, though the airplane was in great shape, we have both been flying for many years, and there are more than 25K flight hours between us.

If you do decide to fly at night, you'll most likely want to double check a few items on your pre-flight checklist. Make sure (not to sound trite) that your aircraft's lighting works as advertised. Check BOTH the inside and outside lights before you do anything else! Do the radio lights work? How about the navigation/position lights (both wingtips AND the tail!) and ESPECIALLY the



landing light? Is your electrical system healthy enough to handle the extra load that turning on the landing light will add? Make sure (really sure) that you have two flashlights on board, and that they not only work, but that they are within your reach from the cockpit. One excellently useful item to have is a small, lightweight flashlight that you can hang on a lanyard around your neck (preferably with a red lens to save your night vision). There are some out there that are activated only when pushing a button on the end. That way, it's instantly on when you need to point it at something, and off when you don't. You might also consider carrying spare batteries (also within reach), just in case. Been there and been burned!! Muddling about in the dark is not necessary if you do a little planning ahead of time. At least one of the two flashlights in my Cardinal is one of those new exceedingly bright LED flashlights. It's got several settings from "on steady" to "strobe", which just might attract someone's attention if needed.



Things really do look different at night. Many's the time even highly-trained and experienced pilots have groped around in a multi-million dollar jet trying to find some air strip that they've been in and out of many times before, but it's so poorly lit that finding it is an exercise in "have you got it?", "nope, have you?". Big city strips in the middle of the big city are the worst as airport lighting tends to get "washed out" by the surrounding city lights. Just try to find the Orange County Airport beacon at night! (Been there, done that...yikes!) If the airport has an approach (an ILS), you can use it and be more sure of where you're headed. If you're talking to ATC, never fall for the old "vectors for the visual (approach)" routine. If you are in any doubt about an airport's location, 'fess up and have the controller help you. It's much better to do that than to have to explain a major mistake to the local FAA rep. One night a very long time ago, I heard a conversation between a Van Nuys controller and some poor soul who was certain that he was in the Van Nuys pattern. I was there too, near where he was reporting, so I was searching the sky for his lights and couldn't find him.





The controller was dubious and couldn't see him either, but nevertheless cleared him to land. A few moments later the airwaves were filled with his expletives as he realized he was at Burbank. Oops! Of course, now that they have local radar in the towers, it's harder for this to happen. Taxiing can be an adventure, too, if there are no lights around. If you are lost, let the ground controller give you "progressive" instructions. They'd rather you did that than blunder about. If your landing/taxi (some aircraft have both) light isn't helping enough, open a window and stick your flashlight out. As I said, those new LED flashlights are VERY bright! If you're at a small, uncontrolled field, lighting may be minimal at best. When in doubt, stop until you can determine where you're going! It's better than ending up literally "in the weeds".

If you're headed for an uncontrolled field at night, be sure you know the procedure for turning on the runway lights. Normally (but not always), it involves multiple radio "clicks" with your mike button on the Unicom/CTAF frequency. If there's an AWOS, be sure to listen to it before you land because seeing the segmented circle and/or any windsocks will be much more difficult at night – especially if you aren't sure where to look. This is where a pre-flight look at the Airport Facilities Directory or one of the flight guides (the "brown" Flight Guide or the "blue" California Airports) can really help you. You may also have a chart subscription for you iPad that you have with you. The information is available and reading up ahead of time is a really good idea (it's also mandatory if you read the FAA regs!).

Night time can be a great time to fly. The sight of the city lights around LA can be pretty spectacular. It's also easier to spot other aircraft because their position lights and beacons stand out against the dark sky. The air is generally smoother when the sun isn't out there heating things up and causing convective turbulence. The best time for going places or for instrument training can be at night. There are just fewer airplanes out there to take up ATC's time. Controllers are more prone to help you and to make special concessions at night. A good time for pattern/landing training, if you are a "night owl", is between 2100 and 2300 (little activity and many of the airports are still open). One practical side to this is that you can get in more training for your time in the air, which translates to \$\$, and we all know how expensive flying is these days! If you have a "day job", it can be more convenient, too.

One final note, and that's about your eyesight. Having your radio panel lights down at a low level, red filters on flashlights, etc. is always a good idea. Perspective is easily lost at night, and by keeping your cockpit light levels to a minimum, you'll have a better ability to see the runway and judge your height above it when it comes time to land. It takes time for your eyes to adjust to the dark, as you well know, so help your eyes to help you. One little trick you can try for yourself sometime just to prove what a difference it makes: some night as you go on your rounds to close up your home for the night, try closing one of your eyes about 4 or 5 minutes before you know you'll be turning off the last light. Then once that last light is out, open the closed eye and you'll be able to compare just how much more you can see with the one that was shut! This sounds a little silly, but you'll be amazed at the difference. I have to admit that I do this regularly because it keeps me from stumbling around in the dark after all the lights are off.

As always, let me encourage you to fly within your own personal safety limits. If you aren't comfortable with flying at night, make a few flights with your CFI until you regain your confidence, or just wait until the sun comes back out. Be as wise as an owl and make the smart decision for you.

Have a safe flight! And a Happy New Year to all!

*Claudia Ferguson, Safety Chairman*

*San Fernando Valley 99s*

© CK Ferguson 2014

**MEETINGS:**

- Mar 12 (Wed.) 7 p.m. – Chapter Business Meeting, Van Nuys FlyAway Conference Room
- Mar 14-15 (Fri.-Sat.) – International Board of Directors Meeting, 99 Headquarters, Oklahoma City
- March 21-22 (Fri.-Sat.) – Los Angeles County Air Show, Fox Field
- March 22 (Sat.), 8:30 a.m. – Explorer’s Pancake Breakfast - POSTPONE until May
- March 25 (Tues.), 7 p.m. – Board of Directors meeting at Millie’s Restaurant in Van Nuys
- April 6 (Sun.) – Antelope Valley 99s St. Patrick’s Day Poker Run & BBQ



**SFV 99s**  
**P.O. Box 7142**  
**Van Nuys, Ca. 91409**  
**[www.sfv99s.org](http://www.sfv99s.org)**  
**[AuxTank@sfv99s.org](mailto:AuxTank@sfv99s.org)**