

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

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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
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AUX TANK

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

From the Chairman...

March / April Newsletter

Owing to the fact that the March and April meetings were held on dates other than the usual first Monday of the month, both times there were only twelve of us in attendance (including the Board). I do hope more of you will be able to attend the next Chapter business meeting on May 12!

Those of us present at the meeting last night voted for the new slate of Board officers and the rest of you will receive your ballots in the mail shortly. Be sure to vote!

If you haven't already registered to attend the SWS meeting in Ontario, it's not too late to do so. Your assistance is needed at the Registration Table and in the Fly Market.

Do you need Tupperware? It's a fundraiser that will put 40% of the sale into the Chapter's treasury. Please call Charlotte Kaber to place your order today!

If you use the List Serve, please remember to keep your messages aviation related and when responding to a message, please do not respond to "all". Very soon a set of guidelines for the use of the List Serve will be published. If you wish to participate in the writing of these guidelines, please send me an email so stating.

Take a look at the upcoming events list – it covers April, May & June.

I look forward to seeing you soon!

Sylvia



Please join us for a celebration of Dan Kenney's life. Dan passed from this life on March 5, and his ashes were buried at Flying Cow Ranch, his favorite spot, on March 29. He rests under an Aleppo pine that he planted about 20 years ago. Now we would like to gather his friends and family together to celebrate the life of this warm, gentle, caring husband and father.

Please bring your memories and a dessert or snack/*hors d'oeuvre* to share. This will be an informal gathering. We will serve ice tea, sodas and water.

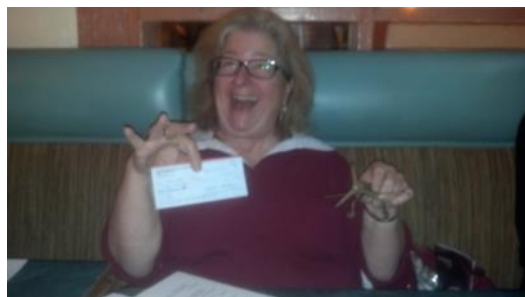
Date: May 3, 2014
Time: 2pm to 4pm
Place: Home of Bob Krol and Shirley Svorny
19075 Braemore Rd., Northridge, CA 91326

RSVP: mdkenney@yahoo.com or text to 818-207-6089

Maureen



Members of the Month



Charlotte passed her written! Congratulations!

I just found your site and wanted to say thank you!

My name is Gerry Brown. I was the first male to win a scholarship from your chapter back in 1980. I was given \$1,000.00 to be used for my A+P license. However, I used it to get my Flight Engineer (B727) rating at Fowler Aero-nautics in Burbank.

I put that rating to good use as I was hired by International Air Service Co. (IASCO) to fly 727's for Emery Air Freight. Ultimately I ended up at Continental Airlines/United Air-lines, 1985-present. I flew the 727 (LAX,DEN,GUM,HNL), for 15 years, the 777 (EWR) for 12 years, and now the 787 (IAH,LAX) for the last 1 1/2 years. I am living in Denver and married to my high school sweetheart for 37 years with two children and two grandchildren.

Again, thank you for helping me with my career advancement!

Gerry Brown



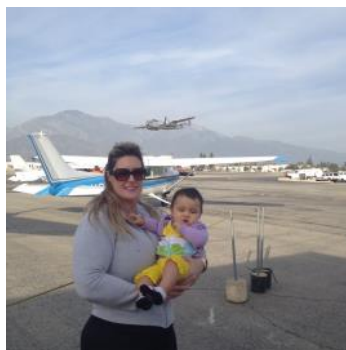
Jasmine's First Air Show

On Saturday, January 11, Joey, Jasmine and I drove to Cable Airport for their annual air show. We had a great time. We saw many of the San Gabriel Valley 99s hard at work. We also visited the Aviation Gifts by Ruth booth to see our very own SFV 99, Ruth Logan.

Once done socializing, meandering around the hangars and static displays, as well as eating our share of air show food, which was quite yummy, we headed toward the flight line. We watched and were amazed by the aerobatic performers and the sky divers. One sky diver had to cut away his primary chute due to a deployment failure but was successful in deploying his emergency chute. A sigh of relief was heard among the crowd. All was safe.

Clay Lacy put on a great performance in his Pila-tus. We also loved the roar of the B-25. A great time was had by all. The Cable Air Show was an afternoon of some fun entertainment! It's an air show that doesn't disappoint!!!!

Julieann Sikora



Mission Flying

The Flying Samaritans is a nonprofit group of pilots, doctors and other health care professionals who fly to Mexico and help out in free clinics. While Mexico has national health care, often clinics are few and far between. The Southern California chapter of the Flying Sams typically flies out of Hawthorne, Fullerton, and surrounding airports, but one can fly out of anywhere in LA county, roughly. We typically have health care folks meet us at our base airport, though sometimes we pick them up enroute. The SoCal chapter mainly participates in the monthly clinic at Jesus y Maria, a village north of Guerrero Negro, Baja Sur, MX. We depart very early Saturday morning, work in the clinics Saturday afternoon into evening, stay overnight in Guerrero Negro (Hotel Malarrimo has an amazing restaurant!), and arrive back home Sunday evening. Pilots help in the clinics too! Usually directly with patients only if the pilot is fluent in Spanish; but there are plenty of other tasks, like organizing the pharmacy (see Sara at work, below), etc. The Pasadena Rotary Club, along with a number of pilots, organized the LA chapter and built the first clinic in Jesus y Maria in 1987.



Pilots must be instrument rated, have (own or rent) aircraft that have insurance coverage in Mexico, have a valid passport, etc.

More information can be found at the Flying Sams website:

<https://www.flyingsamaritans.net/>

and at this Pasadena Rotary web page:

<http://jesusmariaproject.wordpress.com/flying-sams/>.

Bill Allen, who has a C182 at HHR, organizes the SoCal trips. Lisa Jones is the President of the chapter. If you want more explicit details from him, email SFV99 Sara Tompson at saratifr@gmail.com and she can connect you with Bill.

Sara reports that she was privileged to fly her Spanish-fluent niece Lucy on a Flying Sams mission last year here they are posed by the C182RG. Lucy called it a life-changing experience!



Ms. Sara R. Tompson,

Spring Southwest Section Meeting

I would like to remind you of the **Spring Southwest Section Meeting** April 25-27th in Ontario, Ca. The San Fernando Valley Chapter is a Co-Sponsor of this Section Meeting and we would like to have a good turnout. If you feel you can only attend one day there is a Special Saturday only Registration of \$99.00. This includes Breakfast, Business Meeting, Seminars and the Saturday evening Banquet.

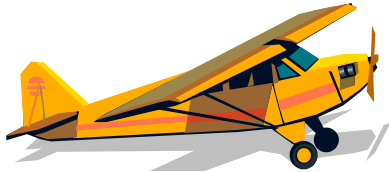
You can also just attend the Business meeting and everyone is welcome, but we do request that you let us know that you will be there so we have seats for everyone.

For more information go to www.sws99s.org you will see a link to the Spring Meeting.

Crosswind Landings



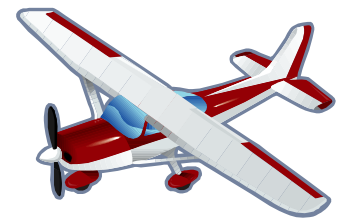
Well, in the almost 25 years since I began writing these articles for the 99s, I have done a lot of talking to all sorts of pilots about safety, to try to get their ideas and experiences. Once in a while, you run into a savvy individual who has some good practical advice with “clues you can use”. I asked one such instructor about crosswind landings, and this is what I was told:



“Fledgling, and sometimes not so fledgling pilots, have trouble with crosswind landings.” In other words, that’s just about everybody!

“Most fledglings will try to imitate their instructor’s effortless method of flying the airplane in a crab until it’s just a few feet above the runway, then simultaneously aligning the nose of the airplane with the runway centerline with the rudder while correcting for any drift with just the right amount of aileron, then deftly touching down on one wheel, á la Bob Hoover. Until you can fly like Bob Hoover, however, this is probably just making your life harder.

“My old instructor’s method for teaching crosswind landings was as follows: simply remember that landing in a crosswind is merely landing the airplane in a controlled slip. He showed me how to line up the airplane with the runway and, while still maybe a quarter of a mile out, rudder the nose around to make it point in the same direction as the runway centerline. Then, when the airplane starts to drift, simply correct for this drift with whatever amount of aileron is appropriate. This way, you’ve plenty of time to figure things out. When you’ve got the drift corrected, just hold what you’ve got until it’s on the runway. And remember not to quit when it’s on the ground: keep the airplane’s nose pointing down the runway with the rudder and hold that aileron in there until the speed dissipates. This is a time when you don’t want to forget that old adage: “keep flying it until it’s in the chocks”. Some additional points:



- Remember to carry a little extra speed (about one-half the maximum gust velocity) when it’s windy.
- You might try a notch less of the flaps than you use in calm conditions, as it will give you better control (less wind influence)
- Don’t be afraid to go around if you’re uncomfortable, and be ready to initiate the go around if a gust suddenly puts you where you don’t want to be if you don’t have time to correct.
- Use good taxi techniques on the ground and go slowly!”

Well, that sounded like pretty good advice to me, so I thought I’d pass it on to you along with a couple of Rules of Thumb to help you when the winds start blowing.

Rule of Thumb for figuring out how much extra approach speed to add in gusty conditions:

$$\frac{\text{Max. Wind Gust Speed}}{2} + \text{Normal Approach Speed} = \text{Approach Speed with Gusting Winds}$$

Or, to make it short, add half the gust speed to your approach speed.

Rule of Thumb for figuring out just how much crosswind you have:

Degrees off runway heading	Multiply wind speed by:
15°	1/4
30°	1/2
45°	3/4
60° up to 90°	you've got it all!

E.g. if the wind is 20 kts and coming in 30 degrees off the runway, then you've got half of that, or 10 kts, as a crosswind component.

Your Pilot's Operating Handbook (POH) will tell you how much crosswind your aircraft is certified to handle, but go by your own experience and comfort level, which may lower that number a bit. It's always a good idea to practice with your CFI and stay proficient!

Have a safe flight!

Claudia Ferguson
 Safety Chairman
 San Fernando Valley 99s
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MEETINGS:

April 19 (Sat.), 10 a.m. – Stuffing of SWS Meeting Goodie Bags, Cable Airport Restaurant

April 25-27 (Fri.-Sun.) – SWS Meeting, Ontario

April 26 (Sat.), Blackbird Airpark Open House, Palmdale (next to Plant 42)

April 30 (Wed.), 7 p.m. – Board of Directors Meeting, El Queso Grande

May 2 (Fri.), 9 a.m. – Career Day, MJ Aviation (across the street from Van Nuys FlyAway)

May 3-4 (Sat.-Sun.) – Planes of Fame Airshow at Chino Airport

May 12 (Mon.), 7 p.m. – Chapter Business Meeting, Van Nuys FlyAway Conference Room

May 17 (Sat.), 6 p.m. – Santa Paula Airport Fundraiser Casino Night “Wine and Winnings” at the Aviation Museum of Santa Paula

May 21 (Wed.), 7 p.m. – Board of Directors Meeting, El Queso Grande

June 2 (Mon.), 7 p.m. – Chapter Business Meeting, Van Nuys FlyAway Conference Room

June 14 (Sat.), 12:00 p.m. – Awards/Installation Luncheon, Beverly Garland Hotel, Cabrillo Room



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