



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.

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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...(For real!!)

April 2015 Newsletter

Springtime has hit the Valley!!

It seems like everyone has taken the covers off their airplanes and have gone flying!! What wonderful weather we've been having this month! Looks like there will be some commando fly-out events soon for our Chapter.

We've got Pancakes at Whiteman Airport and the Southwest Section in Temecula to look forward to this month. Check out the Calendar of events and come support our Aviation Explorers and our fellow 99s!!

This is also the season for our members to start looking at scholarships for furthering their aviation knowledge! Go for it and if you don't succeed the first time, keep trying, humble chapter members never give up!!

Looking forward to the spring and summer months with my flying sisters! It's been an honor to serve you!

Cheers,

Anne Marie
SFV99s Chapter Chair

Nominating Committee Election Results:

Bertie Duffy (Chair), Lisa Fusano and Ruth Logan have presented the election results for the next year starting after June 2015:

Anne Marie Radel, Chapter Chair

Jackie Harris, Vice Chairman

Charlotte Kaber, Treasurer

Melinda Lyon, Corresponding Secretary

Alisa Liley, Recording Secretary.

Congrats to all and thank you to all the chapter members for voting!

"Meet A Chapter Sister"



Name: Claudia Ferguson

Home town: Los Angeles, CA (3rd generation LA)

Airport I fly out of: KCNO (4 years now, but previously KAJO for 15 years and before that KVNY beginning in 1976)

Favorite aircraft: My 1972 Cessna 177B Cardinal, N34147. P-51's run a close second. ;-D

When and where did you get your license? KVNY, March 19, 1977. My examiner was John Bell, Sr., who at the time had 35K flight hours.

Where did you fly for your cross country: KVNY – KCRQ – KTNP - KVNY

Do you own an airplane, if so, what type?: 1972 Cessna 177B Cardinal, N34147 owned since Jan.1980

Where is your favorite fly-in spot?: Probably L06, Furnace Creek. My husband and I just hosted our 15th annual weekend fly-in there for the Cardinal Flyers

Hobbies: Flying, singing (choral & a Capella close harmony), bicycling, pistol target shooting, crossword puzzles, crochet, cross-stitch, genealogy (via ancestry.com)

What skill do you have or factoid about you would surprise most people?: I worked as an aerospace software engineer for 35+ years on projects like Space Shuttle, Space Station and Patriot Missile, so I probably qualify as a "rocket scientist".

What will you be doing in five years?: Enjoying retirement and still flying, I hope!

April Food For Thought Statement:

"You cannot control what happens to you, but you can control your attitude toward what happens to you, and in that, you will be mastering change rather than allowing it to master you.

Brian Tracy

ATTA GIRLS & BOYS!

Jacki Harris for the Girl Scout event

Ruth Logan for the Career Day at Birmingham High School

From the SFV99s
Thank you for Your Support!



Anniversary

- 1975 Dolores Mathews
- 1982 Paula Sandling
- 1986 Beverly Butcher
- 1988 Mary Glassman
- 1999 Jaye Howes
- 2014 Dea Payette



R. Delano Memorial Scholarship from San Diego Chapter 99s!

Our own Lisa Fusano won the \$1,500 Marian R. Delano Memorial Scholarship from San Diego Chapter 99s! Lisa will be using the money to complete her instrument training. Please join me in congratulating her! Way to go Lisa!

Ruth Logan

Thank you for all the support!

Gratitude and excitement are words that express how I feel to be chosen as the recipient of the Marian Delano Memorial Scholarship from the San Diego 99s. Receiving this scholarship will help me begin training for my instrument rating so I can become a more competent pilot to fly special needs kids and humanitarian missions. I am very grateful to the San Diego Ninety-Nines for this gracious scholarship! Thank you to all my SFV99s for all your support! A very special thank you to my mentor, Ruth Logan and to Ceci Stratford for their encouragement and help applying for this scholarship! Pictured with my dad.

Lisa Fusano



Girl Scout Badge Day



Our Girl Scout Badge Day was a success! It was offered in conjunction with Girl Scouts of Greater Los Angeles' STEM program. We had 40 girls in grades 4-7 in attendance. Educational seminars, hands on plane displays and tours of the WHP tower were all highlighted. Thanks to Andrew Marino, WHP airport manager and his staff who helped to make sure our day went well and that we had plenty of static area & allowed us to use the meeting space. Thanks to all of our SFV 99s that pitched in to teach, demo & run tours back & forth across the hot tarmac & up/down all those stairs! Bertie, Maureen, Charlotte, Ruth & her 172, Anne Marie & her Tiger, Stacie in Kathryn's plane, and honorary 99, Kurt Young with his Navion. Our newest 99s, Nicolette & Becky get the fitness award for all that running back & forth! Thanks to the Explorers or pitching in wherever they were needed. Thanks all! GSGLA wants to make this an annual event.

I've still not received all the photos from the official scout photographer, so more coming next issue.

Jacki Harris

(Photos courtesy of Jacki Harris and Bertie Duffy)

“Confession of an Aviatrix”

For May meeting, the question is:

“What’s the most useful tool/iPad or panel mount or handheld item that you use in the cockpit?”

Girls First Flight....ever!

I had a wonderful day flying this past Friday. A good friend of mine who lives in Costa Mesa tutors three underprivileged girls, two of which were able to take their very first flight. (The third had a last minute doctor appointment that AM for her broken foot). Their Spring Break week and the weather finally cooperated. They've never even been on a commercial plane. We flew from WHP to CMA for lunch & then on for a bit of a scenic tour of the entire area. Ohhhh they loved the chocolate milkshakes at the Waypoint. The youngest couldn't wait until it was time to fly again though, repeatedly asking "are we done yet? Can we go?!" It's why we do what we do, isn't it? They'll be back!

Jacki Harris



(Photo courtesy of Jacki Harris)

King Schools Offers Free Online Crosswind Landings Course

The King Schools has released a second free online offering, "Crosswind Landings Made Easy," as John and Martha King team up to help pilots improve their crosswind landing skills. John demonstrates the proper techniques on how to stay aligned with the runway centerline with zero sideways drift when facing a stiff crosswind, while Martha provides the explanation.



Crosswind Landings and the earlier released "Non-Towered Airport Communications" are the first two installments of what John said will be a library of [free online video courses](#).

"We hope pilots enjoy these courses with our compliments," he said. The videos run on any Web browser - PC, Mac, or mobile devices. They also run on the King Companion App for iOS devices allowing for downloading and offline viewing.

These courses should be good!

Ceci Stafford

Career Day at Syncro

(Photo courtesy of Lilian Holt)



The Voice of the Village

The Voice of the Village is a non-profit newspaper that helps support the journalism program at Verdugo Hills High School. VOV's April edition devoted a lot of the paper to the 99s, EAA Young Eagles, Anne Marie (on the front page,) and ARC. Please take a moment and "like" Voice of the Village on Facebook. Our own 99 Kresse Armour is the editor of VOV.

Thanks!

Ruth Logan

Pancake breakfast fundraiser!

Aviation Explorer Post 747 will be hosting their annual pancake breakfast fundraiser on Sat. April 25 at WHP from 8:30 a.m. until noon. There will be free Young Eagle airplane rides that same day. We will also have a raffle, and we're currently in the process of gathering up raffle prizes. If you or anyone you know might be willing to donate anything to our raffle, it would be greatly appreciated. This event attracts many people from the surrounding neighborhood; therefore it would be nice to have some non-aviation items. We'll take anything - aviation related or not. Please spread the word to your friends and neighbors!



Thanks,

Ruth Logan

Transponder On During Taxi?

"The FAA recently changed the guidance in AIM paragraph 4-1-20 to state:

Civil and military transponders should be turned to the on or normal altitude reporting position prior to moving on the airport surface to ensure the aircraft is visible to ATC surveillance systems.

The reason for this is twofold. The FAA has installed ground radar surveillance systems at many large air carrier airports. These systems rely on information from the aircraft's transponder and discrete beacon code to identify the aircraft as it is moving on the surface.

Controllers in the tower see this information presented as a color display of aircraft and vehicle positions overlaid on a map of the airport's runways/taxiways and approach corridors. The system essentially creates a continuously updated map of all airport surface operations that controllers can use to spot potential collisions.

The other reason is that with older radar systems, transponder operation on the ground could cause interference and multiple targets on the radar display. Modern digital systems can filter out transponders close to the antenna.

Since you may not know whether you are operating at an airport with a ground surveillance system, good operating practice is to leave the transponder on at all times."

Reprinted article from <http://www.pilotworkshop.com>

Maureen Kenney

The Ninety-Nines, Inc. Director

FAAST Team Representative, SoCal area

Old Husbands' Tales... (not an April Fool!)

On a Sunday morning some time ago, the pastor of my church used a text from the Bible that says "Do not waste time arguing over godless ideas and **old wives' tales**." (1 Timothy 4:7 for the curious.) Well, I got to thinking that this is a good idea in many areas of life, including aviation. Isn't it strange that some bits of information come to be believed by large segments of a population even when they are untrue? Just look at the number of internet hoaxes there are out there (I must get 5 or 6 a week and sometimes more). Of course, since less than 6% of the licensed pilots in the U.S.A are women, (and that number is at an all-time high), it's probably a pretty safe bet that most, if not all, of the common misconceptions and strange bits of "lore" in aviation come from male pilots and are therefore really "Old Husbands' Tales". J

Now and again, it's a good idea to set the record straight. So, with that and the fact that this is the month for April Fool in mind, here are a few old husbands' tales to be refuted. While you are reading, please do keep in mind that although some of these things are not a "MUST DO", several of them are definitely "good for safety" and should be highly recommended.

Tale #1: You Must Maintain Radio Communication at Uncontrolled Airports



Basically, there aren't any communications requirements. No radio communication is required by FAR, so you can go in NORDO if you want to (or if you have to). I am NOT recommending this as it's always a safe idea to give any other aircraft notice of where you are so that you don't try to occupy the exact same bit of airspace. CTAF (unicom) frequencies are supplied on charts, and in the Airport/ Facilities Directory, and they are generally shared with other airports that may be within transmission range. This means that you will be able to hear aircraft at other airports, so it's always a good idea to state where you are at both ends of your transmissions and to keep the transmissions as short as possible. But don't rely completely on the radio to tell you where the traffic at your airport is. Keep looking for other aircraft that may NOT be on the radio (or may be on the wrong frequency!). If you are complacent, you could end up getting a REAL close look at another airplane before either of you have landed. Don't necessarily expect acknowledgement for your position messages on Unicom, either.

Tale #2: Your Altimeter & Pitot Static System Must Be Checked Every 2 Years

Depending on the type of flying you do, you may NOT need a pitot static system check every 2 years, and if your altimeter has 50' tick marks instead of 20' tick marks on its face (like the sample photo here), it's still quite legal.

Requirements for VFR:

- Does not need to be adjustable (sensitive) for barometric pressure. (Consider the ones installed in the "blind encoders" for transponders.)
- No checks, other than to make sure the pitot-static system is in good working order, are required.



Requirements for IFR:

- Needs to be "sensitive", which according to the SAE is adjustable to .02" Hg. The Kollsman window takes care of that.
- Every 24 calendar months, a pitot-static system check is required that must meet the standards outlined in FAR 43, Appendix E or a test procedure established by the manufacturer and approved by the FAA. During flight, it must be set to a current barometric setting within 100 nmi.

For use when coupled with your transponder that encodes altitude:

- Altimeter must meet TSO standards, otherwise if you are not squawking altitude, the TSO not required. (By the way, a TSO, or Technical Standards Order, is a spec to build something, and not necessarily to describe how it works.)
- For use in Category II and III landing operations, for reduced visibility minimums, an altimeter must be marked in 20' increments and there must be 2 altimeters in the aircraft.

Tale #3: IFR Clearances Must Be Read Back

IFR Clearances actually do not have to be read back. Of course, it's a very good idea, just to make sure you heard everything OK, but it isn't mandatory in the FARs. If you do read it back, you and the controller will have a chance to catch any errors – always a good thing! Don't forget that it's up to you to NOT accept a clearance if it isn't flyable for any reason, such as route, aircraft limitations, etc.

Note that most corporate jets and airliners now have avionics that will upload their clearance directly into their Flight Director. Very cool, but they still have to check to make sure it's the right one and that it's flyable.



Tale #4: Running An Engine "Over Square" Will Damage It

(Note: this does not apply if you have a fixed pitch prop!) The so-called requirement for a "squared power setting" or that the RPM in hundreds should not be exceeded by the Manifold Pressure in "inches of Hg" (e.g., 2300 RPM with 24" MP) seems to be left over from the old days of radial engines that were vulnerable to bearing wear at high power settings. There is a limit to the power which can be developed by an engine, particularly those that are turbocharged, but acceptable settings which have been tested are listed in the POH and can be used without apprehension. Have a look to see what is recommended for your engine/propeller combination. For example, if 65% power may be obtained at 2 different RPM and MP settings, why not use the one with the lower RPM and higher MP?

The reasons for considering that are:

Fewer RPMs per unit of time will lengthen the time before the engine is due for overhaul if you do this over a considerable length of time (TACH vs Clock time). It makes a difference over the years.

Fewer RPMs means the long-term accumulation of a lot of little things that eventually add up to something significant:

Fewer combustion cycles means less piston travel per unit of time, lessening overall engine wear.

For a given speed, less energy will be lost to friction if the RPMs are lower, and this translates to saving fuel.

The fuel will have longer to do its work (making power and cooling the cylinder).

There is cumulatively less wear on the prop, which is stressed more by the centrifugal and rotational forces (those that pull away from the hub) than by the "bending" forces (pulling forward) it gets from taking a larger bite out of the air (high angle of attack). Note: the red line on the RPM gauge is almost always for limitations of the prop, not the engine.

Prop tip speeds will be lower and therefore a little bit quieter. Noise abatement is a good thing.



These "tales" have been compiled to show that in aviation, there are always some "facts" that aren't really "facts". It's up to you to be smart, use common sense, know the regs, and the limitations of the airplane you fly. The more you know, the safer you'll be, and safety is always paramount.

Have a SAFE flight!

Claudia Ferguson
San Fernando Valley 99s, Safety Chairman
Aviation Safety Counselor
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MEETINGS:

- April 25, 2015 (Sat) 8:30-12 Aviation Explorer Pancake Breakfast – Whiteman Airport
- April 29 - May 3, 2015 SWS Meeting - Temecula, CA
- May 4, 2015 (Mon) 7pm, Chapter Business Meeting, Airtel Hotel, Earhart Room
- June 1, 2015 (Mon) 7pm, Chapter Business Meeting, Airtel Hotel, Earhart Room
- June 13, 2015 (Sat) SFV 99s Awards Banquet - Airtel Hotel
- July 6, 2015 - No meeting - No Newsletter



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