



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

CHAIRMAN  
ANNE MARIE RADEL

VICE CHAIRMAN  
JACKI HARRIS

TREASURER  
CHARLOTTE KABER

RECORDING SECRETARY  
ALISA LILEY

CORRESPONDING SECRETARY  
MELINDA LYON

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

## From the Chairman...

August 2015 Newsletter

Welcome back SFV Sisters!!!

I hope the hiatus of a month was enough to re-energize our chapter batteries and get ready for an action packed coming year!

We already started our fiscal year off with our Summer Potluck at Ceci's hangar!!! What a delicious and fun time we had! Who knew a ladder, balls, flipflops & duct tape could be so much fun! Plus, everyone pitched in and made it a super successful event!

The new Board is in creative and goal achieving mode! We are looking forward to flying more, fundraising more and generally, spending more time together as a cohesive flying sister group. It is for our chapter sisters that we put in the hard work and enjoy doing the event legwork! But our work could not be completely done without the help of all our terrific chapter members who participate and make everything worthwhile!

Right off the bat, this month, we will be getting together on Sunday August 16th for a Young'uns Flight to San Diego Gillespie Field (KSEE) for the San Diego 99s Ice Cream Social at 2pm. If you need a ride or someone experienced to fly with you---let us know—we will make it happen!

Please take a look at the events schedule regularly, as we will be adding new dates and events sporactically.

Scheduled events to look forward to for the rest of this year are: Big Bear Air Show, Camarillo Air Show, Reno Air Races, SWSection Meeting (Monterey Bay), Tucson Treasure Hunt, Havasu 600 Air Race, Doo Dah Parade, Cookies to the Tower, Chapter Holiday Party!

See you soon and often!!! Keep the spirit going!!!

Cheers,

**Anne Marie**  
**SFV99s Chapter Chair**

### "Confession of an Aviatrrix"

For Sept (Aug 31st) Meeting, the question is:

"What's your biggest annoyance when it comes to passengers?"

**"Meet A Chapter Sister"**



**Name:** Bertie Duffy

**Hometown:** Studio City

**Airport You Fly Out of:** Whiteman

**Favorite Aircraft:** Stearman - have 3000 hours in the plane. Got it in boxes and restored it - first flew it in 1981.

**Where and when did you get your license:** Burbank 1974 Ratings ASEL ASES Commercial, Instrument, A & P, Advanced Ground Instructor

**Where did you fly for your cross country:** Nut tree and I didn't prefly it with an instructor! In those days it was thought that you should be able to do it on your own before you got a license

**Do you own an airplane, if so, what type:** 1941 Stearman

**Where's your favorite fly in spot:** Galesburg III

**Hobbies:** needlework, gardening reading. I travel a lot. I have visited every continent, most of the US National Parks, and almost every state. I'm still finding new places to visit

**What skill set do you have or factoid about you would surprise most people:** I grew up on a farm in Indiana and learned I had to take care of myself - not depend upon society.

**What Will You Be Doing in 5 Years:** Whatever it is, it won't be in California.

**Updated Web Site Coming Soon!**

In 2001, the SFV 99s web site was developed from simple needs and emerging technology. As our necessities grew, the site evolved into what it is now: large, and a bit unwieldy with the 14 years of things that were added on.

An effort is underway to restructure the site into a simpler, more intuitive group of pages that will reflect today's needs, style, and direction. Will report more updates soon!

**Pam Distaso**

# ATTA GIRLS

Ceci - Dea - Alisa - Sayoko



### Anniversary

Pamela Distaso	1995
Sylvia Sanderson	1978
Julieann Sikora	2002
Nina Yates	1987



- 07 / 06 Linda Amor Hernandez
- 07 / 10 Ruth Logan
- 07 / 22 Pam Distaso
- 07 / 23 Lois Rifkin
- 08 / 01 Rhonda McNeil
- 08 / 03 Lisa Hineman
- 08 / 12 Lisa Fusano
- 08 / 21 Jaye Howes
- 08 / 23 Mary Glassman
- 08 / 31 Beverly Butcher

## Air Race Classic 2015



Margaret Viola and I participated in this year's race and had a complete ball!!! Margaret is a relatively new pilot (115 PIC hours at the start) and was able to navigate and communicate stellarly!! She also got a giant dose of weather (some really intense IFR flying getting to and back from the race), race politics (business as usual) and overall appreciation for our great country and its constituents! She was properly briefed on all these matters and took it all in stride!!! We ended up overall, 24th out of 56, raced a good, clean race, and won 1st prize for one of the legs (money & bracelet charms). Plus, the Tiger performed flawlessly and got us home safe after about 50 hours of cross-country and approximately 5,000 nm of travel.

The best thing that we did was raise money for the race and with the leftover donations, we are offering a \$2,200 scholarship to a lucky applicant in STEM!!! Galactic Unite will be administering the application process and Margaret and I will be involved in the recipient selection process---stay tuned for a link to the application requirements!!

Overall, great to see old racer friends, make new racer friends, gain more flying experience, and pay it forward!!!

**Anne Marie Radel**

## Aviation Explorer Update

About three years ago I received a phone call from Leslie Dinius urging me to contact Lora Caton, the HR person for Ontic Engineering. Leslie went on to say that while at a meeting she met Lora and found out that Ontic was looking for a youth group in the San Fernando Valley to form a relationship with. Leslie told Lora about Aviation Explorer Post 747, Lora was very interested in learning more. I made the call to Lora and planned our first pancake breakfast with Ontic. Little did I know that our relationship with Ontic would pay off to the tune of a recent \$10,000 grant.



It was a perfect fit from the beginning. Ontic loved that our post was involved with aviation, because Ontic is owned by BBA, an aerospace company. BBA owns Signature Aviation among other holdings. Our pancake breakfasts for Ontic became a twice a year event. Lora left for another company. The pancake breakfasts stopped for a while. Then Annette Wilson, from Ontic's IT unit, called me to say that she and some other employees missed the breakfasts and wanted to renew our relationship. The employees would always pay \$5 for each breakfast served, Ontic would donate matching funds. Our relationship has always been a win, win. Annette wrote and submitted the paperwork for the grant to BBA.



We were blessed with another match made in heaven - Ted Ripp and his C-150. Ted is a flight instructor who is training three explorers in the 150; Moises Robles, Sean DeAsis, and our own 99 - Gabriella DeAsis. Three other explorers are training at Vista Aviation; Adam Miller, Simon Nold, and Eddie Perkins. We currently have twenty-three explorers, seven of them are girls! Pictures are of; Moises after his first solo on August 2nd with only thirteen hours of instruction, Ontic grant check, one of our monthly airplane washes, EAA hangar tour, and flying machines.

At the explorer meeting on Monday, August 10, Carlos Spillari gave a presentation about the world of experimental aircraft, culminating with a tour of EAA Chapter 40's hangar at Whiteman. Chapter 40 has a project plane they're working on, and invited the Explorers to help. We received an unexpected surprise when a guy named Dezso Molnar showed up, who is building a flying car, and has already built a flying motorcycle. I had no idea that this project was sitting in the EAA hangar. Below is a link to his flying motorcycle You Tube video. The kids (and adults) loved this mind blowing contraption.



[Flying motorcycle You Tube video](https://www.youtube.com/watch?v=NNSCGV_x_f0/)

[https://www.youtube.com/watch?v=NNSCGV\\_x\\_f0/](https://www.youtube.com/watch?v=NNSCGV_x_f0/)

**Ruth Logan**

### A Mother and Son Cross Country.



I had an absolutely wonderful cross country trip in July. I took my 18 year old son, Chris Jr., on a mother-son adventure! What started as our trip to Oshkosh, fairly quickly turned into a 2,300 nm Western US loop. With a strategically placed presidential TFR in Oklahoma City and several monsoonal storms, my flight plan literally changed with the winds. We made it to the pan-handle of Texas, then headed north to SD then I looped us back towards the SW. I spent some time with a local CFI in CO to do some intense density altitude leaning technique work, as we're really spoiled here in SoCal. From the Mesa landing in Sedona,

to the cornfields of Texas & OK, to Mount Rushmore & Crazy Horse, the splendid colors of Utah & AZ and then finally back home (through Needles!) to WHP.

A special thanks goes out to fellow 99, Tookie Hensley who rescued us from needing to sleep in the Needles pilot lounge on our last leg home. As the winds were gusting way beyond my comfort zone, she & Don provided us a lovely home for the evening! We met incredible people everywhere we landed, saw beautiful sights and enjoyed what each area had to offer from historical sights to great food. We had a couple knuckle biting, clenching moments as well, but what an experience. I can't wait to see what next summer brings!



*Jacki Harris (Photo courtesy of Jacki Harris)*

**SFV 99S SUMMER POTLUCK**

*(Photo courtesy of Lilian Holt)*

Again, we had our fun summer potluck at Ceci's hangar on Saturday August 1. The weather gods were there and we had a beautiful summer evening, sitting in the shade on the ramp, with a wonderful southerly breeze. Food



was fantastic - where does everyone come up with these delicious recipes?

Ceci and Chuck had so much help getting organized, cleaning the hangar, shuttling people, and cleaning up, we need to recognize and thank them:

- Get organized - Dea "Cooper" Payette, with the brilliant idea of "Bringit", an online party organizer!, Bertie Duffy and Jo Scott (tablecloths), Ruth Logan (tables, chairs, paper goods), Chuck Kamphausen (full time supporter and worker!)
- Clean up hangar on Friday - Sayoko Adachi, Jo Scott, Explorers (Chris, Christine, Krista, Christina, and others), Ruth Logan, Chuck Kamphausen
- Set up party on Saturday - Explorer Adam and his parents, Maureen Kenney, Nora Feddal, Chuck Kamphausen
- Music and games - Maggie and Chris (beautiful singing and guitar music), Anne Marie Radel (games)
- Shuttle drivers - Sayoko, Explorer Krista
- Clean up afterwards - Sayoko, Jo, Explorer William, Ruth, Lisa and Mike Fusano, Sylvia Sanderson and Marijan, Chuck Kamphausen, Explorer & 99 Gabriella and family

I hope I didn't miss anyone! the help was phenomenal!

It was especially wonderful to see Jennifer Miller and Julieann and baby, and Ivor Dawson, all whom we haven't seen in awhile. Several others brought their families. We had around 60 attendees, more than other years!

Many thanks to all who participated. (That's everyone)

**Ceci Stratford**

### **How to share aviation - (Reprinted from AOPA - August 5, 2015 By Dan Namowitz)**

How to share aviation Scholarships one way Ceci Stratford gives back. Aviation has been good to you, and you want to give back. How do you say thank you in a way that opens doors, allowing others to reap the life-changing benefits you have enjoyed as a pilot? Some pilots become active in local and national aviation groups, participating in activities that bring aviation within reach of those with the dream, and the drive to succeed. Some pilots focus on one-on-one efforts, taking aspiring aviators up for introductory flights, mentoring new pilots, or writing letters of recommendation that help win that first job interview. Another way pilots give back is by funding flight training scholarships—giving worthy applicants a leg up on a life in aviation, and helping general aviation stay strong. Ceci Stratford, of Simi Valley, California, has chosen all of the above methods of securing aviation's future, for a very basic reason. Ceci Stratford "Aviation totally changed my life," she said in a telephone interview. "There was a complete paradigm shift after I got into aviation." That is why, in 2015, for the third time, the Ceci Stratford Flight Training Scholarships will fund three awards.



"Each new pilot ensures that general aviation will continue to serve our communities and pave the way to careers that many pilots aspire to," she said. As if her personal philanthropy were not enough of an expression of gratitude for aviation's pivotal role in her life, Stratford estimates that she has flown approximately 700 introductory flights for the Experimental Aircraft Association's Young Eagles program. She mentors individual pilots as they learn to fly or launch on aviation career tracks. When she was a new pilot, Stratford joined The Ninety-Nines, and remains a tireless champion of the organization's initiatives to increase the ranks of women who fly. Her efforts have earned Stratford both chapter and regional Woman Pilot of the Year honors. Citing 40 years of stagnant statistics, she continues to make the case, and ask the question, "The need for women pilots is really important. Why aren't there more women pilots out there?" Although many new pilots need financial support, and moral support, aviation's sense of community is the true glue that binds the general aviation population together—and you will find Stratford playing a support role there too. She recently hosted a social gathering at "the big, beautiful hangar" she acquired "as a retirement treat" at California's Whiteman Airport, where she houses her Piper Cherokee 180 single-engine airplane, and where she learned to fly at the beginning of her life in aviation, now dedicated to making the dream a reality for a new generation of pilots. For information about how you can fund a flight training scholarship, contact the AOPA Foundation by email, or call 301/695-2037

#### **Dan Namowitz**

*Aviation Writer Dan Namowitz is an aviation writer and flight instructor. He has been a pilot since 1985 and an instructor since 1990.*

### **August Food for Thought Statement:**

"Not one drop of my self-worth depends on your acceptance of me."

-Quincy Jones

## Post-Flight Check, or How To Make Your NEXT Pre-Flight Easier



We've all heard the old adage about "an ounce of prevention is worth a pound of cure" and this Safety message is all about thinking along those lines. If you've been flying long enough, you've no doubt had to scrub a flight because you got out to the airplane and found a "no-go" item. ☹️ Post-flight inspections are admittedly something of an extra bother, but let me encourage you to think about a few of the things in this outline. You might just preclude finding a "no-go" that would affect your next pre-flight.

Why a POST-flight check? I've listed a few good reasons, and I'll bet you'll be able to think of a few more after you've read them. The first is to prevent the urge to go from being stronger than the urge to have something fixed the next time you're getting ready to leave. After a flight, there may be more time to go over the airplane than before when pilots can be in a hurry to pre-flight, get the weather and go. You don't want to find yourself in a tight spot because you told yourself something like "I don't really need that for this flight". Another reason is that corporate, military and airline pilots have been doing post-flight inspections for years. The best time to talk to a mechanic about a problem is when it's fresh in your mind - right after you land. It will also give you the maximum amount of time to take care of any significant problems before the next flight. The last reason I'll give is that it's a good way to protect yourself if you're a renter. You will know what you did and did not do to the airplane if a question comes up later about damage, etc. The FBO will appreciate knowing about any "squawks" sooner rather than later.

Below are a couple of checklists you might want to consider. They are pretty detailed, but you can tailor them for the airplane you normally fly. If you read thru them, you'll get the general idea behind post-flight inspections. 😊

### Things To Check After Landing And Before Shutdown:

#### Engine Instruments:

- Make sure the idle RPM is as it should be
- CHT and Oil Temp should be dropping as expected with the engine returning to low power settings
- Vacuum/suction should still be high enough to keep gyro instruments erect



#### Magnetos:

- Check for proper grounding: with throttle at idle, turn the key momentarily to the "OFF" position, then right back to "ON/BOTH". Engine RPMs should drop and engine should hesitate ("stumble"). If nothing happens, there is a "hot" magneto and consequently a "hot" prop!! which should be checked **IMMEDIATELY** (as in right now - don't put it off!) by a mechanic. This has happened to me 3 times over the years and it was always a surprise. A couple of times it was after maintenance work had been done and the mechanic had forgotten to reconnect the P-Lead which enables the mags to be grounded. BIG, HUGE oops!

#### Mixture:

- Idle mixture is set properly if leaning it from full rich at idle or low RPM causes a slight rise in RPM. If it is more than 100 RPM, the idle mixture may be over-rich. If there is no increase or an immediate decrease, the idle mixture may be too lean.

#### Turbocharger: (if you're so lucky as to have one!)

- Be sure to allow sufficient time for the turbo to cool down before shutting off the engine. Check the Pilot's Operating Handbook for recommendations. (Not many of us have turbos, but just in case...)

### Things To Check After Shutdown:

#### Lights:

- If any of them burned out, you (or the FBO) have time to get replacements for them before the next flight.





**Control Surfaces:**

- Check for damage or deformation, especially if you have been through heavy turbulence, or tied down in a tight parking spot where “hangar rash” might be likely.

**Prop:**

- Check for oil leaks around the hub. Streaks will appear on the prop and run up the cowling and windshield. (This is for constant speed props.)
- Check for nicks and dings that will have to be filed out. Cracks (very rare) will ground you!

**Tires:**

- Check for bare spots/threads showing - especially if the landing was “less than graceful”.
- Make sure there’s enough air pressure so you don’t have to hassle before your next flight. (Note: if it’s a hot day, you might want to hold off.)

**Hydraulic Fluid:**

- Check for leaks near brake pedals and out by the calipers.
- Check retractable landing gear for leaks and reservoir for quantity.

**Oil:**

- Crankcase Breather Tube:
  - First of all, know where it is - have a mechanic show you if you can't find it. All aircraft engines have one.
  - Check for excess oil discharge - it could be just too much oil in the crankcase or a cylinder losing compression past the rings which results in a higher pressure and temperature in the crankcase.
- Leaks:
  - Check the dipstick to make sure it is still on tight.
  - Look at the belly of the aircraft and around the cowling.
- Quantity:
  - Check quantity as a point of interest when engine is hot. Check it again when the engine is cool. Learn the difference, if any, for your engine in the hot/cold levels. Do not add oil when the engine is hot if the difference is large.
  - A big change in oil quantity between takeoff and landing can be indicative of a serious engine problem. When in doubt, check with your mechanic

**Fuel:**

- Fuel Caps:
  - Make sure they are not leaking (evidenced by blue streaks on the wing).
  - Make sure the person who fueled the aircraft got them on properly (better yet, my preference is to fuel the airplane myself – that way I know for SURE that the caps are on right).
- Leaks:
  - Open the engine cowl if possible and look/smell for leaks.
  - Make sure the sump “quick” drains aren’t leaking – the seals inside can get old. When they start to go, you’ll see a buildup of blue fuel dye, or eventually a slow drip.
- Quantity:
  - Check the quantity of fuel added (if you fueled up post-flight) to make sure the fuel burn was as expected. If not, you may need to recalculate your fuel burn estimates. Big changes can indicate other engine problems.
  - Filling up after a flight will allow any water to precipitate out of the fuel before you fly again. (If you anticipate a need for less fuel on the next flight, then fill it to the “tabs” or “holes” or whatever mark is there for a ¾ full tank.)



Have a safe flight!

**Claudia Ferguson**  
**Safety, San Fernando Valley 99s**  
 © CK Ferguson 2015

**MEETINGS:**

Aug 22-23 Camarillo Air Show

Aug 31, 2015 (For Sept Meeting) (Mon) 7pm, Chapter Business Meeting, Airtel Hotel, Earhart Room

Sept 16-20 Reno Air Race

Oct 5, 2015 (Mon) 7pm, Chapter Business Meeting, Airtel Hotel, Earhart Room

Oct 18, 2015 (Sun) Doo Dah Plane Building Party, Anne Marie's Hangar, Whiteman Airport

Oct 22-25, 2015 SWS Meeting, Monterey Bay, CA

Nov 2, 2015 (Mon) 7pm, Chapter Business Meeting, Airtel Hotel, Earhart Room

Nov 7, 2015 Tucson Treasure Hunt

Nov 13-14, 2015 Havasu 600 Air Race

Nov 22, 2015 (Sun) 9am, Doo Dah Parade, Pasadena, CA

Dec 5, 2015 (Sat) 9:30am, Cookies To The Tower – Airtel Hotel

Dec 7, 2015 (Mon) 7pm, Chapter Business Meeting, Airtel Hotel, Earhart Room

Dec 12, 2015 (Sat) 6pm, Chapter Holiday Party (TBD)



**SFV 99s**

**P.O. Box 7142**

**Van Nuys, Ca. 91409**

**[www.sfv99s.org](http://www.sfv99s.org)**

**[AuxTank@sfv99s.org](mailto:AuxTank@sfv99s.org)**