

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**  
**P.O. Box 7142**  
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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...

September 2015 Newsletter

Greetings All!!

I understand the budget plan at the September meeting went well---Great!! Now that we got that out of the way, we can concentrate on fundraising and flying!! But wait....It's still hotter than heck out!!

Please Mother Nature, give us some relief so we can have more fun fly ins—like checking out the new restaurant in Paso Robles!! Let's get that on the calendar at the next meeting.

This month brings us the Reno Air Races—I'll be going to cheer my friend on who's competing in the Bi Plane Division, so email me if you are going---let's get together and represent!

Just a note, our BOD meeting this month will be on Sept. 24th at 6:30pm at Pink's Hot Dog Stand (La Brea & Melrose). All are welcome!

Cheers,

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

### Yesterday, September 10th was Rex's and my 70th wedding Anniversary.



When we got married in 1945 the war was on; Rex at 17 years old joined the Marine Corp. ...so we were married at St. Mary's by The Sea Church in Oceanside by a Monsignor at 3:00 am... and at 9:00 am Rex left for China by way of Pearl Harbor. So.....yesterday, (we were going to fly but weather not good) we drove to Oceanside to visit the Church and a trip thru Camp Pendleton.....with overnight at Hotel on the beach and a great dinner and home today.



**Doris Minter**

**"Meet A Chapter Sister"**



Name: Julieann Sikora

Hometown: The San Fernando Valley - Born in Van Nuys, CA and lived in Northridge, CA and Sylmar, CA - a true Valley Girl!

Airport You Fly Out of: KWHP

Favorite Aircraft: Piper Arrow

Where and when did you get your license: Van Nuys, CA on June 14, 2003

Where did you fly for your cross country: Short one KVNY to KSBA; Long one KVNY to KSMA and KCMA

Do you own an airplane, if so, what type: Piper Arrow

Where's your favorite fly in spot: San Luis Obispo

Hobbies: Travel - by air or on the road by RV with family and friends

What skill set do you have or factoid about you would surprise most people: I was employed as a pyro technician at Six Flags Magic Mountain

What Will You Be Doing in 5 Years: Looking forward to being a volunteer school yard monitor at my daughter's school and helping her sell Girl Scout cookies. When she isn't in school, we will fly around to some really cool places together!

**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 collection of pages that will reflect today's needs, style, and direction. Will report more updates soon!

***Pam Distaso***

# ATTA GIRLS

**Gabriella De Asis:** \$1,500 Harrison Ford Flight Training Scholarship Winner/Recipient

**Dea Payette:** Summer Potluck (organizing the event)

**Sayoko Adachi:** Summer Potluck (driving guest to/from gates)

**Paula Sandling, Jacki Harris, & Jeanne Fenimore:** Young'uns Flight Pilots

**From the SFV99s**

**Thank you for Your Support!**



**Anniversary**

- 09 / 1967 Ruth Mayle
- 09 / 1991 Golda Neuman
- 09 / 1992 Jan Archibald
- 09 / 1997 Maureen Kenney
- 09 / 2013 Lisa Fusano
- 09 / 2014 Gabriella DeAsis
- 09 / 2014 Geny Haase



SFV 99s was Thrilled to have Linda Worden at our meeting



Gabriella has been awarded a \$1,500 Harrison Ford flight training scholarship



Alisa Liley and Paula Sandling for the 50/50 Gabriella DeAsis drew winning ticket



## “Confession of an Aviatrix”

For October Meeting, the question is:

“What aspect of your regular life has impacted your flying the most?”

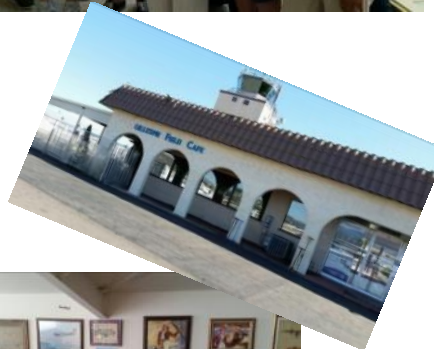
# Young'uns Flight



Our 1st Young'uns Flight, where pilots with planes help take members without ones on fun fly-ins together. Today, we flew into KSEE, had lunch at the Gillespie Field Cafe, & joined the San Diego 99s for their ice cream social. We met some great people, cooled down with some yummy ice cream, won some auction items, and had a good time. We saw the Montebello fires on the way home, too. Thanks to all the pilots who flew today & to all who helped pull this together for us!

Thanks,

Alisa  
*(Alisa's pictures)*





## CalPilots

SFV 99s Chapter is a member of CalPilots, and we should all attend their annual meeting, being held this year in Sacramento. It is important that we support this vital, volunteer organization. We've got great speakers, a raffle and silent auction, and lots of fun.

Fly into Sac Executive (SAC). Our host for the meeting this year is Executive Jet Center, so if you are flying in, please advise them. Also, if you are coming in commercial or staying overnight and need a ride to and from your hotel, call me (Michele) beforehand and let me know. I will try to arrange needed transportation.

The meeting is on Saturday, October 24. You can register online on the CalPilots website or register at the event.

Registration: \$10.00

Lunch: \$15.00 (catered by Aviators Restaurant)

Raffle tickets will be available for purchase at the event.

### GENERAL SCHEDULE:

Onsite Registration opens at 9:00 am.

Time to browse the silent auction and raffle tables

10:00 Welcome!

10:30 CalPilots Business meeting

11:00 Dann Shivley, TV Helicopter Pilot/News Reporter

12:00 Lunch / Aero Showcase

1:30 Rod Machado, Aviation Educator and Humorist

2:30 Gary Cathey, Chief, Division of Aeronautics

3:30 Wrap Up, Raffle winners, Farewell

### HOTEL:

If you are planning to spend Friday or Saturday nights in Sacramento (Peter and I will be there both nights), feel free to make your own reservations at your favorite hotel. We have found that you can get better prices through Expedia or whatever, than we can arrange. Make hotel reservations ASAP. As mentioned before, if you are flying in, let me know so I can arrange for transportation to and from the meeting and hotel if you do not want to rent a car.

### FINE PRINT STUFF:

Annual Meeting October 24, 2015

Host FBO and meeting:

Executive Jet Center

6133 Freeport Boulevard

Sacramento, CA 95822

Tel: 916-428-8292 Option 2

FAX: 916-428-3032

<http://sacjet.com/sac-executive-jet-center/> If flying in for the event, please advise Jet Center

Online Registration: <http://calpilots.org/> Go to 2015 CALIFORNIA PILOTS ASSOCIATION ANNUAL MEETING and click "registration"

It's going to be fun, so SEE YOU THERE!



I met Chuck Aaron, Judy Phelps, and Vicky Benzling at the Camarillo Air Show. My first time there.

Chuck - The only pilot in North America to perform aerobatics in a helicopter. Saw his last performance at the Camarillo Air Show today - he's retiring.

Judy/Vicky - Awesome aviatrixes!

Alisa (above pics from Alisa)

### Wings Over Camarillo Air Show.

The photos below are courtesy of Lilian Darling Holt.



### Annette's first flight

On September 5, I had the pleasure to take Annette Wilson for her first flight in a small plane. Annette is an amazing woman, she works at Ontic in their IT department. While raising five children as a single mom, Annette earned her college degree. She is the one who wrote the grant for the explorers, which resulted in a \$10,000 grant from Ontic/BBA.

With Pam Distaso onboard, our flight took us through the Newhall Pass, over Santa Paula, Camarillo, (we saw the Wing House!), out to the ocean, through Mulholland Pass, then east to Cable Airport, where we had lunch. After Annette got over her initial case of jitters, she began taking pictures right and left. She was in awe of all the beautiful scenery below us. The bottom line - she wants to learn to fly now! Annette will be attending our October 5 meeting, and plans to join us for the pre-meeting dinner.

Ruth



THE HOTTEST TOPICS IN AVIATION  
ARE AT FLYING AVIATION EXPO

2015 FLYING AVIATION EXPO | OCTOBER 15 - 17 | PALM SPRINGS, CA

Make plans to join us in Palm Springs. Be part of the discussion and extend your learning even further by talking with our industry experts in sessions and on the show floor.



### September Food for Thought Statement:

“To most people, the sky is the limit.  
To those who love aviation, the sky is home”

## Thoughts on Takeoffs

Off we go, into the wild blue yonder... or do we?

I'm sure your CFI told you at one time or another that takeoff is one of the most critical phases of flight. The aircraft is close to the ground at high power and low airspeed. Should something go amiss, there is little, if any, time for decision making. Please allow me to suggest a few things to think about before your next takeoff.



### The Mythical "180"

I'll bet that you and your CFI also discussed what happens if you try to make a "180" after you've left the ground, but still haven't gained the "necessary altitude" (as in at least 500' AGL). That turn back to the runway is not a simple "180" at all. A "180" turn would look like a "U" and put you at an offset to the runway you just left. (Even if you've got parallel runways, such as at VNY, using the other runway is most likely not going to work, as there's probably some other aircraft involved.) You'll need at least another 90° - so your turn is shaped like a tear drop - in order to make it back to the runway. Unless you've got at least 500 feet of altitude to work with, you'll never make that complete turn around.

Just try it sometime when you're up practicing and see for yourself. At a nice, safe altitude, put the aircraft in a takeoff attitude with full power and takeoff airspeed (also any flaps and gear). Then, bring the throttle to idle, get the nose down and the airspeed to best glide speed and make a 270° turn. If you can do it with less than a 500 foot altitude loss, you're an exceptional pilot!

The alternative you have at less than 500' AGL is to find someplace to land that's ahead or, with luck something to the side. Have you ever really looked at what's off the end of the runway you're using? Could you land there?

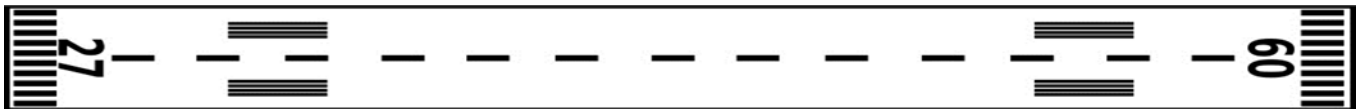
### Whoa Nellie!

Another thing you might want to find out about is the "accelerate / stop" distance for your aircraft. This is something that multi-engine pilots learn, and I've never seen it for single engine aircraft. I believe it is worth consideration. This distance is the length of runway that it takes to accelerate to rotation, abort the takeoff, and brake to a stop. Knowing how far down the runway that is could potentially eliminate some critical moments of indecision in case of trouble on takeoff. Many a takeoff overshoot has been caused by an inability to make a timely abort decision. You might also get a better idea of whether you'll get into your safety margin if you accept a midfield departure. If it's a hot day and you're near max gross weight, you might want to start from the end.



How can you find out what that “accelerate / stop” distance is? Well, there are several factors that affect this, such as density altitude, runway condition and slope, wind direction and velocity. However, you can get a pretty good idea by just going to your POH and getting the information on takeoff ground run and landing ground roll. For a Cessna 172, the “accelerate / stop” distance is about 1350 feet for max gross weight on a standard day, no wind, at sea level. That goes up by 60% to 2215 feet when the density altitude reaches 7,500 feet. I personally would also recommend adding a “safety margin” of about 10% - those POH numbers are the results of tests by a professional test pilot and I know I’m most likely not quite up to those standards!

Let me encourage you to practice this sometime when you have a nice long runway in front of you and a little extra time. It’ll give you some more knowledge that might help you should you ever have to quickly decide whether your takeoff can be stopped safely or whether you should continue and then come back around to land.



Have a safe flight, and always try to keep the number of takeoffs equal to the number of landings!

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

**Chapter Dues are due starting in September.**

Also, as a reminder, our Chapter dues are due in September! Voluntary chapter dues are \$25.00 and can be paid in cash, check or online by credit card at our website link [www.sfv99s.org](http://www.sfv99s.org)! And, it doesn't hurt the Chapter's feelings if you'd like to bestow any other donations to our treasury! Compared to other volunteer organizations, this is a small amount to ask for, plus the price has not changed since the 80's!!!

Speaking of dues, there is some confusion to the difference in dues at the chapter and international levels. In order to be a current member of our Chapter, you must pay your dues to our International 99s headquarters in Oklahoma City (either by check or credit card-their website link [www.ninety-nines.org](http://www.ninety-nines.org)).

This enables you to be covered by our insurance at different events and to hold yourself out as a 99 and be eligible for many of our scholarships. These dues are \$35.00-US student pilots and \$65.00-US licensed pilots per year. Again, a small amount for all the privileges available to us. Chapter dues are voluntary and help keep our chapter going. If you enjoy coming to our fun chapter events, it is your chapter dues that allow these events to happen. Our Chapter receives no financial assistance from headquarters. The Chapter appreciates the support of all members who have paid their dues year in, year out!!

**MEETINGS:**

Sept 16-20 Reno Air Race

Sep 24, 2015 (Thurs) 6:30pm BOD Meeting, Pink's Hot Dog on La Brea & Melrose

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

Oct 18, 2015 (Sun) 10:00am 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)



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