

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...

October 2015 Newsletter

Happy Fall Season to All!!

This month we sadly said goodbye to a magnificent supporter of our Chapter, Jim Dunn, owner of the Airtel Hotel. Many of us represented the Chapter at his incredible memorial which was so fitting for such a bigger than life character. Missing man formation flight, memorial flyby and many fond remembrances of a greatly loved man were enjoyed at the Airtel celebration of his life! I'm so very proud of our chapter members who took the time on Sunday to honor this terrific man. He will truly be missed!

Coming up, we will be busy with Doo Dah parade plane building and SW Section meetings in Monterey Bay this month! Plus, we will be looking forward to our speaker at next month's meeting, Gary Shank. Make sure you don't miss this fascinating man!! Just a note, we will also be having speakers for our December and January meetings.

On a very happy note, the weather is changing to a bearable temperature ... and that means more flying and less sweating!!! Always a good combo!!!

Cheers and Happy Halloween,

*Anne Marie*

*SFV99s Chapter Chair*

### "Confession of an Aviatrrix"

For November Meeting, the question is:

"What's the worst turbulence you've ever felt in a small airplane?"

**"Meet A Chapter Sister"**



**Name:** Dolores ("Dee") Mathews

**Hometown:** Rosamond, CA

**Airport You Fly Out of:** Rosamond (I live right on the airport in the house next to the restaurant)

**Favorite Aircraft:** Cessna

**Where and when did you get your license:** Van Nuys Airport in 1972

**Where did you fly for your cross country:** Helendale, Buttonwillow

**Do you own an airplane, if so, what type:** Owned a C172 for 44 years

**Where's your favorite fly in spot:** Santa Barbara

**What skill set do you have or factoid about you would surprise most people:** I do live with my airplane right on the airport in my own hangar. How lucky can a pilot be?

**What Will You Be Doing in 5 Years:** Now that's a real question! At my age (90) you seriously question whether you will even see 5 more years; but also you feel much gratitude that you could fly for 45 of those years.

It has been such a privilege to have been a part of the small percentage of people who have had the opportunity to fly that I feel greatly blessed. And to have found the 99s and the great relationships to have had with them for so many years has been a wonderful part of my life. Thank you all!! Keep flying!

**October Food for Thought Statement:**

"You survived what you thought would kill you.  
Now straighten your crown and move forward like the queen you are!"

Anonymous

# ATTA GIRLS

**Mindy Nye & Charlotte Kaber - AOPA Scholarship Recipients**  
**Lisa Fusano, Jeanne Fenimore, & Ruth Logan - Whiteman Open House**

**From the SFV99s**  
**Thank you for Your Support!**



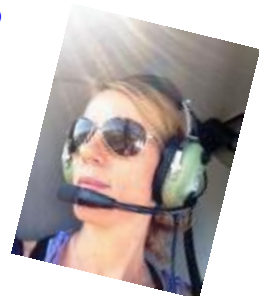
### Anniversary

- 10 / 1968 Coralee Tucker
- 10 / 1973 Jeanne Fenimore
- 10 / 1978 Barbara Black
- 10 / 1992 Susan Sloan
- 10 / 2005 Sara Tompson
- 10 / 2007 Jacki Harris
- 10 / 2012 Laurence Rabe

"I was recently awarded a flight scholarship from AOPA and now I am able to start working towards my private helicopter license. I am so excited to be given this opportunity. The support that I have already received from my fellow 99s has been amazing. I feel honored to be a part of such a wonderful group of pilots. Thank you to all that have been helping me along on this journey!"

Best,

**Mindy Nye**



Please join us for the Sip, Sit, and Sprinkle in honor of  
**Céline Evangeline Eun-Yena**  
*Payette*  
 SATURDAY, NOVEMBER 7TH, 2015  
 1:00 pm - 4:00 pm  
 1700 Carnegie Lane, Redondo Beach, CA 90274  
 RSVP: [payette@redondo.com](mailto:payette@redondo.com) or text 310-529-0403 by  
 November 2nd  
 Registered at Pottery Barn Kids, Target,  
 and Buy Buy Baby



Future pilot quickly and unexpectedly arrived in less than an hour of labor on September 25th at 6:05pm at 7 lbs. 12 oz. Did not make it to hospital but daddy made it home in time to stop police from breaking door down (because neighbor heard me screaming from contractions and called 911) & inform them I was just having a baby...daddy delivered Lil CoCo Rose. The fireman and police that assisted said it was all of their "first baby delivery" on the job. If you are flying down to KTOA come visit as it is down the street!

**Dea "Cooper" Payette**



### Reno Air Races 2015



Hoot Gibson and Me

Mike and I got to hang at the Reno Air Races with our friend, Chris Schaich, who raced his Harmon Rocket #17 in the Bronze category of the Sport Class Race. He came in third and did a terrific job of flying fast and safe! We also spent some time with Diana Stanger, who owns an L139. She had Vicki Benzing race her plane in the jet category and she came in 4th! She was the only woman pilot in this field!! Bravo, Vicki!! We also got to connect with the Reno High Sierra Chapter members, who welcomed us with open arms. Plus, my friend Lisa, who I work with on the B17, is great friends with Hoot Gibson, who was piloting Strega this year in the Unlimited Class. We saw him the night before the big final race and gave him a huge hug! Needless to say, he won the whole shebang the next day. Lisa and I can only attribute his resounding success from the bolstering hugs we gave him.....um...yeah, right! Way to go, Hootie Hoot! Congrats to all the participants and can't wait for next year!!!



Chris Schaich and his Harmon Rocket



Vicki Benzing with Diana Stanger's L139

### Anne Marie Radel



Whiteman Airport Open House, Young Eagles flights and Aviation Explorer Post 747 pancake breakfast Saturday September 26. I flew to Fullerton to pick up my almost 92 year old WW2 Navy Veteran Father to enjoy the day as well. Bertie pleased my Dad by enjoying pancake breakfast with us and showing him her Stearman Bi-plane!

### Lisa Fusano

## Scholarships

I'd like to remind everyone that the 99s Amelia Earhart Scholarship applications are now open. Please let me know as soon as possible if anyone is interested in applying. As Chapter AE Chairman, I will need applications before the deadline of December 1, so get them to me by November 16! Details, instructions and application forms can be found on the 99s website [www.ninety-nines.org/scholarships](http://www.ninety-nines.org/scholarships). You must have been a member since December 1, 2014.

Also, Women in Aviation International is offering many, many scholarships. Their deadline is November 16. Take a look at [www.wai.org/scholarships](http://www.wai.org/scholarships) to see what they have to offer. You need to be a member and can select two to apply for.

Several other scholarships are open now. Take a look at the list emailed to you to see what is available.

I'm happy to help anyone with their essay and applications. We've had great success over the years in having many winners from our chapter! Here is a list of Top Ten Tips for Writing a Scholarship Essay

The Fly Now Scholarship - Top 10 Tips for **Future Women Pilots** Writing a Scholarship Essay (2014) by Ceci Stratford, SWS AE Scholarship Committee

#10. Plan ahead. Make an outline listing the items requested in your essay for the scholarships. Then fill in the blanks!

#9. Introduce yourself to the reviewers. How did you get interested in flying? What have you already done to pursue your interest (such as passing the written, started flying lessons, etc.)

#8. Show your passion for aviation, Be original. Use examples. What are your dreams? But don't include too much "fluff".

#7. What are your goals in aviation? A career? Charitable flying? Flying for business? Flying for fun? (Don't worry if your goals change in the future. Right now you're just getting introduced to flying.)

#6. What other things have you done in your life, including accomplishments, awards, volunteer work, clubs, or organizations you belong to, mentoring? It doesn't all have to be aviation related.

#5. Do you have a financial need for the scholarship? How have you financed your training so far? How will you continue to finance it? What difference would winning the scholarship make? Give specific examples, such as enabling you to complete your training sooner, or to build time after getting your license. Provide your gross income if it is requested.

#4. Why should the scholarship reviewers choose you? Why do you need the scholarship? What sets you apart? Here's a chance to really show your unique personality and abilities.

#3. What will you do to help the aviation community, including other women who want to learn to fly? How will the Ninety-Nines benefit from you being awarded the scholarship?

#2. Use correct grammar and punctuation. Is your spelling correct? (Don't rely on Spell Check!). Does the essay flow from paragraph to paragraph, topic to topic? Are your points clear to the reader?

#1. Review your essay over and over. Do you answer all the questions? Have you used all the above tips? Have someone else look at your essay (and whole application) to get his or her perspective and comments.

**Ceci Stratford, SWS AE Scholarship Committee**

**(805) 527-3696**

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## Non-Tower Airport Ops or... "Anybody There?"




Those of us who have been flying for quite some time have often been to "uncontrolled" or "non-tower" airports. There are a number of them in the SoCal area including Santa Paula, Fla-Bob, Redlands, Big Bear, Fallbrook and Corona. As it happens, I was based at Corona for about 15 years. It has no tower, and was unfortunately in the news some years back for a very nasty mid-air that killed not only the occupants of the 2 aircraft but also someone on the ground. For those who regularly fly at Van Nuys, Burbank, Santa Monica, Whiteman or Camarillo, it's easy to get used to having the tower controllers there to help point out traffic and direct your taxiing, take-offs, and landings. Below are some things you might want to think about before you head to a non-tower airport – especially if you've never been there before!



1. Watch for traffic! This is ultimately the very most important rule in any traffic pattern, but especially when there is no tower to coordinate traffic. All eyes in the airplane should be scanning for other aircraft.
2. Be aware that radio broadcasts are not required at non-tower airports. An aircraft in the pattern and not talking on the radio is perfectly legal. Another reason to keep your eyes open! Obviously, radio broadcasts help, but not everyone will make them, nor are they required. A good case in point is Santa Paula airport, where there are all sorts of antique airplanes that have no electrical system installed. Of course, there's the other extreme, too, where some guy in the pattern is using the radio so much, you can't get a word in edgewise to let him or anyone else know where you are.
3. Circle overhead on arrival, especially if you are unfamiliar or unsure where the other traffic is. I'd recommend that you maintain at least 1500' AGL (pattern altitude + 500 feet) while circling.
4. Check for segmented circle and windsock / wind tee / tetrahedron for pattern and runway in use. Be aware that they may be hard to find, or may be inaccurate. A wind tee is sometimes tied down at the tail and used to indicate runway landing direction. If the wind has shifted, it may be pointing the wrong way. (I actually saw this at Agua Dulce once a long time ago.)
5. Look for other wind indicators such as flags, trees, blowing dust, to verify the windsock indications.
6. Cross over the runway at 90° and watch to see what happens to your ground track. This will help you determine the wind direction.
7. Do not blindly trust the person who may be monitoring the Unicom frequency and responding to radio calls for information. That person may not have looked outside lately, may not be a pilot, etc. Double check for yourself! If the airport has an AWOS (Automated Weather Observation Station) listed, tune in and get the latest information.



8. Check for other traffic in the pattern to see which way they are flying. They may not be doing it the way you expect. Nice, neat, standard traffic patterns are not required by regulation, but are recommended in the AIM, and also by common sense, and general expectations.
9. Do fly the "Standard Pattern" for the airport. Other traffic is not going to be expecting you to do a straight-in landing - even if you are in a fast twin, you do not have the right -of-way (in fact, it's just the opposite – slower traffic has right-of-way over faster). 
10. Enter downwind on a 45° and fly the pattern as published. If no TPA (Traffic Pattern Altitude) is available to you, assume 1000' AGL. This will help with noise abatement and also in spotting potential traffic conflicts.
11. Look for traffic in the opposite direction on final. An aircraft with no radio may not have heard your broadcasts and if the wind is calm, might just have decided to land the other way.
12. Broadcast intentions and airport name. Start and end your broadcasts with the name of the airport so there will be no confusion on the Unicom frequency as to which airport you are referring to. Frequencies aren't as doubled up as they used to be, but at Corona, you can often hear the traffic at Catalina because they're both using 122.7. Keep your communication short and to the point, too. If there are a lot of airplanes in the area, everyone will appreciate it if you use the KISS (Keep It Short and Sweet) principle.
13. State your position accurately. Don't report over someplace you passed or haven't reached yet. Check your VFR chart to see what the usual reporting points might be for that airport - they'll be marked with little flags and the name of the point.
14. Check the pattern before takeoff - If you cannot see 360°, circle the aircraft all the way around in the run-up area so you can see the upwind, downwind, base and final legs of the pattern. Watch for traffic landing in the opposite direction while climbing out.
15. Do Your Homework First - Look up the frequency(ies) for the airport BEFORE you go. These are on charts, in the Airport Facilities Directory, and also in some of the commercially available flight guides. Make a note of anything unusual. Have the Unicom frequency, TPA, Lighting info, runway length, etc... in a place where you can see them quickly, in case things get suddenly busy and you have to look for traffic instead of info.










Have a safe flight!

*Claudia Ferguson*  
*Safety, San Fernando Valley 99s*  
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**MEETINGS:**

-  Oct 18, 2015 (Sun) Doo Dah Plane Building Party, Anne Marie's Hangar, Whiteman Airport
-  Oct 22-25, 2015 SWS Meeting, Monterey Bay, CA
-  Oct 29, 2015 (Thurs) 6:30pm BOD Meeting – Airtel Hotel
-  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 (Postponed)
-  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 17, 2015 (Thurs) 9am Gault Street School
-  Dec 19, 2015 (Sat) 6pm, Chapter Holiday Party (TBD)



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