



AUX TANK

Newsletter of the San Fernando Valley Chapter
of the NINETY-NINES INTERNATIONAL ORGANIZATION of WOMEN PILOTS

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May

2002

Rose of Achievement

On April 22, 2002 one of my many dreams came true. That was the glorious morning my two years of diligent effort was finally rewarded. I became a pilot! To accomplish one of the most challenging and rewarding goals I've ever worked towards has enriched my life in so many ways. Never in my wildest imagination did I even dare to dream that I would be a pilot. Becoming a pilot was never a childhood dream, but an interest that was sparked by my boyfriend, who too is a pilot. Then I met Pam Distaso, who invited me to a meeting of women pilots called the 99's. You all made me feel so welcome that first night, and Pam became my mentor when I joined the FWP program..

Wow, it's been an incredible adventure thus far. There's nothing that can be compared to soaring in the sky (and arriving at your destination). It's a combination of excitement, accomplishment, power, and even at times fear.

To be a member of the 99's has only heightened my pleasure of becoming a pilot. I just want to say thank you 99's for the camaraderie and example you've been for me. You are such a distinguished group of courageous women, and I am so proud to be a member of the elite 99's. I look forward to doing a lot of flying with you all. As for my next endeavor? Well, you may have guessed - my IFR rating of course. Thank you for showing me the way. And a special thank you to George, for not only introducing me to the world of aviation, but also for the support and encouragement you provided for me every step of the way.

Vicki Rose (Former FWP)

Installation and Awards

The Installation & Awards Banquet is scheduled for 11:00am Saturday, June 1 at the 94th Aero Squadron.

If you have already RSVP'd for the banquet, thank you! Please send me a check payable to the SFV 99s at your earliest convenience the cost is \$16.95 per person. Please let me know if you will be bringing a guest (or guests).

If you have not RSVP'd, there is no time like the present (or the next couple of weeks)! I would like to get an accurate head count by mid-May. And please note, the banquet will be held before the June chapter meeting. If you have any questions or concerns about the event, please call me! -- **Jennifer Miller**

Members of the Month

Special recognition to the 50th Party Core committee:

Michelle Albiez – Chair

Mary Glassman, Paula Sandling, Golda Neuman, Jennie Fenimore, Coralee Tucker, Lilian Holt

Jennifer Miller – Helping at the 99 booth at the WIA convention

Marcia Fuller – Presentation about Women With Wings at Buena Park High School

I always take life with a grain of salt, ...plus a slice of lemon.. and a shot of tequila

PURDUE BECOMES AMELIA EARHART CLEARINGHOUSE

Purdue University this week became the largest repository for all things Amelia Earhart. Thanks to a gift of nearly 500 of Earhart's personal papers and memorabilia from her family, the school now stores the most comprehensive collection of materials related to her life, career, and mysterious disappearance. The public has never seen many of the artifacts. Earhart, who disappeared over the Pacific in 1937, served as a visiting instructor at Purdue, starting in 1935. The announcement of the contribution this week also kicked off the school's "Countdown to 100 Years of Flight" celebration that honors the Wright brothers.

A note from afar

50th Anniversary Party - a note from **Melody Rich** (former Ventura Co. 99 & AE Scholarship Winner) that I'd like to share with everyone: "How's it going? I'm up in Alaska on Kodiak Island. Been here since 3 Apr., don't know when I'll be coming home, only know for sure some time in May. Working 12 hour days, 6 days a week. Sorry to say, I won't be attending the 99's party. I so wanted to go!" We missed you, Melody. It was a great party!!

Hangar Flying –

Ceci Stratford --I now have almost 20 hours on my new engine. It's behaving nicely! Chuck & I flew to Gillespie (San Diego) May 4 to the CAF's Air Show. It was beautiful shorts weather and lots of airplanes were on display; lots of good aviation vendors, too. We helped at the So Cal Wing CAF's PX selling airplane toys. The kids just love them.

From Bobbi Trout

To All My Wonderful Friends:
I just wanted to let all of you know that there are now a couple books available that belong in every aviator's library. A couple friends have written two excellent books, each with a different approach on the 1929 Powder Puff Derby. I remember those days and all the work that went in to making our race a lasting memory, and just how much fun we all had, even with all the troubles. This was a time in my life I will never forget and often miss. I remember that

afternoon in 1929 under the grandstand with Amelia and a couple other gals that were unknown to date, when we spoke of organizing, we had such fun during the race and we did not want to loose touch and we all wanted to make a difference . I encourage all of you to read these books and ENJOY! Gene Nora Jessen, Past President of Ninety Nines, wrote "The Powder Puff Derby of 1929" Lorraine O'Donnell Doyle, daughter of Gladys O'Donnell, wrote "Second to None" Each can be purchased from the Ninety Nines web site; www.ninetynines.org

Please pass this along to all your pilot friends and aviation pals.

All my Best,

Bobbi Trout

www.bobbitrout.com

Can you help?

This is from **Marie Winther** who has been a guest at a few meetings and will soon be a FWP.

Dear 99s,

In October 2002, I'll be participating in a very special and powerful event in the fight against breast cancer. It's called JUMP FOR THE CAUSE 2002, the Women's World Record Skydiving Event. The website is www.jumpforthecause.com.

I'll be joining 140 other women from around the world to build the largest all-female freefall formation ever attempted, and to raise money for awareness and early detection of breast cancer. The net proceeds from the event will benefit the City of Hope's Breast Cancer research programs.

And I've agreed to raise at least \$2,250 by August 15th! But, I need your help. Would you consider making a fully tax-deductible donation to help me meet my goal? Make checks payable to:
Jump for the Cause

mail to:

Marie Winther

4370 Troost Ave #105
Studio City, CA 91604

Thank you in advance for your generosity!

Marie Winther

FWP (soon!)

skywmn@mindspring.com

Fundraising

We received approval to be on the group list at eScrip!

What is eScrip? It is a hassle-free way for our group to raise funds through everyday purchases made at eScrip merchants. Our chapter is one of many other organizations that support children's programs that participate in the eScrip program.

How does it Work? The eScrip system rewards customer loyalty by contributing a percentage of purchases to our group. You shop the way you like to shop and where you like to shop. All you have to do is register your grocery club card and debit/credit cards.

What do you have to do? Register with eScrip by going to the website: escrip.com. Click on the Sign Up button and enter Group ID 51293 or the Group Name "San Fernando Valley 99s (Women Pilots)". Follow the instructions and enter the data requested (your grocery club card, your Chevron card, and your debit/credit cards). Then continue to shop and the SFV 99s automatically earns money!

A list of participating merchants is on the website and will be included in the Auxtank.

For additional information about eScrip, look at their Frequently Asked Questions on the eScrip website.

Sign up now and get family members and friends to sign up, too. The more people signed up with our Group ID, the more money we make!! Call or email me with questions.

Ceci (818) 842-0005

Our Fiftieth Party

Last weekend, April 26 & 27, we had our 50th Birthday Bash, and it was a party to remember!

About 150 people showed up for the Hangar Party at Paula's hangar, where we had chili dogs, salads, drinks and a cake decorated like our banquet programs. People we hadn't seen in 20, 30, even 40 years came to catch up on old times. Paula's friend

the Blankenbergs brought their immaculately restored Electra for a static display along with "Vinny" from the airport, and John Black even drove over his 1932 Ford street rod to add to our static display. We heard nothing but kudos for our Friday night Welcome Get-together.

We had fourteen people for each of the tours, and they all remarked on the good time they had, and what a great time they were having the whole weekend. The scrapbooks were a big draw in the hospitality suite, and Bobbi Trout "held forth" there that afternoon regaling everyone with her fascinating stories.

The Gala Saturday evening was the coup de gras. We had 241 attendees. The slide show Paula prepared, along with the incomparable poster boards, held everyone's attention all evening. They were so full of memories, no one could "see it all", and more than one person remarked that the weekend and the evening just weren't long enough. Everyone spent the whole time visiting and reminiscing, and we received nothing but compliments on a job well done.

We had not only current and former members, but also 99s from Fullerton, Palms, Orange County, Ventura County, Antelope Valley, Sutter Buttes, and San Gabriel Valley, as well. (I believe we also had a visitor from Long Beach. If I missed anyone, sorry!) And all of our airport friends who could be there were there, along with the Tuskegee Airmen and the Eagle Scouts. And, of course, current and past SW governors, an International Board member, and WASPS were in attendance.

At the June meeting, I will give a complete report, including financial, to the Chapter. For now, the congratulatory cards and letters are still coming in. Like our "shake 'n' bake" section in '87, this is one party everyone will be talking about for a long time -- a fitting celebration for a Chapter as Humble and Unassuming as we.

Michele Albiez
Event Chairman

Way to go, Maggie

On page 61 of the April AOPA Pilot is a great article on Wings for Greyhounds, with picture of **Maggie McCurry** and 5 dogs, with the nose and wing of her Partenavia in the background. Hope all our members get to see it!

News from Dolores

I haven't been flying BugSmasher much, but have been to Grenada in the Caribbean Sea, and back, via commercial - and it was just an awful trip on the airlines and through so many airports, with all the flights running late, missed connections, no food, no sleep...22 hours of misery getting there and almost as bad getting back. However, once there, I was on a Windjammer Barefoot Cruise on an old sailing ship, a 236' Barquentine, built in 1923 for E. F. Hutton, the financier. We visited 13 islands in two weeks, and they looked the best from the distance of the ship anchored in the bay! It was an interesting adventure.

Dolores Mathews

Aviation World's Fair

In April of 2003 the Aviation World's Fair will be held in Newport News VA. Lilian Holt and I are going and several members have indicated interest in the event. This will be a one time only celebration of the centennial of flight and I think you will be sorry if you miss it. I spoke with Pat Prentiss about it and she said there will be a presentation on the 99s participation at International Convention in Kansas City in July. I'm going to that so when I return I'll have a full report for the chapter on what is planned.

Newport News airport also serves Williamsburg VA and there is a lot to see and do there so you might plan a little extra time there. I have booked reservations at the Super 8 Motel for about \$55 per night, which is the best rate I found anywhere there. It is about 3 miles from the airport. I'm sure this will fill up fast so if you want to stay there book it immediately.

Bertie Duffy

Welcome to our guests

We had several guests at our last meeting – with us for the first time were: **Gladys Hogins, Michelle Davison, and Leslie Rink**. Welcome, and we hope you will join us again. Please remember guests are welcome at our other activities too.

Also present was **Gladys Hogans** who was a member of the chapter in 1963. Welcome back.

Congratulations to:

Lois Peck – Wings 4

Lois Rifkin – Wings 5

We had 2 drawings for the Blue Sky flight time this month. The winners were **Laurel Carpenter and Wendy Weincek**.

Condolences

To **Lilian Holt** whose brother passed away.

Get Well Soon

Mary Glassman had surgery

Cecelia Heppes has been very sick.

Cecelia is not in the roster – she was once an FWP and has remained faithful in attendance and always working at our functions. Her address is:
704 E. Verdugo Ave. Burbank, 91501

Agua Dulce

Agua Dulce is open and on Sunday afternoon is cooking up a tri-tip BBQ. Check it out.

Proficiency Training Program

Attend Sat May 18 (single pilot IFR) or 25 (In search of the \$100 hamburger) at 9:00 am at 16142 Wyandote St. or Tues May 21 6:55 pm at Aeroplex for High Density Altitude Takeoff. Contact Jeanne Kirhofer for PP form if you didn't save it from the last 2 Aux tanks.

Crosswind Landing Options

I don't know about your airport, but mine seems to have had more crosswinds than usual this spring. The fact that I've had to make more landing "adjustments" on final recently has made me think more about my crosswind landings. There was also recently a discussion "thread" in the Cardinal Flyers Online (to which I belong) daily email digest regarding crosswind landing preferences and techniques, so with all this input, I thought maybe it might be time to talk about them again.

If there are winds coming in a direction other than pretty much right down the runway, and if they have any kind of velocity – say more than about 3-5 knots – chances are pretty good that you're going to have to make some sort of adjustment in order to keep your final approach path lined up with the runway. While you've been enroute, your compass heading has been adjusted to keep your path over the ground going in the proper direction. It doesn't matter that the nose of your aircraft isn't pointed straight down that path over the ground. Of course, once you're close to the ground, unless you have swiveling landing gear (and some planes do, by the way), you're going to have to get your plane pointed straight down that path over the ground – namely the runway. Landing sideways at 60+ knots is not a good option.

Ultimately, landing in a crosswind is merely landing the airplane in a controlled slip. There are 2 schools of thought about WHEN to change from flying at a "crab angle" to flying the controlled slip which will give you that direct path over the ground. This gives some pilots trouble if they haven't practiced very much (note the Safety Chairman's not-so-subtle encouragement to get out there in a crosswind condition with your instructor once in a while!). There are some unpracticed pilots who 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, a la Bob Hoover. This last-second correction is great if you've practiced a lot and are comfortable with it. It is also, most likely, more comfortable for any passengers you may have as they will spend less time flying at an angle.

Let me suggest that until you've practiced a lot and are comfortable with a last second correction, you give yourself plenty of time to figure things out by coming out of that crab angle a little further back. After all, why make it more difficult? 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. When you've got the drift corrected, just hold what you've got until it's on the runway. Of course, you will need to flare, too. ☺ Remember to carry a little extra speed (about one-half the maximum gust velocity) when it's windy. And don't be afraid to go around if you're uncomfortable! What's a moment of embarrassment compared to the possibility of what could happen if you touch down in an uncontrolled manner? (Egos are best left on the ground!)

And remember not to quit flying the airplane even 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 and you taxi clear of the runway and off to your tie-down. If the winds are gusty, you might want to consider taxiing a little more slowly than usual. But then, none of us taxi fast, do we?!

Have a safe flight and a safe landing!

Claudia Ferguson
Safety Chairman SFV 99s
FAA Safety Counselor

WEB SITES of INTEREST - www.ninety-nines.org (International)
www.sws99s.org (Southwest Section)
www.sfv99s.org (SFV99s OWN site)
<http://www.lawa.org/vny/welcome.htm> (this is a very useful site for SFV pilots!)

Each of these sites has links to other aviation sites and other 99s chapters!

Our meeting is the first Monday of the month at 7:30 pm.
Meeting place is the Airtel Plaza Hotel, corner of Valjean and Sherman Way next to VNY.

Thursday NOON after the monthly meeting is the DEADLINE for the AUXTANK, each month!
Email (bduffy@lausd.k12.ca.us) contributions to Bertie Duffy

Calendar of Events and Coming Attractions

Sat June 1	Installation Banquet
Mon June 3	Chapter Meeting
May 17 – 19	Spring Section Yuba City CA
July 5-6	Fly-in to Grass Valley (Felicia's)
July 16 – 21	International Convention – Atchison KS
Sat Aug 3	Summer Potluck – Jaye Howes
Aug 10-11	Camarillo Airshow
Sat Aug 17	Hollywood Canteen at Camarillo Show/Dance
Sat Aug 24	VNY Open House
Sept 13 – 15	Fall Section – Tucson AZ
April 2003	Aviation World Fair – Kitty Hawk, N.C.

AUX TANK
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