



## AUX TANK

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

<b>CHAIRMAN:</b>	<b>Jaye Howes</b>	<b>RECORDING SECRETARY:</b>	<b>Sylvia Sanderson</b>
<b>VICE CHAIRMAN:</b>	<b>Susan Theurkauf</b>	<b>CORRESPONDING SECRETARY:</b>	<b>Marcia Fuller</b>
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September

2002

### Chairman's Message

A Message from Chairman Jaye:

We had a wonderful turn out for our August 26<sup>th</sup> (aka September) meeting. Wish you all were there. Maybe next time, which will be October 7<sup>th</sup>. We have a group of enthusiastic and dedicated committee chairmen. I'm absolutely certain we're going to win all sorts of trophies and awards this year. All it takes is exactly what we've got . . . enthusiasm, commitment, and a burning desire to be the BEST, which, of course, we are. I say that with my head humbly bowed.

As an example of our creativity and innovation, the videos and CDs from our 50<sup>th</sup> party were distributed. If you haven't ordered your set yet, be sure to do so now. After these are gone, the price goes up to \$40. The video and CD are totally professional looking. **Coralee** and **Paula** should be very proud of themselves.

The most immediate event coming up is Southwest Section meeting in Tucson, where we know we will sell dozens of our flashing earrings.

On October 13<sup>th</sup>, we'll have a group picture of our chapter taken. Time and place to be announced. Remember to wear black or dark blue pants with a white top.

And . . . whatever you do, **DON'T MISS THE NOVEMBER MEETING.**

Anyway, folks, it's great being chairman of such a wildly successful chapter. Thank you for allowing me to be the Leader of the Pack. And what a Pack it is!

Jaye Howes

### VNY Open House

Van Nuys Airport Open House will be held on October 19, 2002 from 10 am to 4 pm. Our Chapter will be participating by displaying our information board. Along with this we will need people to help explain who the 99s are, as well as having a flying contest for the children with paper airplanes and prizes. We are asking for help from Chapter members to provide this service project. Please call **Mary Glassman** or **Golda Neuman** if you will be available.

### Pancho Party

On Saturday, September 21 the annual Pancho Barnes Tour and BBQ will take place at Pancho's former site on Edwards AFB. Tickets may be obtained by calling Leigh Kelly at 661-256-1616 and are \$16 each. This is an annual event sponsored by the group to preserve Edwards AFB history and is the only opportunity throughout the year when the site is available to visit. -- **Dolores Mathews**

Ed. Note: I went last year and it was a real treat. If anyone else wants to go, contact Bertie and we'll try to get a group together.

## **Dec. Aerotique**

For the Dec. meeting we are planning on having a Holiday Aerotique. If anyone in the Chapter has anything that they would like to sell, either homemade or bought, please contact either **Golda Neuman or Susan Skalla**. **NO WHITE ELEPHANTS, PLEASE**. Also let them know if you have any suggestions or leads about items that we might sell. The chapter will make 10% of what is sold.

## **Calling all Scraps!**

I will be working on the chapter's scrapbook and would appreciate any newspaper articles/clippings or photos pertaining to our chapter or its members. Many members have already given me items - Thanks! **Jennifer Miller**

## **FWP**

If you love to fly then you enjoy sharing the joys of flight. Becoming a mentor is one great way to share this joy. Mentors are needed for our FWP Program. If you can lend a sympathetic ear, give encouraging words, follow up on a student's progress, and share your joy of flying, you can be a mentor! This is one of our most important projects. From the FWP program come many of our future members. We need to nurture and encourage them from the first day they contact us.

If you know any women who are learning to fly, tell them about the FWP program. The \$\$\$ available could make a big difference in their flight achievements. Make a difference to a FWP -- contact **Linda Hernandez** at 818-566-1248

## **Hollywood Canteen**

There were only 5 SFV 99s in attendance so a bunch of you really missed a great event. - They were **Jennifer Miller, Lilian Holt, Ceci Stratford, Mary Glassman and Me**

The CAF (Commemorative Air Force) has really done a great job with the museum at CMA. They are constantly receiving new exhibits and the displays are very well done. The hangar was filled with aircraft, engines, radios and memorabilia about our favorite subject – aviation

Outside were tables large enough to sit and visit with old friends or make new ones while listening to the music of the Ted Benecke Orchestra. They played many of the old favorites from the forties and the 3 dance floors set up among the tables were filled all evening.

We also enjoyed the music of the Inkspots. I'm sure most of you are too young to remember them, but you have all heard the music and the audience cheered them on and brought them back for more.

This was a great event and I hope more of you will be there next year. ----- Bertie



## **Palm to Pines Report**

My friend **Jackie McNary** and I originally joined the SFV 99's in order to race her Bellanca. As Student and Instructor, we had talked about putting the Viking through its paces for a very long time. As a matter of fact, almost twenty-five years! (We began as children) Little did we know that we would have been able to race without our 99's memberships and the race we finally were able to run wasn't even a strictly 99's event.

We missed out on the Palms-to-Pines race last year due to our schedules being very busy. By the time we got around to sending for the entry information, it was too late to enter. We entered the Back-to-Basics Air Race last spring, but it was cancelled due to lack of participation. (C'mon, let's go for it next year! Even your Guy-Friends can enter!)

At any rate, we finally were able to participate in a Real Race this year, the Palms-To-Pines race from SMO to Bend, OR. What an experience! I'll recommend it to anyone who wishes to hone their skills, both in flight planning and flying. The camaraderie was exceptional as we chose to sit at different tables during each of the group events. In this way we found several friends we just hadn't met before. There are women of all ages and flying skills with the love of aviation in common. It was a real treat to be a part of the gaggle and share the airport ramps with so many airplanes with racing numbers on them.

There were 27 aircraft entered in this years race. Three teams were newcomers (like Jackie and me.) Most of the airplanes were Cessna 172's, some 182's and 206's, a few Cherokee's a couple Comanche's, one Bonanza S-35 and one Bellanca (That's us!) With the various aircraft handicapped, it evened the field to a great extent. To be honest, we went for the fun, not for the big bucks of winning. (There are minimal awards. The raffle tickets are worth as much.)

Friday, September 16th was our start day. We were set to go at 0900 but the weather wasn't. I listened intently for hours as the experienced racers told stories of how one year they didn't get a break in the weather until almost Noon. Ha! We fooled them. The race didn't get going until after two in the afternoon. (Glad I brought my Game Boy for

entertainment purposes while waiting.)

Imagine my chagrin when Jackie showed up about ten with three large grocery bags in case "the girls" were hungry. The groceries included fruit juices, applesauce, yogurt, sparkling cider and more. I tried to explain that this was a race, and that we probably didn't want any excess weight, but that was not a factor to her. It is her pleasure to share with others....This would have been humorous enough, but to top it off, she forgot to bring her clothes. Yup, that's Jackie!

I packed the groceries in the very back of the plane knowing that an aft CG would increase cruise speed. Hah! Fortunately she found enough clothing tucked in her flight bag, purse, and other bags to get through till Sunday. When we finally took off it was about 2:30 pm. No problem, I knew we'd be one of the first ones to arrive at Red Bluff, CA because the Bellanca is a fast little plane.

It wasn't until Gorman that I realized Jackie had her window open. When I asked her why, she explained that she could see better with it open. It took me less than thirty seconds to explain that we're RACING and to close the window, which she did. We continued on course and had plenty of fuel, so decided not to stop at Merced, but just do a timing run. (At 200' above the ground, it's quite a rush! I don't usually have that much pure fun.) Some of the gals stopped for fuel and a bite for lunch at Merced. It had been a long time since breakfast! Personally I wanted to push on. Jackie had plenty of food and drinks if she got hungry and I had my Diet Cokes.

At Red Bluff the aircraft staggered in over the next five hours. Everyone arrived before dark, which was a good sign. After being taken to the hotel and checking into our rooms, there was a barbeque within walking distance. I missed it, as all I wanted to do was get some sleep.

Bright and early on Saturday we all arrived at the airport. We needed to take off by 0900, but not before 0800. Consequently there was quite a crowd readying for the next leg. After accomplishing a thorough preflight, we again packed up the groceries (Yes, they went into the room with Jackie, too,) flight bags, cooler and my suitcase. We taxied out, did our runup and announced we were taking the active

runway, 30. I carefully checked that Jackie's window was closed, her seat adjusted properly, headphones on and mike in front of her lips and began our takeoff roll. It wasn't until we were airborne that I realized I hadn't closed my door! Sheez! I was so busy checking Jackie that I didn't pay attention to my own business!

If any of you have tried to shut an airplane door in flight, you realize I was fighting an uphill battle. We opted to come back around and shut the door. I'd deal with the kidding later. We came back and landed, taxied back, closed the door and re-launched. It wasn't until later that evening that I realized that our racing time had started on the FIRST take-off. The timers wouldn't re-start our clock for the second takeoff.

Oops...

Well, to make a very long story short, we didn't win the race. We weren't last, though!

The Shiloh Inn was quite nice in Bend. Several of the ladies hung out at the pools, so we had another opportunity to get to know our cohorts. The stories of some of the statements from controllers was particularly funny to me. "How many of you are there?" "Boy, there must be a lot going on in Bend." "Another one? Traffic at one o'clock. I think it's one of you!" "You ALL don't want Flight Following, do you?"

We had a lovely buffet dinner on Saturday night right at the hotel. At this time the remaining raffle prizes were given out. I won 25 gallons of fuel from Supermarine at SMO! (You can be sure I will be purchasing more raffle tickets next year, too.)

Sunday morning we had a buffet breakfast again in the banquet room at the Shiloh Inn. After our meal the winners were announced and lots of pictures were taken. Jackie and I each got a certificate for our first time racing. We were sitting at the table with the winner of the race, Tookie, when it was announced. I truly felt I was part of a fun group.

After accomplishing this race, I'm convinced that I will be going again. Next year should be a good year for races, as aviation has its anniversary. C'mon along and be a part of a great group!

**Chris Merrick**

## **Doo Dah Parade**

Dust off those planes because it is time to start thinking about our upcoming FUNdraiser - the Pasadena Doo Dah Parade! We'll be marching on Sunday, November 24, 2002. Join your fellow 99s in the goofy fun of this annual event - all it takes is a homemade aircraft, your attractive headset, and walking shoes - and a minimum \$50 entry fee (your goal is to raise as much as you can!). Make a list of friends, family, and co-workers who may be interested in "sponsoring your flight." This year we would love to have other local chapters join us in the fun. More information will follow. Please contact **Jennifer Miller** (818) 559-7561 if you have questions or would like more information about creating your airplane.



## **VFR Traffic Advisories vs. Flight Following**

Ever asked for “flight following” on a VFR flight? What you most likely got, at least around here in the SoCal airspace, was VFR traffic advisories, based on the controller’s workload. Are you aware that in the FAA’s terminology book, these are really 2 different things? Of course, phraseology being what it is, and general conventions being what they are, nobody much gives it a second thought, because everyone knows what is meant.

Just for the record, however, “VFR Traffic Advisories” are normally provided by ATC in a radar environment, and “Flight Following” is a service provided by FSS in the Great Lakes and Everglades areas, to name a couple.

Now that we’ve got that straight, ☺ we can go on to see just what this useful service provides for you, and what it doesn’t. Of course, this article assumes that you are not one of those pilots who avoids talking to ATC whenever possible. There are various reasons for this, but those folks are missing out on some good help that ATC can give them.

What you DO get: a discrete transponder “squawk” code and data block for your radar “blip” so that the controller will be able to tell other planes where YOU are, traffic advisories IF the controller has time and his/her workload permits and the traffic appears on their radar scope (some things don’t), vectors for traffic separation or to avoid someplace you don’t want to be, (such as TFR airspace, or maybe the Hollywood Bowl) if you ask for them, implicit permission to enter Class C airspace (the controllers will tell you to stay clear if they don’t want you in there), a track of your flight on the radar tracking recording tape that could be followed if something were to happen to you (this is where the idea of “following” comes in).

What you DON’T get: separation from other traffic, absolution from your VFR responsibility to “see and be seen”, information on every aircraft in your vicinity (the controller has several other higher priorities), a guarantee that the controller in the next sector or radar facility will accept your aircraft for continued traffic advisories, initiation of emergency procedures should you suddenly fail to respond to the controller, implicit permission to enter Class B airspace (that, you gotta ask for!), automatic VFR flight plan closure when you’re handed off to a tower (that’s IFR only).

As long as you know the limitations, this can be a very helpful service. In radar sectors where the controllers aren’t too busy, in my experience, they are always very helpful about pointing out traffic and handing me off to the next sector. They also know my altitude and where I’m going, so they can make their traffic plans accordingly and also let other pilots know what they need to know to avoid me. And, in these days when people are jittery about security, a pilot who is professional and cooperative is known not to be any sort of threat.

So, how do you ask for this service? Well, the first thing you need is the correct frequency for the area you’re in. You can find it on your VFR sectional or terminal area chart. Then you need to accurately determine your position. That’s REALLY important to the controller. Another thing to keep in mind is that controllers don’t like talking any more than they have to. The trick is to give them just enough and nothing extra – just like professional pilots are accustomed to doing. It’ll also increase the chances of your getting what you want.

Your initial call to ATC should contain the following information – nothing more, nothing less: SoCal Approach, Cessna 456 (give your short call sign initially so the controller doesn’t have to remember it ALL) over XYZ (some major navaid, prominent landmark or airport) with VFR request. If you’re on the wrong frequency, the controller will know it and be able to give you the right one without lots wasted conversation. If you’ve got the right frequency and they tell you to go ahead, then it’s simply, "Cessna 13456 (now use FULL callsign), Cessna 177 slant golf, over XYZ, three thousand five hundred climbing to 9 thousand 5 hundred, request traffic advisories (or flight following if your habit patterns are fixed in that way) to Podunk Airport." If the controller has time for you, s/he will give you a squawk code and there you are.

Much of this information is based on my recent email conversations with a friend who is currently a controller at CMA. He has worked at SoCal, and also at an Enroute facility (very few controllers have done all 3). One caveat from him: don’t call up a controller for the *first time* and say “Cessna 321 is *with you*”. This causes some initial confusion, and then a lot of irritation because the controller is then forced into a game of 20 questions – and LOTS of talking, which they don’t like to do because it keeps them from doing other higher priority things.

So, now you know how to get another set of eyes to help you find your traffic when you’re on a VFR flight!

Fly Safely!

Claudia Ferguson, Safety Chairman

San Fernando Valley 99s

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With appropriate thanks to Tony Williams (“Alpha Whiskey”)

**WEB SITES of INTEREST - [www.ninety-nines.org](http://www.ninety-nines.org) (International)  
[www.sws99s.org](http://www.sws99s.org) (Southwest Section)  
[www.sfv99s.org](http://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 7:00 pm. – July dark.  
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](mailto:bduffy@lausd.k12.ca.us)) contributions to Bertie Duffy**

## **Calendar of Events and Coming Attractions**

<b>Sept 13 – 15</b>	Fall Section – Tucson AZ
<b>Oct 7</b>	Chapter Meeting
<b>Sat Oct 19</b>	VNY Open House
<b>Oct 24-26</b>	AOPA Palm Springs
<b>Nov. 24</b>	Doo Dah Parade
<b>Sat Dec 7</b>	Cookies to the Tower
<b>Sat Dec 14</b>	Holiday Party
<b>Sat Mar 29, 2003</b>	Flying Companion Seminar
<b>April 2003</b>	Aviation World Fair – Kitty Hawk, N.C. (Newport News)

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