



AUX TANK

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

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May 2005

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The San Fernando Valley Chapter of the Ninety-Nines was founded on February 1, 1952. The mission of the Ninety-Nines is:

- * To promote world fellowship through flight.
- * To provide networking and scholarship opportunities for women and aviation education in the community.
- * To preserve the unique history of women in aviation.

ANOTHER SUCCESSFUL SOUTHWEST SECTION MEETING BY THE SFV 99S



Thank you to the many volunteers who gave of their time and resources in our quest to make this our best Southwest Section Meeting yet. A fun time was had by all and we all learned so very much for our future endeavors. See the special SWS Newsletter for photos and more!

New Ratings



Stacie Crowther obtains her IFR Rating! Way to go Stacie and Congratulations!



New Board

As Chairman of the Nominating Committee, I take great pleasure, with my co-chairs to announce our New 2005-2006 Board of Trustees. The ballots were handed out at the March meeting and mailed to those not in attendance. Anne Marie, Lois, and I met early before the April meeting to count the ballots.

The results:

- ✍ Bertie Duffy, returns as Chairman
- ✍ Kathy Crawly returns as Vice Chairman
- ✍ Jennifer Miller returns as Recording Secretary
- ✍ Melinda Lyon returns as Correspondence Secretary
- ✍ Maureen Kenney as our Treasurer

The official Installation will be at our Annual Awards Banquet June 4, 2005 at the 94th Aero Squadron Restaurant. Be sure to attend !

Nominating Committee: Mary Glassman, Lois Peck, and Anne Marie Radell

FUNdraising Activities

On Saturday, May 21 the Chapter sold coffee, bagels and cream cheese, sodas, and sundry other items.

Many new opportunities are available to raise funds for the Chapter thru EScript including signing up for DirectTV. FFI (for further information) contact Ceci Stratford.

New Member



A big WELCOME to our new SFV 99-FWP, Janice Martin. She and I met over 20 years ago at Ralphs Grocery Company where we both worked. She is now a Computer Analyst for Ralphs' fully automated warehouse in Glendale. She was one of my first passengers when I got my pilots license and I am so thrilled that she is ready to fulfill her dream of becoming a Pilot. Janice has two grown children and two beautiful grandchildren. She enjoys gardening, quilting, ceramics and traveling. She has just returned from a trip to Ireland, London, and Paris. While growing up she lived only three blocks from Whiteman Airport, then moved with her parents, right under the flight path for 16 at VNY. Destiny?? She has come full circle and is now taking lessons at Whiteman and joining us for meetings at VNY. I say again. Destiny?? I am sure she will be a wonderful asset to our Chapter.
Mary Glassman, Membership Chair



THANKS TO A GREAT CREW!

By Dolores Mathews

Manning (womaning?) the Registration Desk for Southwest Section on May 13-14 was real fun - challenging at moments - but interesting and great fun! Getting to know the faces that go with the names of those 99s who faithfully attend Section meetings as we gave them their Registration packets and “goody cans” was rewarding. Many, many exclamations of wonder and surprise as we handed them the “cans.”

The Registration Desk operation went smoothly due to the many volunteers who worked the desk in two-hour (or more) shifts (and in some cases went without breakfast or lunch) to make sure all the 99s checking in got what they had ordered in the way of tour tickets and meals; and answered question after question about...well...if you can think of it, they asked it!

Many, many thanks to Mary Glassman, Golda Neuman, Anne Marie Radel, Marilyn Perna, Lorrie Blech, Laura Ricks, Juliann Sikora, Helene Krongold, Coralee Tucker, Maria Schwartz, Marion McNiff, Claudia Ferguson, Felicia Hoppe, Jeanne Kirhofer, Lois Peck, Kathy Smither and others who were pressed into service as they passed by the desk at busy times. We could not have set up and taken down the desk each morning and evening without Jeanne Fenimore and Coy, who carted supplies in and out of locked rooms as necessary.

This was just one committee at work. There were many others doing all the things that have to be done to make a Section successful and assure that everyone will have a good time. We thank them all. And to our Section Chairman, Maureen Kenney, she took on a huge job and did it well. We can all be proud, as our Section was a big success!

How can we be humble when we're so great?

SOUTHWEST SECTION - SFV 99S
BRING HOME THE TROPHYS
AGAIN AND AGAIN AND AGAIN!

Aviation Education

Lois Peck



Pilot Proficiency Training

Jeannie Kirhofer and Delores Matthews



AirMarking

Jennifer Miller



May 2005 Safety Article

Old Husband's Tale

Last Sunday, the pastor of my church used a text from the Bible that said "Do not waste time arguing over godless ideas and old wives' tales." (1 Timothy 4:7 for the curious.) Well, I got to thinking that this is a good idea in many areas of life, including aviation. Isn't it strange that some bits of information come to be believed by large segments of a population even when they are untrue? Of course, since less than 6% of the licensed pilots in the U.S.A are women, and that number is at an all time high, it's probably a pretty safe bet that most, if not all, of the common mis-conceptions and strange bits of "lore" in aviation are really "Old Husbands' Tales".

Now and again, it's a good idea to set the record straight. So, with that in mind, here are a few old husbands' tales to be refuted.

Radio Communication Requirements at Uncontrolled Airports

Basically, there aren't any. No radio communication is required by FAR, so you can go in NORDDO if you want to (or if you have to). CTAF (unicom) frequencies are supplied on charts, and in the Airport/Facilities Directory, and they are generally shared with other airports that may be within transmission range. This means that you will be able to hear aircraft at other airports, so it's always a good idea to state where you are. But don't rely completely on the radio to tell you where the traffic at your airport is. Keep looking for other aircraft that may NOT be on the radio (or may be on the wrong freq?). If you are complacent, you could end up getting a REAL close look at another airplane before either of you have landed. Don't necessarily expect acknowledgement for your position messages on Unicom, either.

FAA Requirements for Altimeters

Depending on the type of flying you do, you may NOT need a pitot static system check every 2 years, and if your altimeter has 50' tick marks instead of 20' tick marks on its face, it's quite legal.

Requirements for VFR:

1. Does not need to be adjustable (sensitive) for barometric pressure. (Consider the ones installed in the "blind encoders" for transponders.)
2. No checks, other than to make sure the pitot-static system is in good working order, are required.

Requirements for IFR:

1. Needs to be "sensitive", which according to the SAE is adjustable to .02" Hg. The Kollsman window takes care of that.
2. Every 24 calendar months, a pitot-static system check is required that must meet the standards outlined in FAR 43, Appendix E or a test procedure established by the manufacturer and approved by the FAA.
3. During flight, it must be set to a current barometric setting within 100 nmi.

For use when coupled with your transponder that encodes altitude:

1. Altimeter must meet TSO standards, otherwise (if you are not squawking altitude), the TSO not required. (By the way, a TSO, or Technical Standards Order, is a spec to build something, and not necessarily to describe how it works.)
2. For use in Category II and III landing operations, for reduced visibility minimums, an altimeter must be marked in 20' increments and there must be 2 altimeters in the aircraft.

IFR Clearances

IFR Clearances actually do not have to be read back. Of course, it's a good idea, just to make sure you heard everything OK, but it isn't mandatory. Don't forget that it's up to you to NOT accept a clearance if it isn't flyable for any reason, such as route, aircraft limitations, etc.

(continued on next page)

Claudia Ferguson
Safety Chairman, SFV 99s
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Safety – Old Husband’s Tale (cont’d)

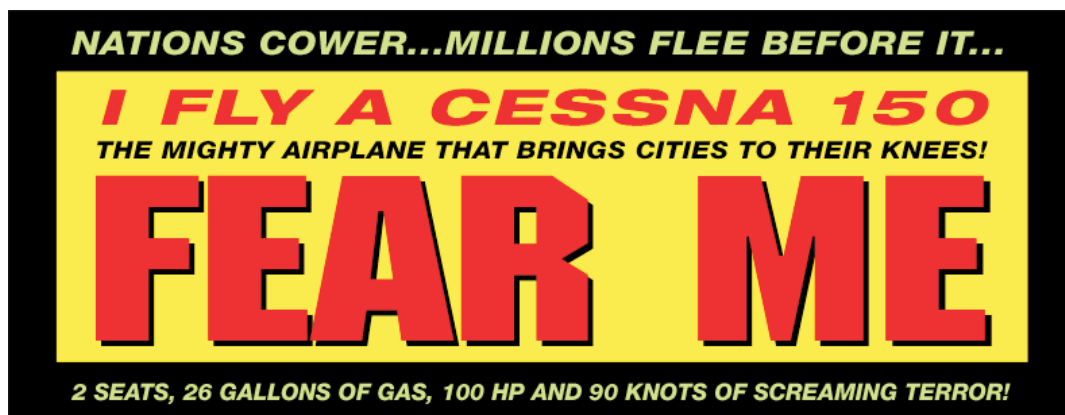
RPM vs Manifold Pressure (or running “over square”)

The "requirement" for a "squared power setting" or that the RPM in hundreds should not be exceeded by the Manifold Pressure in “inches of Hg” seems to be left over from the old days of radial engines that were vulnerable to bearing wear at high power settings. There is a limit to the power which can be developed by an engine, particularly those that are turbocharged, but acceptable settings which have been tested are listed in the POH and can be used without apprehension. E.g. if 65% power may be obtained at 2 different RPM and MP settings, why not use the one with the lower RPM and higher MP? The reasons for that are:

1. Fewer RPMs per unit of time will lengthen the time before the engine is due for overhaul if you do this over a considerable length of time (TACH vs Clock time). It makes a difference over the years.
2. Fewer RPMs means the cumulation of a lot of little things that add up:
 - ✍ Fewer combustion cycles means less piston travel per unit of time, lessening engine wear.
 - ✍ For a given speed, less energy will be lost to friction if the RPMs are lower, and this translates to saving fuel.
 - ✍ The fuel will have longer to do its work (making power and cooling the cylinder).
3. There is cumulatively less wear on the prop, which is stressed more by the centrifugal and rotational forces (those that pull away from the hub) than by the "bending" forces (pulling forward) it gets from taking a larger bite out of the air (high angle of attack). Note: the red line on the RPM gauge is almost always for limitations of the prop, not the engine.
4. Prop tip speeds will be lower and therefore quieter. Noise abatement is a good thing.

In aviation, there are always some “facts” that aren't really “facts” and you have to use common sense, and know the regs, and the limitations of the airplane you fly. The more you know, the safer you'll be, and safety is always paramount.

Claudia Ferguson
Safety Chairman, SFV 99s
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THE PLANETARY SOCIETY

The largest nonprofit, nongovernmental space advocacy group on Earth.

Our SWS Banquet was so fortunate to have exhibit supporters! One of these generous supporters was The Planetary Society. Visit their website:

<http://www.planetary.org>

The Planetary Society (TPS) was founded in 1980 by Carl Sagan, Bruce Murray and Louis Friedman. It actively funds research, lobbies, reports, and educates members and non-members throughout the world.

Representing TPS for our SWS Banquet were Alice (TPS employee) and her husband, Don Wakelin. They were interested in meeting us since they just bought a Bonanza (Don used to work on C 130s), and their son is learning to fly at Whiteman. Alice is hoping to attend our next Chapter meeting, bringing her son's girlfriend, Stephanie.

Nina Yates, Contributor



Debut of Chapter Members handiwork for SWS Silent Auction



Van Nuys Airshow

Sunday, May 15, 2005



The wonderful weekend was ended with a walk through the Van Nuys Air Show in 95 degree weather.

Still working, I found Anne Marie Radel (Latin American Pilots Association) and Marcia Fuller (Tuskegee Airman).

Bertie was impressing CHP with her motorcycle skills....I'm sure they will have a job for her shortly.



Pictures provided courtesy of Lilian Holt, Darling Productions



SFV 99S Dates to Remember and Upcoming Events

May 21, 2005	Saturday – 9am-4pm	Whiteman Aviation and Space Day – WHP Airport
June 4, 2005	Saturday - Lunch	Awards & Installation Banquet – 99 th (94 th) Aero Squadron
June 26, 2005	Sunday – 1pm-4pm	Ceci’s Annual Hangar Party

TERRI LINCOLN ON COVER OF AVIATION FOR WOMEN

Remember our two evening talks and Los Angeles Air Support Division tour? Well, Terri Lincoln has been featured in the January/February 2005, issue of Aviation for Women, published by Women in Aviation (<http://www.wai.org/>). Congratulations, Terri! Nina Yates is planning to bring a copy to pass around at our next meeting.

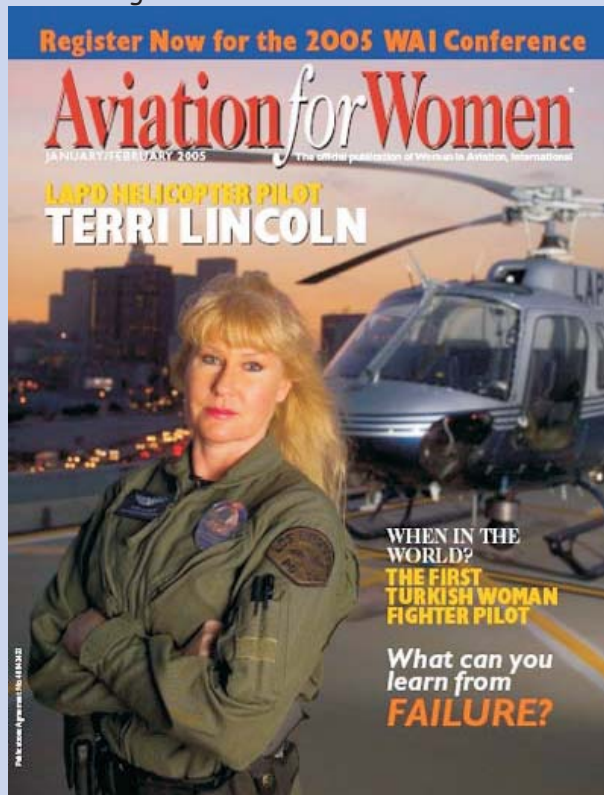


Photo courtesy of WAI member and professional photographer, Chad Slattery (www.aeropix.com).