



AUX TANK

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

AUX TANK

November 2005

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Cookies to the Tower

Cookies to the Tower will be held on Saturday, December 3rd from 10:30am til 1:30pm at Rocky's Restaurant at Whiteman Airport. Cookie package assembly will reign then lunch will be ordered off the menu (dutch treat---seperate checks). Good fun & cheer will abide!

If you are unable to join us at the get together at Rocky's, you can stop by and drop off your cookies to Safer Baby between 10am and 5pm at 12420 Ventura Blvd., Studio City, CA 91604,(818) 766-4866 on the Thursday and Friday before December 3rd.

Anne Marie Radel

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.



6:00 PM
MONDAY
DEC. 5, 2005
AIRTEL, VAN NUYS



FFI
CONTACT
PAM PALMIERI
818-254-7040

Combine your Holiday Shopping at the 99s Meeting
in December at the Airtel

Vendors:

Ruth Logan: Aviation Gifts by Ruth

Barbara Schultz: Plane Mercantile

David Neil: David Neil Designs

Lisa Perry: Arbonne International

Pam Palmieri: FlowerEaze

CAF RAFFLE – Valentine Experience

Hi, 99s,

Just a reminder about our fun fund raising event with the CAF:

A "romantic Valentine experience" on February 11 and 12, 2006 includes champagne and hors d' oeuvres during a 1 hour flight from Camarillo Airport up the coast in the C-131, a vintage twin-engine Air Force transport plane. (It's roomy and comfortable.)

Upon returning to CMA, the 3 winning couples will be taken by limousine to the Pierpont Inn in Ventura) for an overnight stay.

They'll get dinner, \$150 spending money, a beautiful room with a gift, raquet club privileges, a mid-morning brunch, and a limo ride back to Camarillo Airport.

Three winning tickets will be drawn on January 14, 2006. Each winning ticket is for a couple.

Proceeds benefit the Commemorative Air Force and the non-profit organizations helping sell tickets, including the SFV 99s.

Only 5000 tickets have been printed.

One raffle ticket costs \$25.

SFV 99s can sell the tickets to ourselves, friends and families, and make some money doing so. Let's make a difference for our Chapter! A ticket makes a great birthday or Christmas gift.

If you have already sold some, please bring the ticket stubs and money to the next meeting so I can turn them in to the CAF. We have 200 tickets to sell (which means \$1200 for our treasury!!)

If you would like to buy a ticket or sell some, I will have tickets and flyers at the next 3 meetings.

Please contact me at (805) 527-3696 or (805) 630-3696 (cell) if you have any questions.

Ceci

AVIATION EXPLORER POST 747

Our little group is growing – we have thirteen committed Explorers. Our newest addition is Ashley Steven. Ashley brings our total number of girls to five! Ashley is going to try to attend our next SFV 99s meeting.

Post 747 played a major role in making the recent Girl Scout Day at Whiteman a success. They all worked very hard setting up booths, helping at the display areas and cleaning up. Some arrived as early as 7:30 a.m. and didn't leave until 4:30 p.m.

The Explorers will kick-off their new candy drive on Friday, November 18th. They will be selling World's Finest Chocolate Almond bars for \$1. The bars are personalized this year with the Post's name. Thank you in advance for supporting this fundraiser.

Genesis Rivas was elected Post President, Chris Anderson is VP, Taylor Brock is Treasurer and Chris Knight is Historian/Secretary. Genesis Rivas arranged a field trip to L.A. County's Barton Heliport on November 5. Everyone who attended found it very informative. Explorer Ian Doolittle is scheduled to solo Monday, November 21. We'll keep you posted!

AST CHANCE TO WIN!

No, not the Lotto – but to win for yourself additional flying skills, and for your chapter, perhaps the trophy for Pilot Proficiency Training in the Southwest Section. The 31st of December is the last date for qualifying for 2005. **We want to be the most proficient pilots in Southwest Section!**

Some suggestions: If you do not already have a form for submitting something you have done to qualify, please go online to our chapter site (www.sfv99s.org) and print one. (Find it under Forms). Then carry it with you in your flight case or purse so that you can get it signed as necessary when you do qualify. Or call Jeanne Kirhofer (818-790-3208) and she will mail one to you.

Also on our chapter web site is a list of things, any one of which qualifies you for the Pilot Proficiency program. Every member of our chapter, flying or not, can qualify. If you are not flying, there are many other things from which to choose. One interesting way is to take one of the free online interactive training courses offered by the Air Safety Foundation (www.AOPA.org will get you there). On the first screen is a link to AOPA Online Safety Center. They have an excellent selection, and its fun. Three new courses have been added recently. Upon completing a course and quiz, you get a certificate to print out which you can submit for credit for the ground portion of the FAA Wings Program as well as our Pilot Proficiency Training program.

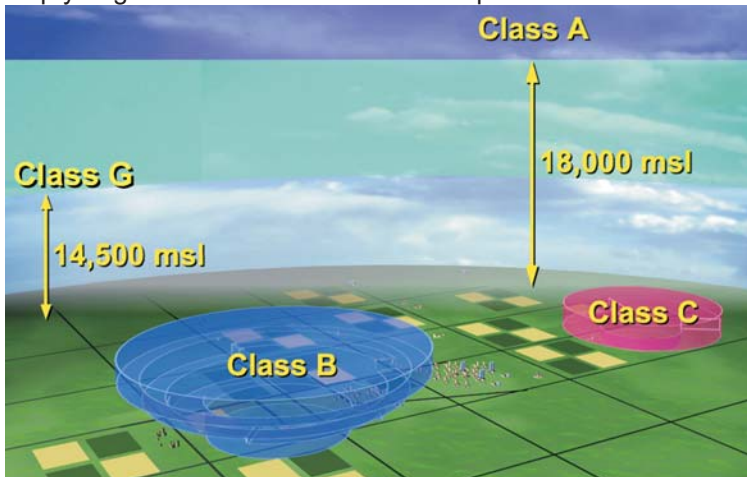
Our thanks to all who attended the November chapter meeting where we were treated to a seminar on Air Space. It was excellent and qualified every member who attended for the Pilot Proficiency program. Special thanks to Claudia Ferguson who was the Presenter of the seminar and to Maureen Kenney for the necessary equipment.

Jeanne Kirhofer and Dolores Mathews
Co-Chairmen of Pilot Proficiency Training

“A-B-C-D-E-F-G” or, How Do You Spell Airspace?

It was my privilege to present an AOPA Air Safety Foundation safety message all about airspace at our November Chapter meeting. I don't know about you, but ever since they went to “alphabet soup” for airspace names, a good refresher is always helpful for me. For those who didn't get there, and for those who were on “information overload” because we went thru 100+ slides in the presentation, here's a VERY brief recap of the airspace we use in the United States.

There are 4 kinds of airspace in the US: Controlled, Uncontrolled, Special Use, and Other. Here's a picture to help you get started with Controlled Airspace:



Controlled

A – “Above”: is 18000' MSL and above, IFR Flight Plan and Instrument rating required, set altimeter to 29.92, altitudes called “Flight Levels”, no VFR WX minima because no VFR (also, no aerobatics up there), DME req'd above FL 240.

B – “Biggest & Busiest” (used to be TCA): shape of inverted wedding cake and goes from the surface (in the center where the hub airport is) to approx. 10K' with a radius of about 30 nm with cutouts as req'd, 30 nm Mode C “veil”, VFR WX minimum 3 sm, clear of clouds (because separation is provided), clearance req'd prior to entry, for VFR there are transition routes (they require clearance), VFR corridors and flyways (no clearance req'd), restrictions for student pilots.

C – “Communicate” (used to be ARSA): also inverted wedding cake shape and goes from the surface at the center to approx. 4K', 5 nm core, 10 nm max. radius, with cutouts as req'd, establish communication req'd for entry (“clearance” not req'd)

D – “Dialog” (used to be “Airport Traffic Area”): has a radius of about 4 nm, may have cutouts for satellite airports, and goes from the surface to 2.5K' AGL, establish communication prior to entry, has an operating control tower and clearance req'd to take off or land, may have extensions of Class D or E airspace for instrument approaches & departures, controlled airspace WX minima req'd in Class D and any extensions

E – “Everywhere Else” (in controlled airspace): can be aloft or surface-based, can start at 700' AGL or 1200' AGL, 0r 14.5K' MSL, includes airways, WX minima (same for C, D & E) of 3 sm visibility and cloud clearance 500' below, 1K' above, 2K' lateral

Uncontrolled

F – “Forget it”: not used in the USA. Is for IFR flight without ATC communication or separation (Frightening!!).

G – “Government free”: the essential difference between Class G and Class E is weather minima – Class G requires 1 sm, clear of clouds, goes from surface to start of Class E, only airspace where you can do aerobatics

Special Use

Prohibited areas: “P-xx” – don't EVER go in there!

Restricted Areas: “R-xxxx” – must have ATC permission to enter

- Warning Areas: “W-xxx” – ATC has no jurisdiction because it is more than 3 miles offshore, there may be activities unsafe for aircraft (such as military activity)

Military Operations Areas (MOAs): for military activities – find out if they’re hot before going in – not req’d, but it is the safe thing to do

Alert Areas: for flight training, parachutes, etc. – areas where extra caution is needed

Other

TRSA “Terminal Radar Service Area”: participation not required, used in areas that are not quite busy enough for Class C. Palm Springs (KPSP) has one.

Airport Advisory Area – no tower in operation, but FSS on the field can give local WX. We have one at RAL when their tower is closed, but that will go away when they shut it down next year. ☹

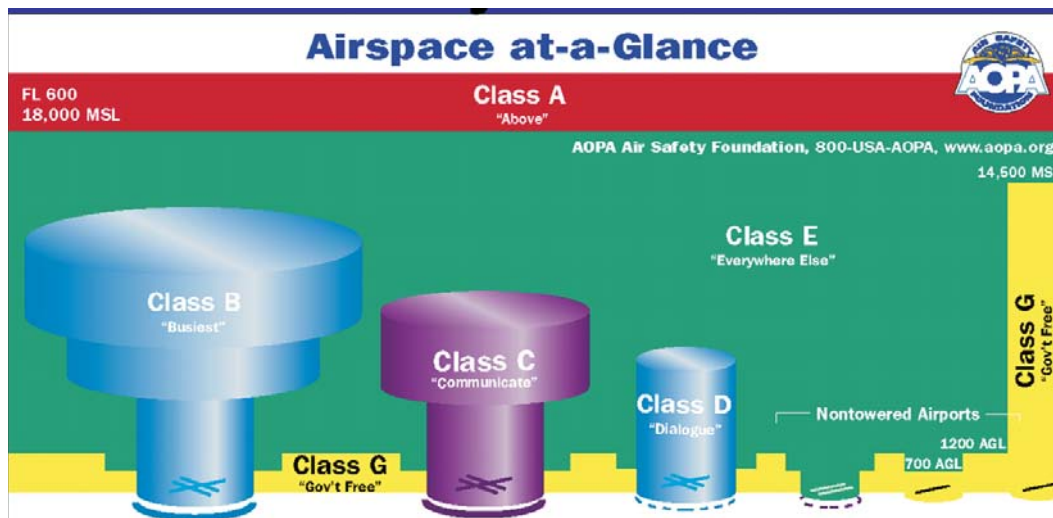
Military Training Routes IRs and VRs: high-speed, very low altitude military traffic on these – best to stay clear if you can as ATC may not know if they are hot!

Temporary Flight Restrictions “TFRs”: lots of these have sprung up since 9/11 – check with FSS before EVERY flight. If you get into one of these, you may be escorted to the ground, make the 6 o’clock news, and lose your license. NOT a good thing!

National Security Areas: such as power plants, etc. – don’t loiter near them or fly low over them – you could be escorted away – remember how paranoid the gov’t has become and use common sense.

Parachute Jump Areas: well, OBVIOUSLY! Lake Elsinore, Perris Valley, Crystal Aire, Cal City are all heavily used jump areas, especially on the weekends - be sure to monitor the CTAF in the area – you will not be able to spot a jumper as they are too small and too fast.

Wildlife Refuges and Nat’l parks frequently have special markings around them on a VFR chart, though they don’t have official airspace designation. The Sespe Condor Sanctuary is one near us. Stay high over these even though the temptation to go low and sight-see is there. There are also some places like the Grand Canyon that have special restrictions – see the FARs for those.



Many thanks to the AOPA Air Safety Foundation for the diagrams used in this article and for their continued dedication to air safety!

Have a SAFE flight!

Claudia Ferguson, Safety Chairman
San Fernando Valley 99s
Aviation Safety Counselor
© CK Ferguson 2005

Chapter dues (\$25) are to be paid by each member, in September each year. FWP's are exempt from dues.

The attached list shows an x for each member who is registered with 99s international, lists SFV99s as their chapter, and has paid dues for this year.

If you have not yet paid your chapter dues, please take a moment to write out the check and send it to us!

Please send dues to:

SFV99s

P.O. Box 7142
Van Nuys, CA 91409-7142

Maureen Kenney



SFV99s	Dues	Due - Sep 2005	SFV99s	Dues	Due - Sep 2005
Paid	lastname	firstname		Mayle	Ruth
x	Albiez	Michele	x	McCurry	Ruth
	Aranaga	Cheryl	x	McNiff	Marion
	Archibald	Jan	x	Merrick	Christina
	Becquet	Mary		Miller	Jennifer
x	Black	Barbara	x	Mindock	Jennifer
x	Blech	Lorrie		Minter	Doris
	Brown	Helene	x	Neale	Mary Lou
	Butcher	Beverly	x	Neuman	Golda
x	Crawley	Kathy		Palmieri	Pamela
x	Crowther	Anastasia		Pavlova	Natasha
	Dinius	Leslie		Peck	Lois
x	Distaso	Pamela	x	Perna	Marilyn
x	Duffy	Bertie	x	Presson	Kathryn
x	Fenimore	Jeanne		Radel	Anne Marie
	Ferguson	Claudia		Rickabaugh	Elynore
x	Forsting	Jacqueline		Ricks	Laura
x	Fuller	Marcia		Rifkin	Lois
x	Glassman	Mary		Rink	Leslie
	Green	Lynda		Rivas	Genesis
	Harmon	Virginia	x	Sanderson	Sylvia
x	Hernandez	Linda		Sandling	Paula
	Hicklin	Dolly		Scanlon	Carol
x	Hineman	Lisa		Schramm-Ogne	Wanda
x	Holt	Lilian	x	Schurr	Connie
	Hoppe	Felicia		Sikora	Julieann
	Howes	Jaye		Skalla	Susan
x	Irwin	Elisabeth	x	Sloan	Susan
x	Kenney	Maureen		Smither	Kathryn
x	Kirhofer	Jeanne		Stoner	Melanie
	Krongold	Helene	x	Story	Irma
	Kurrasch	Madeline		Stratford	Cecelia
	Leatherman	Holly	x	Theurkauf	Susan
x	Levick	Merlee		Tucker	Coralee
x	Logan	Ruth		Williams	Lynette
x	Lyon	Melinda	x	Wood	Jan
	Martin	Janice	x	Worden	Linda
x	Mathews	M.		Yates	Nina
				Yendes	Patricia

SOAR WITH GIRL SCOUTING AVIATION DAY

October 29, 2005

Whiteman Airport



Saturday dawned clear and bright and it stayed that way all day, a perfect day for 114 girls who came to Whiteman Airport to learn about aviation.

The San Fernando Valley 99s partnered with the Burbank Senior/Cadette Girl Scout Troop 1522 in putting on this event. 47 Brownies, 19 Juniors and 48 Cadettes attended. Six Cadettes and Seniors from Troop 1522 acted as "Flight Counselors", escorting their groups of attendees around to the various activities.



They learned many things about aviation in the activities, such as:

- Airfoils by making kites
- Airplane parts by assembling cardboard airplanes
- Airplane instruments, engines and parts by sitting in and walking around actual airplanes
- Controllers and the NATO alphabet by spelling their names with the phonetic alphabet
- Maintenance by visiting Bertie's hangar



The older girls were exposed to a historical timeline of women in aviation and what aviation careers they might consider. They also worked on a service project and assembled a coloring book about aviation for the 99s to distribute at other aviation-related education events.

In between the morning and afternoon sessions, the 99s, Explorers and Troop 1522 had lunch in Cec's hangar. Kandie, one of the G.S. leaders made a fantastic BBQ beef dish!



All girls who attended had their photo taken beside an airplane and it was attached to their "passport" which was stamped at each activity they attended. Each one also received a patch and a "goodie" bag with special items donated from Goodyear, Boeing, Piper, AeroShell, GAMA, AOPA, and EAA.

Fourteen Ninety-Nines, two 49 1/2s and 11 Aviation Explorers helped with the activities (in addition to the Girl Scouts and parents who helped, too). We were exhausted, but happy, after the long day and gathered in Ruth's hangar afterwards to exchange stories about our experiences.



This will become an annual event, so keep your ears open for next year's Aviation Day to see how you can participate!



Sunquest Aviation

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Situated at Whiteman Airport, Sun Quest flight school gives you many flight options to choose from. Whether you are a new student, or upgrading to a higher license, Sun Quest is here to help. Located just eight miles from the local practice area and adjacent to Van Nuys and Burbank airports. Sun Quest at Whiteman airport is the place to fly!

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