



AUX TANK

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

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February 2006

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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.



We enjoyed our very own Racing Panel at the February Meeting. Jeanne Fenimore, Ann Marie Radel, Melinda Lyon, Ceci Stratford, Lorrie Blech and Paula Sandling shared their great information and experiences with the Chapter.

I know that many of our FWPs and new members who have not had the opportunity to enter and enjoy the rush of crossing the finish line gained useful information for future racing adventures. Thank you for sharing fellow racers!

Photo and submission by Lilian Holt.



AEROSPACE EDUCATION

We are coming to the end of this years Section Aerospace Education competition which runs from April 1, 2005 to March 31, 2006. I want to thank everyone who has sent me information on their activities and ask the rest of you to please send your activities list to me as soon as possible. Please look through your log books and calendars. If you visited a FSS or an airshow, went to a safety meeting, took or gave flight instruction, attended aviation meetings (99s meetings don't count) or spoke to a group about aviation you have something to report. A list of activities that count is being posted on our web page as well as a reporting form or feel free to just drop me an email. Please send your information now as the report must be submitted at the end of the report period. Thanks.

Kathy Smither



The rose of achievement was presented to Carlana Stone Lawson by Kathy, even though she is not a full fledged 99 yet she just did her 1st. solo flight. Congratulations!

Lilian Holt



HAPPY BIRTHDAY TO US !

Kathy Crawley and Lilian Holt picked up the birthday cake for our Chapter's Birthday Party at the February Meeting. Cake was enjoyed at the end of the meeting by all in attendance.

Lilian Holt



Traveling Space Museum Ivor Dawson came to the February meeting to speak to the 99s. He sent a follow up email later talking about the success of the Space Day at New Academy on February 10, 2006. He also mentioned the 99s who helped.

As a volunteer instructor I was thrilled about teaching these children about aviation and space. It was fun watching the other 99s and teachers do their presentations. Among the other SFV 99s who helped were: Jan Archibald, Lilian Holt, Barbara Michaels, Leslie Dinius, Helene Krongold, Janice Martin, and my 49 ½ Chuck Kamphausen. This will be a great fund raiser for us since Ivor will make a donation to the 99s for each person who participated.

Lilian's photos sent in an e-mail to the Yahoo Group really show what a great day it was.

**Let's get even more 99s involved in the upcoming Space Days. More to follow about the upcoming SpaceDays!
Ceci Stratford**



AVIATION SAFETY REPORTING SYSTEM

Aviation Safety Reporting System - Uh-oh. I think I goofed!

Well, none of us is perfect we're all human, right? - and if we participate in the world of aviation long enough, sooner or later (unless you are VERY VERY lucky) we are bound to make some sort of 'boo boo'. Now assuming this error/"incident" is big enough to be possibly considered a "violation" AND it was not connected with an "accident" or a criminal offense (those are not covered by this system), you might just want to think very seriously about filing a report (<http://asrs.arc.nasa.gov/forms.htm>) with NASA's Aviation Safety Reporting System (ASRS). If the FAA comes looking for you to enforce a violation, proving you filed this report can give you immunity from that enforcement. Don't forget, the FARs have enough vagueness in them that an over-zealous inspector can come after you for almost anything and file it under the heading of "careless and reckless operation of an aircraft". It is wise to be forewarned and forearmed!

What is this ASRS report?

Over 25 years ago, the FAA became aware that many unsafe conditions in our aviation system were not being reported because people were afraid of possible enforcement action. No surprise there! So, this program began and was set up not only to guarantee the confidentiality and anonymity of the reporter, but to protect them from FAA enforcement action. A branch of NASA at the Ames Research Center (northern California, at Moffett Field) acts as a third party to collect and "de-identify" these aviation safety reports before making the information available to the FAA and others. This information has actually been quite helpful and has led to safety improvements.

The report form itself is pre-addressed, postage-paid to NASA and has lots of blocks with check-off boxes, and places where you can describe the event/situation. They want to know about the reporter (flight time, certificates, etc.), airspace, conditions, location, the aircraft (maybe more than one) involved, who was where, etc. etc. etc. At the very top of the form, is the block where you put your name, address and contact information. It's the ONLY place you put your name. When NASA gets this, they cut it off of the form and mail it back to you with the time and date they received it.

Every month, NASA publishes a FREE single-page bulletin with several reports selected from those they have received. I've been getting it for years and it has contained some very interesting information. It is called "Callback" and you can sign up for a free e-subscription on their website at: <http://asrs.arc.nasa.gov/callback.htm>. If you're curious, the website also has a library of previous editions, that you can search thru to find topics of interest.

Who can submit one?

ASRS reports can be submitted by civilian or military, pilots, maintenance personnel, cabin crew, and (under a separate FAA Order) controllers. The report protects ONLY the person who submits it.

The forms are available from NASA at the address above, the FAA, or you can download them from the website: <http://asrs.arc.nasa.gov/forms.htm>.

Actually, you don't have to have made a goof to send in one of these. If you see a safety hazard, write it down and send it in. They collect useful statistics, and publish many reports in their monthly newsletters so that they can be educational to others. There is no limit to how many you can send, but if you have to use it to fend off enforcement, you have to wait 5 years before you can use another one that way.

Can the Feds use this report information against me?

Nope. No way, forget it, nichts, nyet, etc. FAR 91.25 forbids the FAA from using the info for enforcement. (http://asrs.arc.nasa.gov/immunity_nf.htm) By the time the FAA gets the information, NASA has removed the ID strip from the top of the report and has sent it back to you as your receipt. Needless to say, it is VERY important that you hang on to your receipt in case of enforcement action. It's your "get out of jail free" card, so to speak.

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Claudia Ferguson

AVIATION SAFETY REPORTING SYSTEM

Aviation Safety Reporting System - Uh-oh. I think I goofed!

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Claudia Ferguson

Caveats!

This “get out of jail free” card doesn't cover everything. FAA immunity will only be granted if:

The violation did not involve an “accident” or criminal violation (accident reports need to be filed with NTSB as required by their regulation 830.5. <http://www.nts.gov/Aviation/Aviation.htm>)

The violation was inadvertent and not deliberate (i.e. you goofed)

You can prove you mailed in the report within 10 days of the alleged violation. Send it certified mail with return receipt requested, because the ASRS system is VERY slow with their response (hey, it's the government!). It can take up to 3 months to hear back from them. You will also want to Xerox the form for your records before you mail it.

The FAA finds, in the course of its investigation, that you were not unqualified or incompetent for holding the certificate involved.

You have a clear record from violations for the last 5 years.

You may file an ASRS report as many times as you wish, but once a finding of a violation is made, immunity can't be claimed for 5 more years.

This will not keep your record clean if a violation is determined. The FAA will make a report of their “official finding” that a violation has been committed. You can appeal this report to the NTSB, if you wish, but if judgment stands, it will go into your file in Oklahoma City, and you will be barred from ASRS immunity for 5 years.

Conclusion

The ASRS provides a useful service in collecting safety information for the aviation system in general, and an “immunity” program that can be very useful to pilots and others especially those who make their living in aviation, and to whom a lost license means lost income.

If you find that you've accidentally violated one of the FARs, filing one of these reports can get you off the hook as far as enforcement is concerned. Granted, the conditions are pretty restrictive, but the system does work, as my husband can tell you.

For further information, see FAA Advisory Circular 00-46D available from the FAA or their website <http://asrs.arc.nasa.gov/>.

Claudia Ferguson, Safety Chairman
San Fernando Valley 99s
Aviation Safety Counselor
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SFV99'S Dates to Remember and Upcoming Events

March 23-25 - Women In Aviation International Conference - Nashville, TN

April 4-10 - Sun 'n' Fun Fly-In - Lakeland, FL

May 12-14 - Southwest Section Spring Meeting - Minden, NV



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