



AUX TANK

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

MAY 2006

Member of the Month

CHAIRMAN
Bertie Duffy

VICE CHAIRMAN
Kathy Crawley

RECORDING SECRETARY
Jennifer Miller

**CORRESPONDING
SECRETARY**
Melinda Lyon

TREASURER
Maureen Kenney

EDITOR
Mary Glassman
Jennifer Miller

PHOTOGRAPHER
Lilian Darling Holt

WEBMASTER
Pam Distaso



Anne Marie Radel checks the B-17

Anne Marie Radel received Member of the Month recognition at the May Meeting for her outstanding work organizing the B-17 Event at Van Nuys Airport on May 15, 2006. It was a fun day and a big success! See page 5 for highlights.

CHAIRMAN'S MESSAGE

We had the shortest meeting of my time in office. Everything went really smoothly – the standing rules changes were passed as presented. Thank you to Jeanne Fenimore for all your hard work. Jeannie is our new chairman and I know

she will do a great job in this repeat performance.

The SOP committee has gone through all the committees and very soon there will be SOPs for each committee on the web site. Now every chairman will know what is expected and what needs to be done for each job. Mary Glassman has been our gracious hostess every month for the past year and a lot of hours has been devoted to this project.

I have only one more meeting – I hope to see you all there.

--Bertie Duffy

Did you know...

Chapter member Irma "Babe" Story has been a member of The Ninety-Nines for 60 years!

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.

Election Results

The 2006-2007 Board of Directors were announced at the May Meeting. Chairman – Jeanne Fenimore; Vice Chairman – Jennifer Miller; Corresponding Secretary – Mary Glassman; Recording Secretary – Kathryn Presson; Treasurer – Anne Marie Radel.

Thank you to the Nominating Committee for their work on this election.

Guests

Joanne Davis, a student pilot at Van Nuys Flight Center, was a guest at April's Meeting. Joanne is a Fire Engineer for the City of Glendale. Welcome! We look forward to seeing Joanne again.

Explorer Post 747 Fundraiser

Please join us for yet another fundraiser. Our Post will be hosting a Pancake Fundraiser on Saturday, May 20th, from 8:00 a.m. until 11:00 a.m. The delicious breakfast will include pancakes, sausage, orange juice and coffee – all this for a \$5 donation. The event will take place on the grassy knoll in front of Whiteman Airport's office. From 11:00 a.m. to 1:00 p.m. the Explorers will be conducting Young Eagle flights (we can use some more volunteer pilots). American Airports is donating 30 gallons of fuel and we are looking for additional sponsors to help pay for fuel. If you can't make it for breakfast, go to Rocky's between 11:00 a.m. and 4:00 p.m., present the flyer (located on the Chapter's website) and the Explorers will receive 20% of your tab. Thanks for your support!

--Ruth Logan

Chapter Awards

Hurry, Hurry! There are only a few more days to turn in your applications for the Woman Pilot of the Year, Rookie Pilot of the Year, and Trixie Ann Schubert Memorial Service Awards. The forms are located on the Chapter's website and are simple to fill out. The applications must be postmarked by **May 15**. Please let us know if we can be of any help. For Woman & Rookie Pilot contact: Jeanne Kirhofer (kirhofer@sbcglobal.net) or Ceci Stratford (cecipilot@sbcglobal.net). For Trixie Ann Schubert contact Jennifer Miller.

Adding Funds to the Coffer

At the May Meeting, Marcia Fuller collected enough used cartridges from her work place at FedEx to fill Ceci Stratford's car trunk! Throughout the year Ceci recycles used cartridges provided by members, receiving reams of paper which are sold to Chapter members at reduced cost. It's another important on-going project to help the Chapter's coffer.



Marcia Fuller, Ceci Stratford & Genesis Rivas load used cartridges

May Membership Anniversary

Happy Anniversary to our SFV members!

1946	Irma Story
1983	Bertie Duffy
1986	Marcia Fuller

Chapter Fundraiser: Macy's Community Shopping Day

The SFV99s are selling \$10 shopping discount tickets for the **Friday, May 12th** Community Shopping Day at the Sherman Oaks Macy's. The ticket proceeds are retained by the Chapter. The ticket allows the holder a 20% discount on regular, sale or clearance items. Some items are excluded from the discount. Discount tickets can be used up to two weeks in advance – but you will not be able to pick up the item until the day of the event, or up to two weeks after.

To purchase a ticket or to sell tickets to co-workers, neighbors or relatives, please contact Ruth Logan as soon as possible.

Volunteers from the Chapter are needed on May 12th to help man the doors at Macy's. Explorers will be helping too.

--Ruth Logan

Future Woman Pilot Scholarships

A mid-year offering of \$1000.00 awards are available to Future Woman Pilots training for their private pilot certificate. More information may be found at www.ninety-nines.org.

99s International Conference

July 5 – 9, 2006
Washington, D.C.

Hosted by the Mid-Atlantic Section

A superior pilot is one who uses her superior judgment to avoid situations that would require using her superior skill.

Happy Birthday!

May 3	Helene Brown
May 9	Pam Palmieri
May 21	Lois Peck
May 25	Anne Marie Radel
May 28	Claudia Ferguson
May 29	Marcia Fuller
May 29	Susan Skalla
May 29	Pat Yendes

Flying without Wings!

Just to remind everyone that flying doesn't necessarily mean you do it in an airplane!



This photo was taken at Willow Springs Raceway, as I tried a new way to fly. The Corvette will do about the same speed as the Cessna 172!

The gal who drove me at Willow Springs is also a pilot and flies a Mooney and lives here at the Skypark with her husband.

--Dolores Mathews

Turning Base...June

Van Nuys Airport's Rockin' AirFest 2006 Brings You Aviation's Living History

A collection of rare historic aircraft from world-famous flying museums will be on display at Van Nuys Airport's (VNY) free Rockin' AirFest 2006 on Sunday, June 11 from 9 a.m. to 5 p.m. – with the event showcasing the City of Los Angeles' first-ever flyover by the U.S. Air Force F-22 Raptor, the world's only fifth-generation fighter jet.

Live band performances, skydiving demonstrations (*see blurb below*), airfield bus tours and educational exhibits also will highlight the event celebrating aviation's living history.

Rockin' AirFest 2006 will pay tribute to the Southern California Wing of the Commemorative Air Force (CAF) operating the world's largest fleet of World War II combat aircraft. More than 40 restored former military combat and civilian aircraft will be exhibited including the only flying Navy Curtiss SB2C carrier-based dive bomber in the world, the only authentic fully-restored Tuskegee Airmen AT-6 in the world and the only flying Lockheed Super Constellation in the United States. Made famous by WWII, the B-17 Flying Fortress and B-25J Mitchell Bombers also will be among the celebrated vintage aircraft on display.

For more information on Rockin' AirFest 2006 see www.lawa.org/vny/vnySpecialEvent.cfm.

--Mary Glassman and Golda Neuman
Co-Chairmen

Misty Blues All Woman Skydiving Team

Since the early 1980s the Misty Blues All Woman Skydiving Team has thrilled audiences. These extremely talented and brave ladies delight in displaying the parachuting talents that make them some of the most skilled skydivers in the world. More information on the Misty Blues All Woman Skydiving Team is available at www.mistyblues.com/.

Watch the Misty Blues perform at the Van Nuys Airport's Rockin' AirFest on June 11, 2006.

**Next Meeting:
Monday, June 5**

Awards & Installation Luncheon

Please join your friends at the SFV99s Awards and Installation Luncheon on Saturday, June 17, 2006, 11:30 a.m. at Marie Callender's in Northridge. The cost is \$20.00 per person. Please RSVP to Leslie Dinius.

Van Nuys Air Fest Booth – Sunday, June 11

There will be a meeting for anyone interested in helping to plan our booth at the Van Nuys AirFest. Do we want to sell items and what, pass out information or plan inter-active games? The meeting will be at Rocky's on May 25th at 6:00 p.m. Please let me know if you plan to attend – 818-364-1224 or e-mail rlogan02@yahoo.com.

--Ruth Logan

Summer Potluck

Enjoy a summer evening with friends on Saturday, July 15th at the Sikora's home: 13650 Fenton Avenue, Sylmar, CA 91342. The party will begin at 4:00 p.m. and dinner will begin at 5:00 p.m. Bring a swim suit, towel, and sunscreen! A sign up sheet was passed around at the April meeting; look for it at the next meeting and select a dish. Please contact Julieann Sikora if you have questions.

B-17 Visit to Van Nuys

The San Fernando Valley 99s attended the EAA's WWII B-17G Flying Fortress at Van Nuys Airport and Syncro's "Sky's The Limit" careers in aviation youth event on April 15, 2006. Chapter members assisted Anne Marie Radel with the event set-up and B-17 rides. SFV99s also

talked with children about aviation and The Ninety-Nines at the Chapter's display booth, and sold refreshments at the Chapter's sales table. SFV99s were also among those pilots who gave rides to Young Eagles.



FWP Janice Martin volunteers in the B-17 Booth



Galeas flew Young Eagles and took his Mom and Dad for their first flights with him.

Explorer and FWP Genesis Rivas was chosen to fly on the B-17 VIP flight. Her fellow passengers on the flight included Councilman Tony Cardenas and Bob Hoover flying as

co-pilot. Mayor Villaraigosa was supposed to be on the flight – but he arrived late. The B-17 waits for no one! Genesis was interviewed and featured in articles (*photo below*) appearing in the L.A. Times and the Daily News. Genesis



City Councilman Tony Cardenas, left, and Genesis Rivas, 17, of North Hollywood, look out the window of a B-17 while on a flight during Syncro's first annual Aviation Career Day in Van Nuys.

Explorers' Experiences

What a month we had! All the Explorers attended Syncro's "Sky's The Limit" event at VNY on April 15. They worked in all aspects of the event. They helped with parking cars and airplanes. Explorers and parents aided EAA Chapter 40's Young Eagle flights by pushing planes and assisting with crowd control. Jesse

has been accepted to U.C. Davis and awarded a \$15,000 grant. The Explorers raised over \$500 selling flight jackets, T-shirts and baked goods during the event.

In attendance were SFV99s Lorrie Blech, Kathy Crawley, Stacie Crowther, Leslie Dinius, Bertie Duffy, Jeanne Fenimore, Marcia Fuller, Lilian Holt, Jeanne Kirhofer, Ruth Logan, Janice Martin, Jennifer Miller, Kathryn Presson, Anne Marie Radel, Genesis Rivas, Paula Sandling, Julieann Sikora, Kathy Smither, and Ceci Stratford.

Meet a Member

Bertie Duffy, Chairman

Bertie Duffy began flying in 1973 when she started dating a guy with an airplane. On his suggestion, she attended a pinch hitter course offered by AOPA at PSP (Palm Springs) and the rest is history. Starting to fly out of Burbank Airport, and after going through several instructors, she was signed off to take her check ride by Margie Robins – a SFV99.

A few years into her flying Bertie had the opportunity to fly with Chuck Bail in his Stearman and she was “hooked.” Wanting an aerobatics airplane and after flying several, she had fallen in love with the Stearman. When Chuck decided to sell his plane, Bertie picked up the phone and became the owner of her very own Stearman. She flew a lot that first summer, including a trip to Galesburg, Illinois for the National Stearman fly-in.

Bertie had married Pep, the man who hooked her on flying, and he suggested that they look for a Stearman project to restore. They found one in Orange County and started sanding, cleaning, painting, and fixing. By then Bertie was in A & P school, and the Stearman became her practical project. It took three years to finish and is the airplane she flies now. Later, Bertie and Pep completed two more Stearmans and a couple other airplanes.

In time Bertie acquired a commercial license and she started selling rides in her Stearman. Over the years she has flown hundreds of people, some of whom got the flying bug and are now pilots. She also taught ground school at a local high school and aircraft mechanics at an A & P school, undoubtedly lighting the fires within many of

her students to become pilots and mechanics. Any woman who came to her class was strongly encouraged to attend the SFV 99s meetings, and Bertie is responsible for bringing several women into our Chapter.

Bertie retired from LAUSD in 2004 and has been enjoying her passion for traveling. Years ago she worked for an airline, a steamship company, and owned a travel agency. In recent years she has been on the go to exotic destinations. She visited India, staying with a 99 in Bombay, and traveled on a train, the Palace on Wheels, through northern India. She attended an aviation safety conference in Katmandu, Nepal, and then visited Tibet. There she ventured on a jeep tour through the Himalayas. In Russia, Bertie took an aviation and space tour, visiting sites few tourists get to see.

During the last couple of years Bertie has traveled to China, New Zealand for The Ninety-Nines International Conference, and sailed to Antarctica and through the Straits of Magellan with stops in Capetown and Santiago. While on the cruise she discovered there are people on board who teach crafts. No stranger to crafts, Bertie applied for a position and she has worked one cruise to Mexico and soon will be on another through the Panama Canal. She is currently taking classes in needlework and woodworking.

We are so happy to have had this accomplished woman lead our Chapter for the past two years. At her term’s end, she is looking forward to more travel, more crafts, and new jobs within the Chapter.



PHOTO: Celebrating Bertie's birthday at April's SOP Meeting at Mary Glassman's house. Standing L to R: Kathryn Presson, Anne Marie Radel, Jeanne Fenimore. Seated L to R: Paula Sandling, Bertie Duffy, Jennifer Miller

Those “Little Things” or... Just Checking!

Sometimes it's the “little things” that matter. As we continue to fly, there are a whole bunch of those little things we do so much they become a habit. We thought about them a lot when we were learning, but may not pay much attention to them now. If you've flown the same airplane for a long time now (especially those of us who are owners), there may be a tendency to “see” what you expect to see – what you've seen a whole bunch of times before. There is also a tendency to let some “little things” go un-taken care of. They didn't matter the last time you flew, and won't matter this time – or so you convince yourself. Those little things can really come back to haunt you. You know the old story that ends in “Oh, for want of a nail!” (*see next page*)

Once in a while, I need to be reminded to pay more attention to those little things I do automatically and some little things that tend to get postponed due to lack of time or lack of memory(!). This month, I'd like to ask you the same questions I've been asking myself lately and maybe provide a few suggestions for the answers:

When was the last time you REALLY paid attention to whether the:

- mag switch really was “OFF” before you started pre-flight?
Some switches are so old that the key will come out in something other than the “OFF” position. It's a good idea to double check before you start your pre-flight.
- windshield was clean, both outside and in - how about the back and/or side windows?
Give yourself a little extra time on pre-flight to clean them if necessary – or else catch them on a post-flight, so they'll be ready to go the next time.
- tires were properly inflated and had no threads showing?
Keep a tire pressure gauge in the side pocket where you keep your fuel sampler

so you can check pressure. When you pull the aircraft out of its tie-down, look at the tires to make sure the tread is OK.

- nose strut was at the proper inflation level?
This may be a bit of a “SWAG”, but you can usually tell at a glance if it's too high or has collapsed entirely (THAT one's really obvious).
- alternator drive belt was tight and in good condition?
Give it a tug as you do your walk-around, and take a good look for cracks.
- air filter was clean and attached properly?
Check the bracket for loose screws, etc., and if the filter looks like it's clogged up, get a new one. Your engine will be very sluggish if it can't breathe properly
- fuel caps were on tight?
If you fly your own aircraft, you can just about guarantee this by doing the fueling yourself. (OK, I admit to being a “nut” about this, but I've never had a problem with the caps being on wrong, either!) Make sure the O-rings are in good condition, too. With all this rain we've had, if your plane sits outside, water can leak right past cracked O-rings. Note that “umbrella” style caps usually keep water from leaking in, but they can be put on incorrectly allowing water in or fuel to escape. It's pretty embarrassing to take off and notice fuel streaming off the trailing edge of your wing.
- fuel had been in the tanks long enough for water to precipitate out of before you checked them (15-20 min.)?
If you add fuel and then take off immediately, you take your chances. Better to add fuel at the end of a flight so the water will have long since gone to the sumps. Don't rely on the fuel vendor either. Even if you've never in 20 years had watery/dirty fuel from “so-and-so's” fuel pumps, there's always a first time.
- pitot tube was really clear – how about the static ports?
While we don't have “mud daubers” in this

area, it's still possible to get a clogged pitot tube. Take a flashlight and shine it in there to make sure. While you're at it, also check the crankcase breather tube to make sure it's open. Don't know where that is? Ask a mechanic to show you. The tube is there to relieve internal crankcase pressure. If there's no pressure relief, your crankcase could crack open – or worse.

- dip stick was screwed in properly?
With some airplanes, this is a real art – not too tight and not too loose, but just right. Too loose is more of a problem, as oil tends to make a big mess when it leaks out.
- brakes were OK and the pad still had wear on it?
If you don't know what to look for, get someone to show you. The brake mechanism needs to be firmly attached, and the pad needs to have a minimum thickness.
- antennas were firmly attached and clean?
Granted, antennas don't normally come loose, but that's what you're checking for during pre-flight. They don't work as well when they're oily and dirty, either. Be sure to check the ones under the aircraft and wipe off any oil residue.
- airplane had a light spray of oil on the cowl, windshield, landing gear, which would indicate the beginnings of an oil leak?
Even a little oil makes a BIG mess. The location of a "mist" of oil can help determine where it's coming from. Unfortunately, there are LOTS of places under the cowling that can be the source for a leak. Experience and a good mechanic can tell you a lot.
- altimeter and directional gyro were set during your run-up.
Ever get into the air and find out that you've forgotten to set the gyro compass? It's a lot easier to set it according to the magnetic compass when you're on the ground, and it isn't bouncing all over the place (which is why we have gyro compasses...).
- ammeter showed a positive rate of charge during flight?
Can you hear the "alternator whine" in your headset? This is really important to check

at night, or you may find yourself flying in a dark cockpit. By the way, are your flashlights close at hand?

- mags ground properly after a flight? (is the "P-Lead" disconnected?)
I've had this happen to me at least 4 times in my flying career. The key gets to the "OFF" position on the momentary check and the engine keeps running smoothly. The "P-Lead" is disconnected and the magnetos are "hot". Do not pass GO, do not collect \$200, just get it fixed ASAP!!
The trouble is that you really don't know on pre-flight (unless your cowling lets you look) whether the P-Lead is connected or not, so you have to assume it's not. That means you have to treat the prop as though it would start turning with the slightest provocation.

It's part of our human characteristics to become so accustomed to familiar tasks that we "see" what we expect to see if we aren't concentrating. I know I have to constantly remind myself during pre-flight to pay attention, not get distracted, and to double-check if I'm in any doubt. This is especially true if you have your own plane and have been doing the pre-flight for a long time. The list above contains just a sample of those "little things" that it's possible to overlook. I'll bet you can think of lots more.

Have a safe flight!

Claudia Ferguson, Safety Chairman
San Fernando Valley 99s
Aviation Safety Counselor
© CK Ferguson 2006

FOR WANT OF A NAIL

For want of a nail, the shoe was lost;
For want of the shoe, the horse was lost;
For want of the horse, the rider was lost;
For want of the rider, the battle was lost;
For want of the battle, the kingdom was lost,
And all for the want of a horseshoe nail.

Calendar of Events

Date	Event	Reference
May 12-14	Spring Southwest Section Meeting	Minden, NV
June 5	General Chapter Meeting Dinner in the Main Dining Room	VNY Airtel Plaza -- 7:00 pm As early as 5:30 pm
June 11	Van Nuys Rockin' AirFest	
June 17	Awards & Installation Luncheon	Marie Callender's - Northridge
July 5-9	International Conference	Washington, DC
July 15	Summer Potluck	Julieann Sikora -- 4:00 pm

www.sfv99s.org (San Fernando Valley 99s)
www.sws99s.org (Southwest Section)

www.ninety-nines.org (International)

AUX TANK

P.O. Box 7142
Van Nuys, CA 91409