

# AUX TANK

NEWSLETTER OF THE SAN FERNANDO VALLEY CHAPTER OF

## THE NINETY-NINES

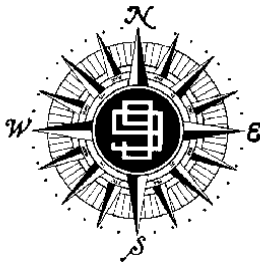
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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

**OUR MISSION:** The Ninety-Nines is the international organization of women pilots that promotes the advancement of aviation through education, scholarships and mutual support while honoring our unique history and sharing our passion for flight, and to quote the 99s first elected president Amelia Earhart, "to fly for the fun of it."

Originally established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc. are now represented in every area of aviation today.

## APRIL 2012



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## "STARS IN FLIGHT" ARRIVING SOON IN L.A.!

The 2012 Spring Southwest Section Meeting is less than two weeks away!

All the Committees are polishing their assignments, and this is set to be a Section meeting that will talked about for years to come. We know you will all put your best foot forward and give everyone that wonderful San Fernando Valley smile.

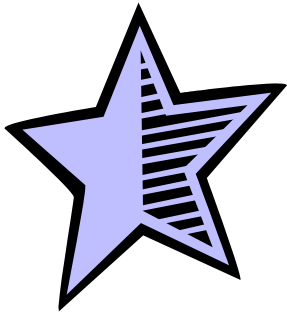


If you have not signed up for a job, we can still use you for Transportation, Hospitality, or to fill in for someone who might need a break . . .even if you only have a few hours to volunteer.

If you find you have a few hours to spare, please contact Jeanne or Paula and let them know you are available.

Let's get ready to PARTY!!!!!!

*Jeanne Fenimore*



# OUR STARS . . .

## Rose of Achievement . . .



Don't be shy . . . if you've passed an aviation milestone, be sure to let us know!!!

## April Anniversaries

<b>Dolores Mathews</b>	<b>1975</b>
<b>Paula Sandling</b>	<b>1982</b>
<b>Beverly Butcher</b>	<b>1986</b>
<b>Mary Glassman</b>	<b>1988</b>
<b>Jenny Mindock</b>	<b>2004</b>

## April Birthdays

Doris Minter	4/18
Golda Neuman	4/26
Nina Yates	4/27
Bertie Duffy	4/30



APRIL

MEMBER OF THE MONTH

→ Ceci Stratford →

*Thank you, Ceci, for such a wonderful job organizing the Marcia Fuller Aviation Memorabilia Sale!*



**NOTE:** For those of you who want to *shine* as chapter “stars” by applying for our WPOY and Rookie Pilot awards, or our Trixie Schubert Service Award, don't forget that the deadline for submissions is **May 15th**. Information and applications can be found on the SFV 99s website: [www.sfv99s.org](http://www.sfv99s.org).

## AVIATION MEMORABILIA SALE

Saturday, March 24th dawned cold and gloomy. But a cadre of 99s and their guys showed up at Whiteman Airport to help set up our big sale of Marcia Fuller's aviation collection. The Aviation Explorers also held their annual -- and much awaited -- pancake breakfast that morning, and EAA Chapter 40 was running Young Eagle flights, so things were hopping at the airport, to say the least! Many folk showed up at the sale, and due to the diligent work of our volunteers, it was a great success -- we sold more than \$500 worth of collectibles! Helpers (both on "sale" day and earlier, in preparation for the sale) and contributors to the sale included: Ruth Logan and grandson Logan, Nina and Barry Yates, Leslie Dinius, Charlotte Kaber, Melinda and John Lyon, Jeanne Fenimore, Linda Hernandez, Chuck Kamphausen, Nora Feddal, Paula Sandling, Bertie Duffy and friend Walter, Holly Leatherman, Kathryn Presson, Maureen and Dan Kenney, Mary Glassman, and additional donors Monie Pease and Ron Millman. Of special significance was Marcia's daughter Kathie Harris, who helped at the pricing party and the sale, and granddaughter Samiyah, who received a Young Eagle Flight earlier in the month. Marcia's family is making this great contribution to the Chapter's Future Women Pilots Program. My thanks to all who helped! Keep tuned for updates. Many of the remaining, unsold items will be in the 99s Southwest Section Silent Auction in May.

*Ceci Stratford*



Ceci Stratford, Nina Yates, Mary Glassman and Kathie Harris



Gloomy skies didn't keep the shoppers away at the Marcia Fuller aviation memorabilia sale!



Members hard at work at the "pricing party" in preparation for the sale.

*Photos courtesy of Ceci Stratford*

# SFV 99s Hook Up With “Traveling Space Museum” ... and enjoy a visit with a legend!

Lilian Holt and Ceci Stratford (with 49 1/2 Chuck Kamphausen) joined up with our good friend Ivor Dawson (founder and director of the Traveling Space Museum [TSM]) for “Space Day” out in Riverside, where they talked with more than 1500 kids from three schools. As always, the kids were enthralled with all of the hands-on displays (and Ceci, as always, reprised her role as the “space toilet” demonstrator!). But in addition to all of the wonderful aviation and aerospace demonstrations and equipment, these school kids were treated to a very, very special guest -- Wally Funk! Wally, a professional pilot with thousands of hours and a long-time 99, was part of the “Mercury 13” program -- a group of 13 very accomplished women who, with hopes of being accepted into NASA’s newly-formed astronaut program in the early 1960s, underwent all the same training as the male candidates who were ultimately accepted into the program. Although NASA terminated the “Mercury 13” program before any of these women could be accepted into the astronaut program, it’s interesting to note that Wally performed higher on certain tests than some of her male counterparts, including John Glenn!



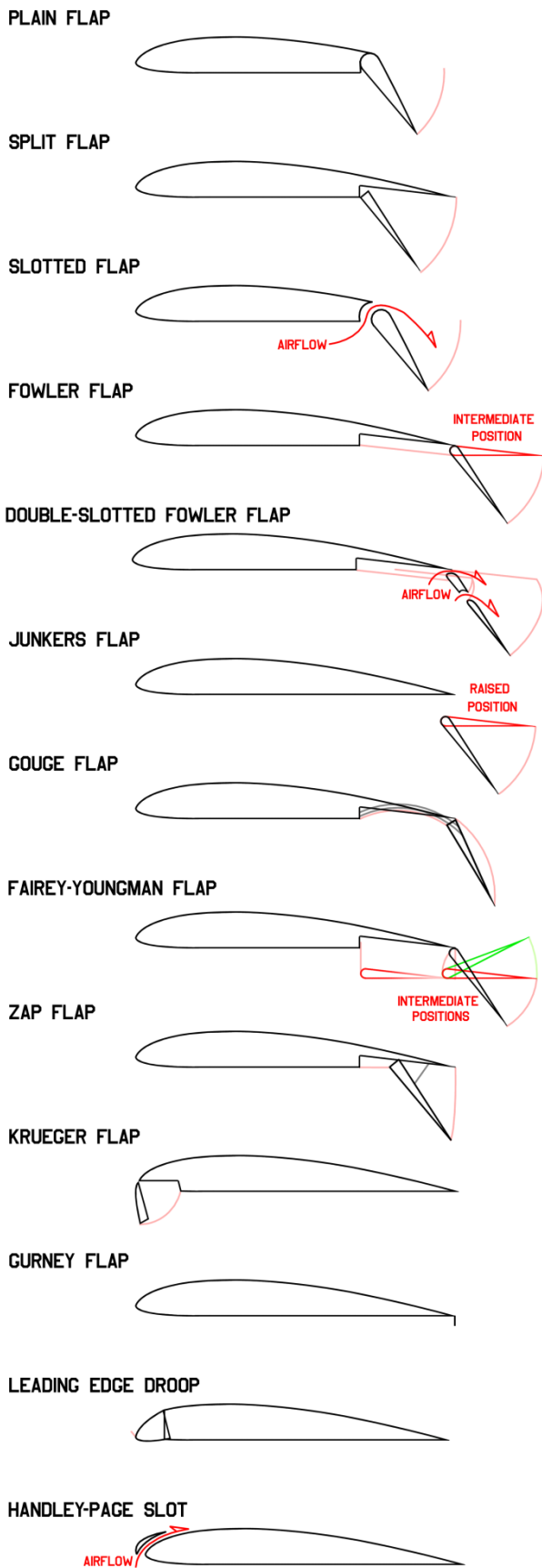
Photographs provided by Lilian Holt.

# So What's All the Flap About? – or... “This Lift Is Really A Drag!”

No doubt you studied about wing flaps when you were in ground school and have learned their practical applications as you have flown. But if you're like me, you don't really think about them all that much – unless they suddenly quit working. Hmm. In the course of our flying (unless you fly a Cessna 120, which doesn't have any flaps!), especially when landing and maybe even when taking off, we use wing flaps. We use them when flying slowly. Instructors that we fly with may once in a while even tell us to land without them (oh bother!). This month, I thought I'd review a few things about wing flaps. For me, it's particularly apropos because the flap motor in my Cardinal stopped working recently and I had to do a no-flap landing when I wasn't expecting to. It wasn't a problem as Chino, my home airport, has nice long runways, but it got me to thinking about it and I was glad I'd practiced. Anyway, to the subject at hand!

The shape of the wings of the planes we fly is quite a highly refined design. As you can see from the attached diagram (left), aeronautical engineers have gotten pretty creative over the last hundred years or so. Flap design evolved out of a lot of trade-offs that give optimum lift and minimum drag while also providing aerodynamic stability (vs. the instability of a fighter jet wing, which needs to be highly agile in the sky). Our wings work very well at high cruising speeds, but there are times when we could use a little help with flying at slower speeds. That's where flaps come in. When we deploy our flaps, they effectively change the shape of our wings. The wing shape becomes one that creates more lift at slower airspeed. Of course, this is a feature that adds to SAFETY. (Aha! Now you know why I'm writing about this. ☺) In addition, the flap also acts like an air brake, adding drag/resistance that will enable an aircraft to descend quickly without building up additional airspeed. Let me go into this in a bit more detail now.

First of all, flaps initially increase lift. Remember your instructor telling you to keep the nose of the airplane from coming up when you add flaps? It



may be such an ingrained habit now that you don't really notice. Also, if you apply them in small increments – most of us have 10°-20°-30° increments - and you don't have manually operated flaps which allow you to apply a lot of flap quickly, the effects of the momentary lift increase may not be so noticeable. It's there, however, and can be put to good use. Of course, you also need to remember that as you retract the flaps, you will lose some lift until your airspeed increases to compensate. You might take notice of this effect the next time you take off with flaps.

Secondly, flaps add drag and thereby act as an air brake to help slow an aircraft down. Landing at slower speeds is safer than landing at faster speed (obviously!). Flaps slow you down and coupled with the added lift they provide, they enable you to approach and land safely at a lower air speed resulting in lower ground speed and less runway distance needed. An additional effect of the air braking is that adding flaps will enable you to increase your descent angle without picking up additional (and unwanted) airspeed. If you find yourself a little high on final, you can push the nose of the airplane over a little further and not gain as much airspeed as you would if your wings were in their normal configuration. This can be quite useful if you have miscalculated a bit, or if you are staying high for noise abatement or some other reason. Likewise, if you find yourself a little slow, you can wait a bit to apply that last increase in flaps.

Finally, the next time you're doing your pre-flight, don't skip the item that says to check the flaps. You'll want to make sure they have enough lubrication, that the attachment bolts aren't too tight or too loose, and that the flap motor (assuming your plane uses one) sounds like it's operating properly - not making abnormal grinding noises, or running too slowly. Also, sometime soon when you fly, it might be interesting to review the difference flaps make in your stall speed.

Have a safe flight!

Claudia Ferguson, Safety Chairman  
San Fernando Valley 99s  
Aviation Safety Counselor  
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With thanks to Wikipedia for the diagram.

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**NOTE FROM THE EDITOR:** The Aux Tank Editor would like to begin posting Avgas prices each month, and would like to know where -- in California, Nevada and Arizona -- you have found the best fuel prices. If you have some information to share, please send your submissions to: [auxtank@sfv99s.org](mailto:auxtank@sfv99s.org).



Thanks!!

# Calendar of Events

Date	Event
May 4-6	2012 Spring SWS (hosted by SFV 99s) at the Beverly Garland Hotel, Studio City
May 7	SFV 99s Chapter Meeting, 7:00 p.m., Van Nuys FlyAway
May 15	Deadline to submit WPOY, Rookie and Schubert Award applications
May 19	Girl Scout Aviation Interest Project at WHP
June 9	SFV 99s Awards/Installation Banquet, 11:30 a.m., 94th Aero Squadron

<a href="http://www.sfv99s.org">www.sfv99s.org</a>	(San Fernando Valley 99s)
<a href="http://www.ninety-nines.org">www.ninety-nines.org</a>	(International)
<a href="http://www.sws99s.org">www.sws99s.org</a>	(Southwest Section)

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