

SAN FERNANDO VALLEY CHAPTER



NINETY-NINES - WOMEN PILOTS

THE SAN FERNANDO VALLEY CHAPTER OF THE NINETY-NINES

FOUNDED ON FEBRUARY 1, 1952

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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.

SFV 99s

P.O. Box 7142

Van Nuys, CA 91409

www.sfv99s.org

AUX TANK

NEWSLETTER FOR THE SAN FERNANDO VALLEY CHAPTER OF THE
NINETY-NINES, INTERNATIONAL ORGANIZATION OF WOMEN PILOTS



Friendly Reminders

1. SFV 99s Awards Banquet is June 9th 11:00AM @ 94th Aero Squadron (KVNY). Cost is \$36 per person. See you there!
2. Starting in August, our Chapter meetings will be held at the FlyAway on the 2nd Tuesday of every month.
3. AUX TANK Editor needed! I will be stepping down this summer. June will be my last newsletter. It's a great position and opportunity to help serve the SFV 99s. I will be available to train the new Editor. Let me know if you are interested. Email Stephanie at auxtank@sfv99s.org





FROM THE CHAIRMAN

Helllloooo Ladies,

Hope you are enjoying our beautiful Spring weather...

We are just back from the Southwest Section Meeting in Bakersfield. What great fun seeing 99s sisters from the chapters around us! We had some delicious Basque food, learned about the local traffic with the Bakersfield ATC guys, went white water rafting down the Kern River, and much more...

We also had the AV 99s Poppy Poker Run, Aviation Career Day at Van Nuys Airport, and the Aviation Explorers Gala this past month... busy, busy, busy...

Upcoming... Don't forget Mother's Day is on the 13th! Remember to make Mom feel special!

It's the Air Mail Centennial Event at Whiteman on the 13th, as well. Come check out a piece of history.

Our Annual Awards Banquet is also around the corner on June 9th @ the 94th Aero Squadron. Send in your awards application, get your RSVP in, and we'll see you there.

Congratulations to Shokoufeh Mirzaei & Morgan Gale on winning the Fly Now Scholarship Awards. We can't wait to hear about your milestones & progress towards your PPL.

Enjoy the sunshine & blue skies!

Happy flying,

Alisa Liley

SFV 99s Chairman



Mark your calendar!

YOU WON'T WANT TO MISS THIS.



May 7, 2018 (Mon. 7:00PM)

Chapter business meeting, Airtel Hotel, Earhart Room @ VNY

**May 13, 2018
MOTHER'S DAY**

May 13, 2018 (Sun.)

Stearmans fly-in at WHP

May 23, 2018 (Weds. 6:30PM)

Board Meeting @ Maureen's house

**May 28, 2018
MEMORIAL DAY**

June 4, 2018 (Mon. 7:00PM)

Chapter business meeting, Airtel Hotel, Earhart Room @ VNY

June 9, 2018 (Sat. 11:00AM)

SFV 99s Awards Banquet @ 94th Aero Squadron @ VNY

July 2018

NO CHAPTER MEETING

July 3 - 7 (Tues. - Sat.)

International Conference @ Philadelphia, PA

July 23 - 29 (Mon. - Sun.)

EAA Airventure @ Oshkosh, WI

Aug. 18 - 19 (Sat. - Sun.)

Wings Over Camarillo

Sept. 28 - 30 (Fri. - Sun.)

MCAS Miramar Air Show

Happy Birthday



05/06 Megan Volpe

05/20 Charlotte Kaber

05/21 Kimberly Chan

05/25 Anne Marie Radel

05/28 Claudia Ferguson

Happy Anniversary



05/1983 Bertie Duffy

05/2016 Stephanie Vived

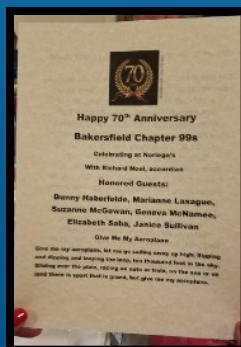
05/2017 Sarah Weiss

05/2017 Shirley Weltman





SFV 99s WERE REPRESENTING OUR CHAPTER AT THE SPRING SWS IN BAKERSFIELD APRIL 27 - 29, 2018



AVIATION EXPLORER POST 747 3RD ANNUAL GALA

Aviation Explorer Post 747 3rd Annual Gala was a huge success!

It was a wonderful evening and Rod Machado was at his best!

Southern Utah University flew a helicopter in and landed on the golf course. It was great fun for all!

The Explorers thank all the SFV99s for their support!

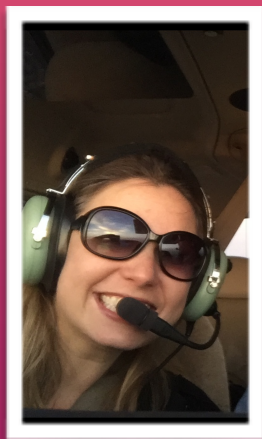


*Congratulations to
Beth Wilke
Aviation Explorer Post 747
Explorer of the Year!*



*Congratulations to
Morgan Gale
for winning the
Amelia Earhart Fly Now Award*

AttaGirl

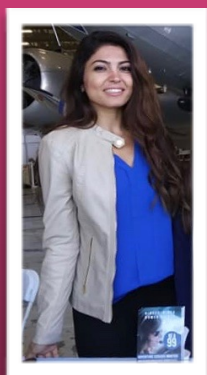


CONGRATULATIONS TO
CRISTINA LOGA
ON PASSING HER
SINGLE-ENGINE COMMERCIAL
CHECKRIDE

CONGRATULATIONS TO
CATHY CHEN
FOR PASSING HER
PRIVATE PILOT WRITTEN



CONGRATULATIONS TO
SHOKOUFEH MIRZAEI
FOR WINNING THE
AMELIA EARHART
FLY NOW SCHOLARSHIP



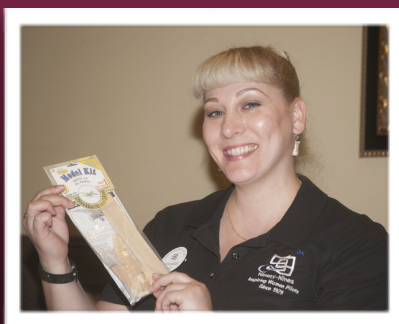
CONGRATULATIONS TO
MORGAN GALE
FOR WINNING THE
AMELIA EARHART
FLY NOW SCHOLARSHIP



KUDOS TO
RUTH LOGAN ~ GENY HAASE ~ SHOKOUFEH MIRZAEI
FOR REPRESENTING THE SFV 99s
AT AVIATION CAREER DAY @ KUNY



KUDOS TO
ALISA LILEY OUR CHAIRMAN
FOR REPRESENTING OUR
CHAPTER AT BAKERSFIELD
SPRING SWS



KUDOS TO
STEPHANIE VIVED OUR
CORRESPONDING SECRETARY
FOR BRINGING IN
GUEST SPEAKER
CAPT. JENNY BURNETT



KUDOS TO
LILIAN DARLING HOLT OUR
PHOTOGRAPHER
FOR WINNING THE
50/50 RAFFLE

STEM Day at Mount Saint Mary's University

Fellow 99s,

Kim Jenks and Ceci Stratford (SFV 99s) and Rochelle Oslick (VC 99) participated in an Expanding Your Horizons STEM Day at the Mount on April 7. About 200 middle school girls attended.

Rochelle, an aerospace engineer, gave two presentations on Aerodynamics. She wowed the girls with her background and opportunities they have in aviation engineering careers. Kim and Ceci helped with the fun activities which demonstrated the forces of flight. The girls had the most fun flying balsa wood airplanes, even acting as design engineers as they changed the controls to see how the airplanes flew!

Kim, also an aerospace engineer, is thinking of a presentation she can do next year, maybe on navigation? Or about her work at Orbital? Who would like to help next year?

Ceci Stratford





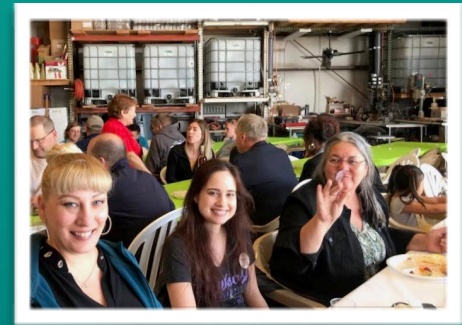
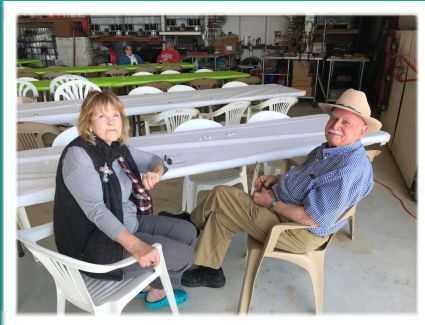
The SFV 99s were at Van Nuys Airport for Aviation Career Day.
Thank you Geny Haase, Shokoufeh Mirzaei, & Ruth Logan
for representing our chapter.
The next generation of aviation professionals.



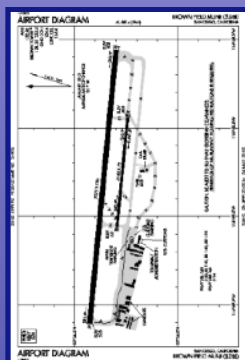
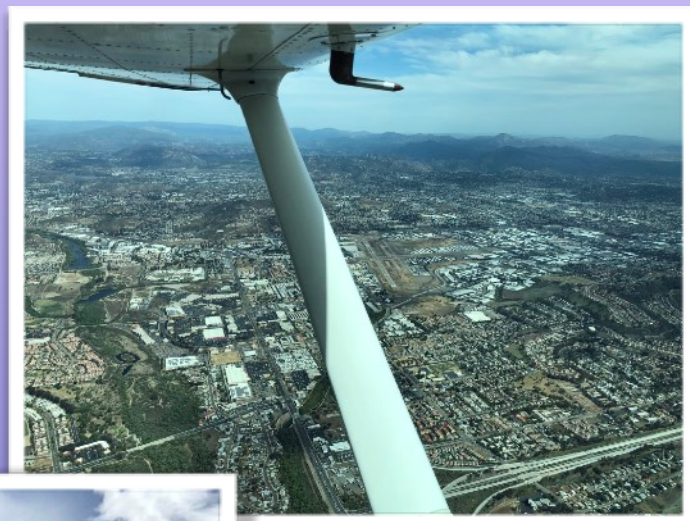
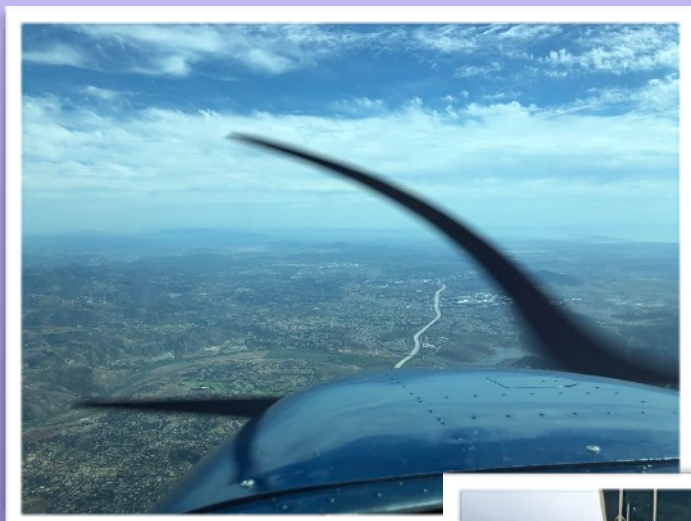
Shokoufeh, Maliyah, Geny
Aircraft: United Airlines DC-3 "Mainliner"



The SFV 99s helped support our sister chapter, Antelope
Valley 99s by participating in their Poker Run.
April 8, 2018



Wonderful flight with Annelie to Brown Field (SDM)! By Lisa Fusano



did you know?

American Airlines saved \$ 40,000 by taking out one olive from each salad that was served in the first class in 1987

1. Lockheed SR-71 Blackbird is the world's fastest airplane. At what MACH number did it fly?

- A) MACH 2.2
- B) MACH 3.3
- C) MACH 4.4

TRIVIA

2. What airline still in operation invented business class in 1979?

- A) Southwest
- B) Delta
- C) Qantas

3. During take-off, the Boeing 767 sucks in enough air to fill the Goodyear Blimp in ____ seconds:

- A) 7 seconds
- B) 11 seconds
- C) 14 seconds

A NOTE FROM CECI...*Thank you!*

Hi, all,

I just want to say a big thank you to all my 99s sisters who sent me cards, called, texted me and have been rooting for me in my hip replacement recovery. I've had an outpouring of hugs and love, and can't express enough what it means to me.

I'm "over the hump", with most of the difficulties out of the way. Now, just walking and exercising. I see the doctor Wednesday and start Physical Therapy on Friday. I hope I can feel flexible enough to get into my Cherokee soon, so I can start flying again.

Stay in touch.

Ceci Stratford

**NEW BOARD OF DIRECTOR RESULTS ARE IN**

Listed as Board-Elect at:

http://www.sfv99s.org/board_committees.php

Election Buddy results at:

<http://www.sfv99s.org/members.php>

Password required

Board Members & Elections

- [Board Members & Committee Chairs](#)
(last updated 08/07/2017)
- [2018-2019 Candidates Statements](#)
- 2018-2019 Election Results:
[Election Results](#), [Graphed Results](#), [Vote Audit](#)
- [SFV Chapter Chairmen \(since 1951\)](#)

ONGOING AVIATION BOOK SALE

Wonderful assortment of slightly used Aviation Books in great condition from the private collection of a Northrop Aeronautical Engineer. Beautiful color photos including WWII fighters. Many out of print. Priced to sell at \$1.98 - \$19.98 and a few higher. Free browsing at our discount book table Friday through Sunday, 10:00 am - 5:00 pm.

Museum of Flying
3100 Airport Avenue
Santa Monica, CA
museumofflying.org

310-398-2500

Browsing the book table and museum store
does not grant admission to the museum.

Museum Admission

\$10.00 adult

\$8.00 seniors/students

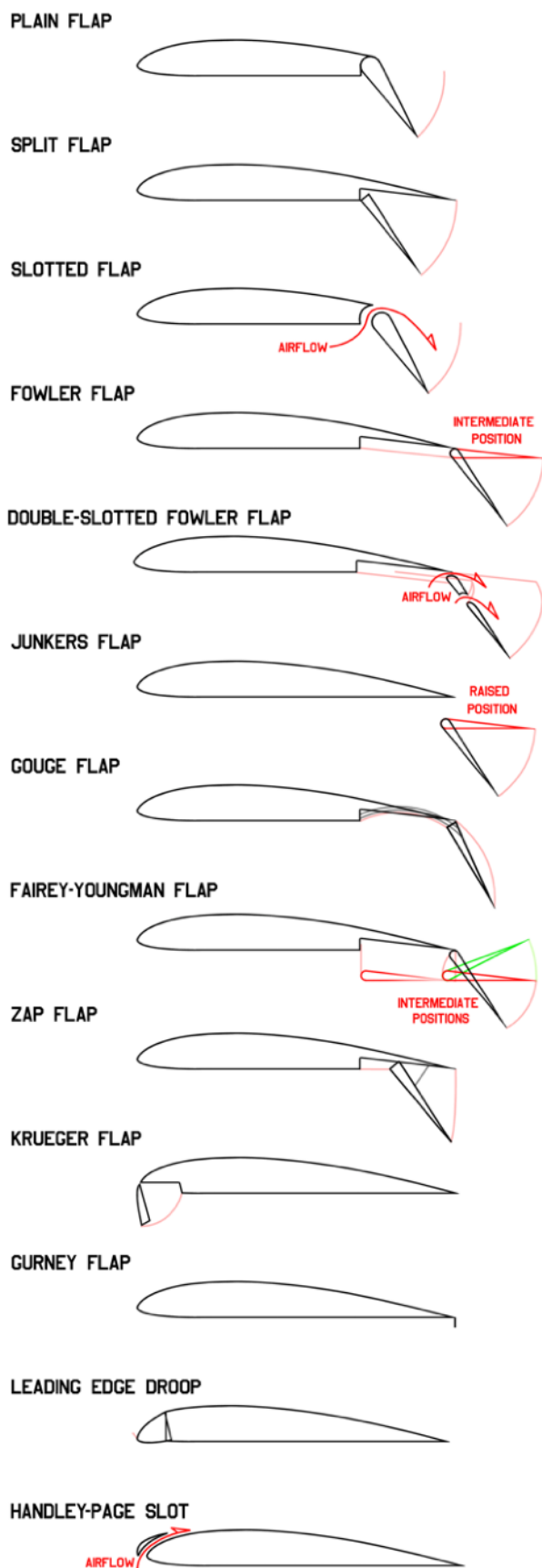
\$6.00 children 3 years and older

\$5.00 active military with ID

Children under 3 are Free



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



No doubt you studied 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. (Hmmm. Kinda like most things.) In the course of our flying, especially when landing and maybe even when taking off, we use wing flaps (unless you fly a Cessna 120, which doesn't have any!). We use them when flying slowly. Instructors that we fly with may occasionally even tell us to land without them (oh bother!). This month, I thought I'd revisit a few things about wing flaps. For me, it's particularly apropos because the flap motor in my Cardinal stopped working properly 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 diagram (left), aeronautical engineers have gotten creative over the last hundred years or so. Some of these are pretty rare. 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 the 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's explore this in a bit more detail now.

First, 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. I've gotten into the habit of bringing my flaps up in small increments for a smoother transition.

Second, 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 - some just use levers) 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. You never know when that knowledge might come in handy.

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.



1. B) MACH 3.3
2. C) Qantas
3. A) 7 seconds



On one hand it was a 40 million dollar plane,
on the other hand the spider was
inside the cockpit.