

AUX TANK

SEPTEMBER 2018

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



THE NIGHT WITCHES

The Little-Known History of World War II's Fiercest All-Female Force



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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

Congratulations to Shokoufeh Mirzaei and Morgan Gale again for winning Lightspeed headsets!
(left to right: Jeanne Fenimore, Shokoufeh Mirzaei and Morgan Gale)
Photo courtesy of Lilian Holt



We had a great business meeting at the FlyAway attended by some members we hadn't seen for a while. Welcome back and thank you to all who attended and thank you for your good ideas and input.

Our big event this month will be the Van Nuys Prop Park flyin which will be history by the time you read this but I'm sure it will be a great success, hopefully add to our much depleted coffers and give us a chance to socialize with our 99 sisters as well as fellow pilots.

We will also participate in Whiteman Airport open house on Saturday, Sept 22. We will have an information table to disseminate information about the 99s and hopefully interest a few people in learning to fly. There will be Young Eagles flights also and some of our members will be flying with that event.

We decided to move to another locker at our storage area so we will have to choose a time to make the move, Hopefully it will be soon since every month we stay in the current one is an extra almost \$40 we don't need to spend.

We will be offering merchandise for sale, again to fund our available scholarship dollars. If you have any suggestions, please let us know. We will have the items listed on the international website so will be able to expand our potential market.

Next month our speaker will be from the fire department to talk to us about earthquake preparedness. This will be an open meeting so friends and family are invited. In November our speaker will be Nora Feddal, who was a member of our chapter, deserted us for Los Angeles chapter, but is still claimed by us. She has such an adventurous story to tell about learning to fly and all the great things she has done with her flying skills.

Blue skies and tail winds.

Bertie Duffy

FROM
THE
CHAIRMAN

SEP
28-30

FEATURE EVENT

MCAS Miramar Air Show



Women in the Marines and across the other services have played an integral and active military role in the success of every American conflict since WWI. It is truly a national effort to ensure that our freedoms and way of life exist into the future and we are stronger as we serve together, in peace and in war, as one people. The barriers that these Women Marines have broken is a reminder that each of us have a need and desire to contribute and serve. We hope to see you at this year's air show and join us to commemorate the major accomplishments that women have made in the Marine Corps over the past 100 years.

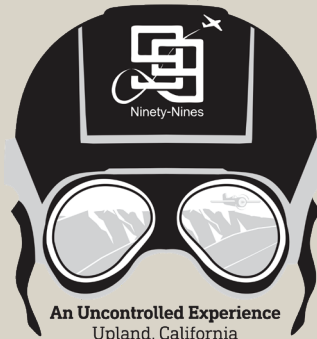
For more information please go to <http://www.miramarairstow.com/>

OCT
4-6

FEATURE EVENT

SOUTHWEST SECTION FALL MEETING

Southwest Section Fall Meeting
October 4 – 6, 2018



The San Gabriel Chapter is now offering a one day registration for the Southwest Section Meeting on October 6th.

The cost is \$99.00 and includes the Business Meeting, Seminars and Awards Banquet on Saturday evening.

Please go to the following link address for more details about the schedule and registration.

<http://ninetynines.net/sws99sSGV/index.asp>

Information provided by Jeanne Fenimore.

SEP
22

KWHP Open House
10am-2pm
& Young Eagles 10:30am

OCT
2

Board Meeting 6pm

OCT
9

Chapter Meeting 7pm

OCT
14

Airplane Wash 8am

OCT
14

Young Eagles 10:30am

Nov
6

Board Meeting 6pm

Nov
11

Airplane Wash 8am

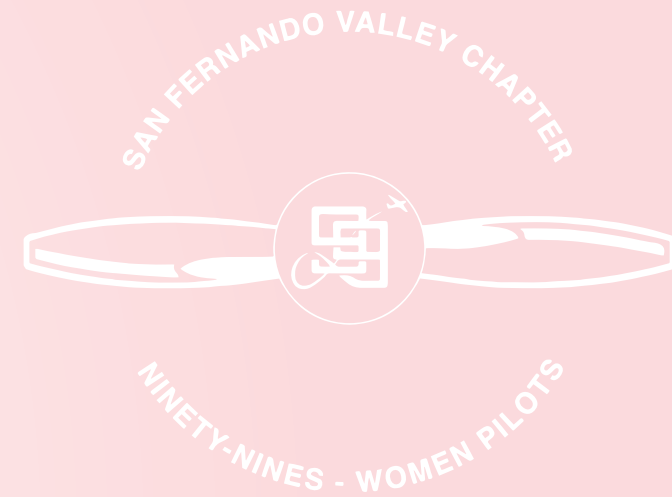
Nov
13

Chapter Meeting 7pm

Nov
24

Young Eagles 10:30am

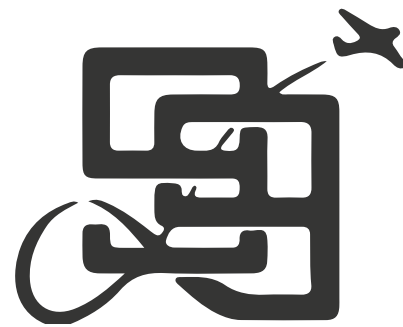
HAPPY
birthday!
99s



Oct 20	Paula Sandling
Oct 28	Dolores Mathews
Oct 29	Stacie Vournas



Happy Anniversaries



OCT 1968

CORALEE TUCKER

OCT 1973

JEANNE FENIMORE

OCT 1992

SUSAN SLOAN

OCT 2012

LAURENCE RABE

OCT 2016

HANNAH CLADER

OCT 2016

JO SCOTT





Planning a VFR Cross-Country Flight

Lately, the weather for flying has been pretty ideal (at least in SoCal - we won't talk about Florida hurricanes!). Hopefully some of you are planning a flying adventure. In anticipation of this, I thought I would dust off my VFR Cross-Country checklist. Most of this is just common sense, and things you learn in Ground School. However, I know from personal experience that checklists are great, and this may help serve as one you might use as you fly off to someplace interesting.

Aircraft

- ✚ Capabilities
 - ✂ Size
 - ✂ Speed
 - ✂ Max Gross Weight
- ✚ Avionics & Nav Equipment
 - ✂ Plan route for type of Nav equipment on board, but be ready to resort to basics
- ✚ Mechanical Condition - anything unreliable should be fixed before departure



Route Planning

- ✚ Gather Flight Information
 - ✂ Current Charts & GPS database

- ✂ Study the route and 25 miles either side
- ✂ Find someone who has been there - eyewitness accounts are invaluable
- ✚ Calculate Trip Legs & Total Distances
 - ✂ Plan leg lengths based on fuel & comfort (mine are about 3 hours)
- ✚ Terrain / Altitude / Airspace
 - ✂ Large bodies of water (lakes, ocean)
 - ✂ Desert
 - ✂ Mountains
 - » How high are the mountains?
 - » Any useable passes?
 - ✂ Restricted, Controlled or special use airspace that will have to be avoided?
- ✚ Build a Preliminary Flight Plan
 - ✂ This is the last step after considering everything else and it will change!
 - ✂ Be flexible whenever possible, as you may be re-routed by ATC.
 - ✂ Various on-line tools & apps can help (AOPA's FlyQ is good & allows you to save aircraft data and flight plans)



Departure & Destination

- ✚ Runways / Tower / Non-Tower
 - ✂ Get the Airport/Facilities Directory or equivalent
 - ✂ Check NOTAMS (Flight Service has them)
 - ✂ Study info for anywhere you might land
- ✚ Check NOTAMS - reporting is not mandatory, but good info may be there
- ✚ Tie-Downs / FBOs / Fees (landing / parking)
- ✚ Fuel Availability & Price - better price can determine where you decide to land
- ✚ Mechanic Service - available or not
- ✚ Food / Transportation / Lodging
 - ✂ What is available and how far away



Weather

- ✚ Recent trends & updates- start tracking WX beginning 8-10 days prior to flight

- ✚ Forecast - check >1 source
 - ✂ Long Range for Departure, Destination and En Route
 - ✂ Pay attention to trouble spots you may need to fly around

Weight & Balance

- ✚ Fuel - full fuel OK or not?
 - ✂ VFR Minimums - to destination, then alternate, plus hour
 - ✂ Are passengers and luggage going to limit fuel?
- ✚ Survival Gear - appropriate to areas to be flown over, # on-board & WX
- ✚ Luggage - see how much capacity for weight & stow room
- ✚ Passengers - total weight



Other / Misc

- ✚ Creature Comforts for long trips
 - ✂ Water - drink in small amounts en route
 - ✂ Food - "finger food" - not messy
 - » Strawberries, apple slices, grapes
 - » Granola bars, cookies, nuts, salty pretzels
 - ✂ "Restop" kits (the nearest airport may suddenly be just too far away)
- ✚ Checklists help - for everything!
- ✚ At least 2 credit cards - don't get stuck!

Websites

- ✚ www.aopa.org/flightplanning/ for members - excellent tools/apps
- ✚ www.skyvector.com has interactive VFR charts
- ✚ www.airnav.com/airports/ airport info - check date of update

Please have a safe flight!



Claudia Ferguson
 Safety, San Fernando Valley 99s
 Aviation Safety Counselor
 © CK Ferguson 2018



Stephanie Vived

Tips From Stephanie On How To Obtain Drone License For A Part 61 Pilot Certificate Holder

When I was studying for my drone test (Part 107), I came across some information that stated if you're already a Part 61 pilot certificate holder with a current flight review, you don't need to take the drone test at a testing facility nor do you have to pay the \$150 fee. All you need to do is take a 2 hour seminar on the FAA FAASTeam website. Immediately after the seminar it prompts you to take the exam for free. You also get WINGS credit for doing so. The seminar makes the exam easy. I got 100% on mine. When you pass the exam, you will get a certificate of completion. Take that certificate along with a completed FAA 8710 form to your local FSDO. There you will have a DPE sign you off and give you your temporary drone license. You don't even need to do a TSA background check. It's that simple.



We Can Do It! And You Did It!



Congratulations to Stephanie Vived
for obtaining her Drone Pilot License!



WE ARE THE NIGHT WITCHES

THE LITTLE-KNOWN HISTORY OF WORLD WAR II'S FIERCEST ALL-FEMALE FORCE

The year was 1941. Millions of USSR soldiers were struggling to hold the frontline against the largest invading force in the history of warfare, four million Nazis. Countless atrocities were committed against Russians and Moscow was hanging by a thread. New recruits for the Soviet Air Force were desperately needed, but men were in short supply.

Enter Major Marina Raskova, often regarded as “the Soviet Amelia Earhart.” She was the first woman to become a navigator in the Soviet Air Force and was granted multiple highest honors as a pilot, a navigator, and an instructor at the Zhukovskii Air Academy. Since the start of World War II, she

had received mountains of letters from women wanting to fight for their country in any way they could. Although many women were serving in supporting positions, combat roles were considered off limits for women in the Soviet Union. Through her personal connection with Joseph Stalin, Raskova lobbied for an all-women air force squadron. Her efforts paid off on October 8, 1941. Stalin issued an order to deploy three women’s air force units, including the 588th Regiment, later known as the 46th Taman Guards Night Bomber Aviation Regiment. In this regiment, everyone from the pilots, to the commanders, to the mechanics, were women. Russia became

the first country, and indeed the only country, to allow female pilots to fly into combat in during WWII.

As the Germans were launching one of the most violent and terrible offensives in WWII, there was no time for proper training. Raskova selected four hundred women in their late teens or early twenties from thousands of applicants. They started their highly compressed training in filthy, rodent-infested barracks at the Engels Military Aviation School.

The male dominated military of the USSR had no intention to provide any support for the regiment. The new aviators were issued over-size boots, ill-fitting uniforms handed down from male pilots, and the girls frequently had to sew their jumpsuits and stuff their boots with bedding. Their assigned aircrafts, Polikarpov U-2 biplanes from the 1920’s, had an open-cockpit design and were made of plywood and canvas. These were flimsy aircraft, generally used for crop dusting, and provided

virtually no protection in battle. Not even standard equipment was provided. They had to fly without parachutes, radars or radios, and for navigation, relied on rulers, flashlights, paper maps, and handheld compasses. In addition to the high stress of training and the lack of proper equipment, the girls had to face overly-harsh criticism, skepticism, and sexual harassment from their male peers and superiors.

Marina Raskova (1912-1943)



Squadron commanders of the Night Witches - plan a combat mission, a Polikarpov Po-2, their main aircraft, visible in the background, 1942 (Source: ava.org.ru)



Yet these women warriors were undeterred. In May 1942, after merely seven months of training, they were deployed to the Eastern Front where the Germans were advancing through the USSR. Although underequipped and prepared to die for their country, they did not intend their contribution to the war effort to be through suicide missions.

To survive, the regiment had to take advantage of the unique features of their airplanes and design an efficient strategy. The Polikarpov U-2 had the nickname “Mule” for being

incredibly slow, but it provided exceptional maneuverability once tamed. Moreover, its maximum speed (82 knots) was even lower than the stall speed of German aircrafts such as the Messerschmitt Bf 109 and the Focke-Wulf Fw 190, making it difficult for Luftwaffe pilots to effectively aim at the Mules. However, these planes were not intended for dogfights. There were times that the Polikarpov U-2 would stall in the middle of a mission and the pilots would have to climb onto the wings mid-flight to manually restart the props. The best strategy was for the women to fly their harassment raids and precision bombing missions at night.

A common tactic was to have a decoy plane attract German spotlights and release a flare to mark the target. The rest of planes would idle their engines and glide to the bombing position from a distance, quietly and at extremely low altitudes. Once they deployed their loads, they throttled up the engine immediately to make their escape. Due to the weight limits, the Mules were only able to carry two bombs, one under each wing and no other ammunition. To compensate, eight or more missions per night were frequently necessary, even during the brutal Russian winter.

The regiment’s night attacks were not only deadly, but also strongly psychologically demoralizing to the Nazis, even more so since the attackers were women. This fact, combined with the eerie whooshing sound made as the silent planes glided overhead, lead to rumors that these women were “die Nachthexen”, the Night Witches, who were enchanted with cat’s night vision. Consequently, any Luftwaffe pilot who shot down a Night Witch was awarded an Iron Cross.

The girls took the name “Night Witches” with pride and also embraced their femininity by using their navigation pencils as eyeliner and painting flowers on their planes. The first of 12 commandments followed by the Night Witches was “be proud you are a woman.” They defeated all stereotypes of girls as weak and useless in combat and had to earn their respect inch by inch during an excessively patriarchal war time.

At its peak, the 588th Regiment had 40 two-person



Night Witch commemorative stamps (Source: toysworld.od.ua)

crews. By the end of WWII, the regiment accumulated 28,626 flight hours, dropped over 3,000 tons of bombs and 26,000 incendiary shells, and damaged or destroyed 17 river crossings, 9 railways, 2 railway stations, 26 warehouses, 12 fuel depots, 176 armored cars, 86 firing points, and 11 searchlights. Many pilots and navigators flew over 800 missions individually and 23 of them were awarded the highest honor in the USSR, the “Hero of the Soviet Union” title. The Night Witches account for almost one-quarter of the 95 women ever to have received this title. But the honor didn’t come without cost: they lost 32 members in total, including the founder Major Marina Raskova.

Though they were one of the most highly decorated squadrons in the Soviet Air Force, the Night Witches were not invited to the victory day parade in Moscow. Supposedly, it was because their planes were too slow. Six months later, the 588th Regiment was formally disbanded. Women once again became ineligible for combat roles in the USSR Air Force. It was only last year, in August 2017, that Russia announced that women fighter pilots would again be recruited.

The Night Witches may have disbanded long ago, but the story of these tenacious women will remain a powerful inspiration for generations to come.

Mercy Liu

WAYS TO SUPPORT OUR CHAPTER

Announcement on AmazonSmile

Support our chapter when you shop on Amazon



About AmazonSmile:

AmazonSmile is a website operated by Amazon with the same products, prices, and shopping features as Amazon.com. The difference is that when you shop on AmazonSmile, the AmazonSmile Foundation will donate 0.5% of the purchase price of eligible products to the charitable organization of your choice.

How can I help?

1. Purchase items on AmazonSmile (smile.amazon.com). Every item available for purchase on www.amazon.com is also available on AmazonSmile at the same price. You will see eligible products marked “Eligible for AmazonSmile donation” on their product detail pages.
2. Search for “The San Fernando Valley Chapter of The Ninety-Nines, Inc.” in the search bar, where you are selecting a charitable organization.
3. Click “Select.”
4. You’re ready to go!

To change your charity, you can also go to **Your Account** and, in the **Shopping programs and rentals** section, click “Change your charity.”

Announcement on Ralphs

Support the chapter when you shop at Ralphs



About Ralphs Community Contribution Program:

Ralphs Community Contribution Program makes fundraising easy by donating to local organizations based on the shopping you do everyday. Once you link your card to an organization, all you have to do is shop at Ralphs and swipe your Plus Card!

How can I help?

1. Create an account by following these steps:
 - a. Go to Ralphs.com
 - b. Click on “Services” (top)
 - c. Click on “Community Contributions”
 - d. Click on “Enroll” (bottom)
2. Fill in information. If you don’t know your Ralphs club card number, you can use your phone number.
 - a. After activation, sign in
 - b. Click on “Community Contribution”
3. Find the organization by typing in “San Fernando.” We are listed as San Fernando Valley Ninety-Nines #82275.
4. You should be registered within 72 hours and future receipts will show the contribution.

Thank you!



Safe Flights, Ladies!