

AUX TANK

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

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**The San Fernando Valley Chapter of Ninety-Nines
Founded on February 1, 1952.**

December 2019

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.





Friendly Reminders

Did you know you can always donate to our Chapter? [to make a donation to the SFV99s](#). Also make sure to designate the The San Fernando Valley Chapter of The Ninety-Nines, Inc. when shopping on <https://smile.amazon.com/>.

Need a name badge or a mentor? Please contact our Membership Chair Nina Yates (ninayates@pacbell.net).

FROM THE CHAIRWOMAN

Happy Holidays!

I hope you all enjoyed joyous and merry holidays with your loved ones. Many of you joined us as we celebrated our annual Chapter traditions, Cookies to the Tower and our Holiday Party. Special thanks to Annelie Hubinette and Lisa Fusano for chairing this year's Cookies to the Tower. We had a marvelous turnout and created over 40 boxes of custom baked cookies for our friends in the local airport towers, FBOs, fire departments and other partners.

On December 14, we gathered at Lilian Darling Holt's home for a festive holiday party. We were serenaded by multiple piano players in attendance, ate delicious dishes cooked by our very own, and welcomed Santa and Mrs. Claus for the much-anticipated White Elephant Gift Exchange. It was a cheerful and wonderful way to celebrate the year with friends.



Thank you all for a terrific 2019! I hope you all had as much fun as I did, made new friends for life, learned new things that challenged you and made you a better pilot (and person), and are ready to usher in 2020 with excitement - anything is possible!

Wishing you a happy, healthy and prosperous New Year!

Kimberly Chan

SFV99s Chairwoman

Happy Birthday to:

Shirley Weltman
December 6th

Cristina Loga
December 11th

Chelsea Sanders
December 14th

Melinda Lyon
December 27th

Upcoming Events

January 11, 2020: Bakersfield Muni Fly-In, Sponsored by the Bakersfield Chapter

January 14, 2020: January Chapter Meeting @ VNY FlyAway, 7:00pm

January 25, 2020: Southwest Section Winter Workshop, Palmdale, CA

February 15: Santa Ynez Fly-In, Sponsored by the Ventura Co. Chapter (Valentine's Day dress & decor suggested!)

July 8-12, 2020: International Conference Aboard the Queen Mary Hotel, Long Beach, CA



“First Ladies of the Air”

Happy Anniversary to:

Ceci Stratford
December 1976

Lilian Darling Holt
December 1981

Lisa Hineman
December 1996

Megan Volpe
December 2011

Yoomi Kim
December 2012

Tracy Lambert
December 2018

San Fernando Valley 99s December Chapter Meeting Guest Speaker Shaun O’Neal with Court Wizard Productions and his film *First Ladies of the Air*.



Welcome to our Newest Member

Petra Janney is our newest FWP member. She says that she’s wanted to learn to fly since she was a kid. Since her dad was a pilot and she has an interest in developing electric airplanes, she figured she should finally learn how to fly them. Petra works in Business Development at Applied Minds, a small technology R&D company. She’s learning to fly at WHP. On November 10th she soloed for the first

time. She has 18 hours. I’ll pin her next month when I have her badge.



Nina Yates
Photo by Lilian Darling
Holt

SFV99s Holiday Adopt-a-School, by Kimberly Chan

Atta Girls:

Annelie Hubinete & Lisa
Fusano for chairing Cookies
to the Tower

Michele Albiez for writing
the Cookies to the Tower
Poem

Lilian Darling Holt for
hosting the Holiday Party

Every year,
Los Angeles
World
Airports
plans an
Adopt-a-
School
Holiday
program for
an
elementary
school in the



San Fernando Valley. The SFV99s have participated almost every year in recent history by speaking to the children about who the 99s are and sparking interest in aviation.

This year I had the honor of attending the event on December 12th at Stagg Elementary School and I was proud to present Dr. Angel Barrett, principal of Stagg, with a \$200 donation from the SFV99s. Also in attendance were Christian Moreno, Chief of Operations at VNY Airport; Diana Sanchez, Director of Public Relations at VNY Airport; and a special appearance by Santa himself. It was wonderful way to spread the holiday cheer with the sweet children at Stagg Elementary. Until next year!



December 7th Cookies to Tower



Avoiding A Mid-Air Collision (Another Form Of Noise Abatement!)

An article about a mid-air between a Cessna and a Piper reminded me how important it is to keep alert for other aircraft that might be in my airspace. We are on the cusp of nearly universal ADS-B, and this will help ATC and other aircraft with the "IN" capability. However, despite electronic help, and since VFR Flight Advisories – even if you ask for them – are the LAST thing on the controller's priority list, we all need to keep our eyes busy looking outside the cockpit as much as possible. Southern California airspace is as busy as any on earth, as we all know.

Some years ago in the FAA Aviation News, there was a great "collision avoidance" checklist that I'd like to share again with you, along with some personal thoughts on the items it contains.

CHECK YOURSELF

- *Check your mental and physical condition, especially your eyesight*

Eyesight and eye glasses are important. When was the last time you had your glasses "updated". If you're squinting, maybe it's time to have your eyes checked. Also, I've written about cockpit stress before and how it can give you "tunnel vision". If you're stressed out to start with, the cockpit probably isn't the right place for you. Remember the FAA's old acronym "I'M SAFE"? It's basically a personal checklist for things that could interfere with your ability to fly safely: **I**llness, **M**edication, **S**tress, **A**lcohol, **F**atigue, **E**motion.



PLAN AHEAD

- *Have all charts folded in proper sequence, and a list of the frequencies you'll need -- avoid searching for information while flying (and scanning for traffic) and keep the cockpit free of clutter ("sterile cockpit")*

Do you take the time to get your charts and maps in order before you take off? Do you make a list of all the frequencies you'll need so they'll all be in one place? Even if ATC changes your planned route in mid-course, it's a really good idea to have your charts and radio frequencies in good order so you don't have your head down while you need to be looking for traffic.

CLEAN WINDOWS

- *It may be difficult to differentiate between the aircraft on a collision course 2 miles away and dirt on the window -- both look stationary, especially at night (reflections)*

Yeah, it's a pain to have to clean windows, but I don't know anybody who'd disagree with this one.

Chances are you won't mistake a smashed bug for another plane, but stuff on your windshield is just going to distract you from finding traffic. Even if you keep your windshield covered when you're not flying, it still manages to collect bugs and dirt.

FOLLOW STANDARD OPERATING PROCEDURES

- *Use correct hemispheric rule altitudes in cruise flight*
- *Know unfamiliar airport procedures; observe segmented circle at least 1000' above the traffic pattern for an UNCONTROLLED airport*
- *Be where you are supposed to be -- in most midairs, at least 1 pilot involved was NOT where s/he was expected to be*



• *Enter traffic patterns DOWNWIND on a 45 at MIDFIELD if not directed otherwise*
Being where you're expected to be in a traffic pattern environment will greatly increase the chances of others seeing and avoiding you. Before you go zooming into an uncontrolled field, look at an Airport Facilities Directory or one of the flight guides that publishes the information about how the traffic works at the airport(s) you're planning to visit. If

there are changes from the standard, you'll save yourself from mistakes. Note: often times, exceptions are for noise abatement, which is important to think about in these days when homeowner associations are doing their utmost best to shut down our GA airports.

AVOID CROWDS

- *Avoid flying directly over VORs, near instrument approach courses, at IFR altitudes, at busy airports during peak periods or in any situation that concentrates traffic (whenever possible/practicable)*

Well, this one is probably a "DUH!!" When flying in areas you know are congested, have everyone in the aircraft looking for other aircraft. That said, it's amazing that the times when I tend to have lapses in my vigilance seem to be those when I'm out in the "middle of nowhere" and all of a sudden, there's another airplane. Ack!

COMPENSATE FOR DESIGN

- *Know your aircraft's blind spots when in a TURN or in CLIMBS/DESCENTS*

How many times have you read mishap reports about the low wing airplane nearly landing on top of the high wing aircraft? If there's a wing in your way when you're looking for traffic, be aware of that, and alter your attitude briefly so you can make sure there's nobody coming up on the other side of that wing.

EQUIP FOR SAFETY

- *Use ALL lights during the day where traffic density is high*
- *Use transponders with MODE-C on (mandatory within 30 nmi of LAX)*
- *If you don't have ADS-B "IN" capability, consider adding it to your avionics so that you will be able to get that extra help in locating nearby traffic (it's worth the cost if you think about it)*

Even though strobes and landing lights are much less visible in the day time, they might catch the eye of someone and help them to avoid you. The transponders and ADS-B make it easier for ATC to steer people away from you - especially when they know your altitude.

TALK AND LISTEN

- *Use your radios -- Approach Control, Tower, CTAF -- announce your POSITION (be accurate!), ALTITUDE AND INTENTIONS*

- *Listen to the local traffic situation BEFORE you become a part of it (situational awareness)*

Actually, IMHO, this ought to be Listen first, then Talk. (Note: I've written articles about both of these before because they're so very important!)

Just one more thought: most of the time, the pilot you're going to have to watch out for is the one who's never read this checklist.

Fly Safely!

Claudia Ferguson, FAAS Team
Safety Counselor
San Fernando Valley 99s
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Lilian's Holiday Party Party Party! December 14th





What did Santa Claus bring us?!

