



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



TANK AUX

AUGUST 2018

EAA AirVenture
Oshkosh 2018

P. 7

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FLIGHT AT THE MUSEUM

Sasha's Visit to Seattle
For Her Graphic Novel of Amelia Earhart

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THE SAN FERNANDO VALLEY CHAPTER OF THE NINETY-NINES

FOUNDED ON FEBRUARY 1, 1952



BOARD OF DIRECTORS

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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



From the Chairman

We are starting a new year with a new board. If you haven't met them, come to a meeting and get to know your leadership for the next year. We welcome any input, suggestions, or comments from our membership.

Even though we did not have a meeting in July, we did have a potluck at the lovely home of Sarah Weiss. If you weren't there, you missed a super, well-planned event. The food was great and we enjoyed the Netflix movie "Mercury 13" about the women who trained to become astronauts but were not allowed to become astronauts because they were women. Thankfully, times have changed.

We have a couple major events coming up in September. On Sat, Sep 15 we will be serving pancakes at the Prop Park fly-in on Van Nuys Airport. This is planned to be an annual event and will be an event packed day. In addition to the pancake breakfast, Rod Machado will be speaking, EAA will be flying Young Eagles, there will be cars and aircraft on display, and an outdoor movie shown Saturday night so plan to bring friends and family for a day of fun at the airport.

Sat, September 22 is open house day at Whiteman Airport. We will have a table for information. In the past there have been many people from the community attending and this is our chance to show the positive impact of aviation.

On our ballot this year was included the nominating committee for next year. Michele Albiez, Maureen Kenney, and Paula Sandling were elected for this job and you will be hearing from them regarding the board for 2019/2020. I know, many of you have already served on the board but we need you again. From Jan to May of this year we had 27 members attend at least one meeting. Subtract this year's board, and probably last year's board and that only leaves 17 active members to choose from for the next year so I hope you will step up and serve (again).

Thanks for electing me as your chairman. I look forward to the next year.

Bertie Duffy

SEP 14-16 FEATURE EVENT



KVNY PROP FLY-IN

This is a full scale event featuring key note speaker **Rod Machado**. In addition, Barry Schiff will present, as well as Saturday's movie night screening of "16 Right" and "Living in the age of Airplanes". AOPA will be represented by Bill Dunn.

During this event the Van Nuys Prop Park will be transformed into a major aviation get together where airplane groups of all kinds will fly in and converge: From Dukes to T-6's, Swifts to Yaks, and mainstream aircraft like Cirrus and Bonanzas alike.

SFV99s will be selling pancake breakfasts on Saturday Morning and bottles of water for the rest of that day. We need lots of hands for the whole event. Please let Bertie know ASAP if you are able to come and help.

OCT 4-6 FEATURE EVENT

Southwest Section Fall Meeting
October 4 - 6, 2018



SOUTHWEST SECTION FALL MEETING

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.

AUG 25 Young Eagles 10:30am

SEP 6 Board Meeting 6pm
Budget Meeting 7pm

SEP 9 Airplane Wash 8am

SEP 11 Annual Business Meeting
(Members Only) 7pm

SEP 15 Fly Now Scholarship
Submission Deadline

SEP 22 KWHP Open House
10am-2pm
& Young Eagles

SEP 28-30 MCAS Miramar
For more info, please go to
www.miramarairstow.com

OCT 2 Board Meeting 6pm

OCT 9 Chapter Meeting 7pm

08/03 Lisa Hineman
08/12 Lisa Fusano
08/19 Kimberly Jenks
08/23 Mary Glassman
08/26 Monique McAnnally
08/29 Mindy Nye
08/31 Beverly Butcher

09/03 Sara Svec
09/04 Susan Sloan
09/13 Alisa Liley
09/17 Marjorie Foster
09/23 Connie Schurr
09/27 Coralee Tucker
09/27 Gabriella De Asis





*Celebrating
Anniversaries*

*Sylvia Sanderson
Nina Yates
Pam Distaso
Julieann Sikora
Nicolette Hanson
Cristina Loga
Marjorie Foster*

*Aug 1978
Aug 1987
Aug 1995
Aug 2002
Aug 2014
Aug 2016
Aug 2017*



*Sep 1991
Sep 1992
Sep 1997
Sep 2010
Sep 2013
Sep 2014
Sep 2014
Sep 2014*

*Golda Neuman
Jan Archibald
Maureen Kenney
Kresse Armour
Lisa Fusano
Monique McAnnally
Gabriella De Asis
Geny Haase*



Oshkosh 2018

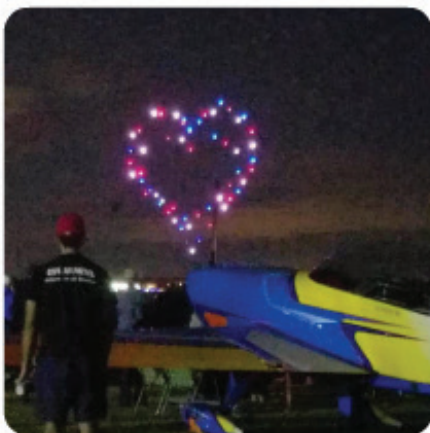
Now in its second decade, EAA's WomenVenture is an annual celebration of women in all facets of the aviation community. Activities are scheduled throughout the week of EAA AirVenture Oshkosh to provide women the opportunity to connect with other women who love aviation and build camaraderie within the EAA community.

Key celebrations took place on Wednesday, July 25, when a group of more than 1,000 women gathered on Boeing Plaza for the 11th annual WomenVenture photo. (by EAA.org)

Several of our SFV99s members were also in the photo. Can you find them?



PHOTOS COURTESY OF
ALISA LILEY



EAA AirVenture 2018 Sets Records

This year's EAA AirVenture, the 49th to be held at Oshkosh, Wisconsin, set several new records including attendance of 601,000, up nearly 2% from the year before, despite the absence of a major jet aerobatic display team (the Blue Angels performed in 2017).

- More than 10,000 aircraft arrived at Wittman Regional
- Airport in Oshkosh and other airports in east-central Wisconsin.
- At Wittman alone, there were 19,588 aircraft operations from July
- 20-30, an average of approximately 123 takeoffs/landings per hour
- during daylight, making it the busiest airport in the world over that
- period.

- Many attendees paid for aircraft rides during the show:
- 2,800 flew aboard EAA's two Ford Tri-Motors, while 3,032 rode EAA's
- Bell 47 helicopters and 680 flew in EAA's B-17 bomber "Aluminum
- Overcast." (by AviationWeek.com)



The line up is the new international board of the 99s.

INTERNATIONAL CONFERENCE 2018 REPORT FROM DELEGATES

The International Conference was held in Philadelphia, PA July 3 - 8, 2018. It was a wonderful time to visit Philadelphia and be at the birthplace of our nation for its birthday. Maureen and I extended our visit and took a bus tour to New York on Sunday to visit the 9/11 Memorial museum and see "Come From Away". We celebrated July 4 aboard the "Spirit of Philadelphia" dinner cruise boat and watched fireworks over the Delaware River.

There were 204 voting members present at the business meeting on Saturday morning with 815 votes. We had hoped that most members would opt in for electronic voting this year, but an unexpectedly high number of members used the traditional paper ballots instead. To keep the cost of tabulating paper ballots reasonable, they were counted by the Benedictine Sisters of Atchison KS, who have performed this service for many years. At the conference, one of our members brought to the Board's attention that the Teller's Report for the election of Directors was incomplete. This document, part of the Annual Meeting packet, includes the details of the mailed in votes, electronic ballot votes and the total for each candidate.

We immediately investigated. The Sisters did a careful recount. The results are different than what was published in The 99s magazine and the annual meeting packet. The corrected Tellers Report showed that Robin Hadfield and Terry Carbonell had been elected as Directors. The Benedictine Sisters



Maureen and Bertie at the Business Meeting

erred in counting mail-in ballots that were invalid.

During the past year we have chartered a new Italian Section. 50 new members were recruited at Sun & Fun. Our membership now stands at 5,581.

The 99s now have a mobile website. You can download the app from the International website. You can find information in the July issue of Straight and Level.

There are also Twitter, Instagram, LinkedIn, Pinterest, and YouTube sites so keep up with activities on your favorite media account.

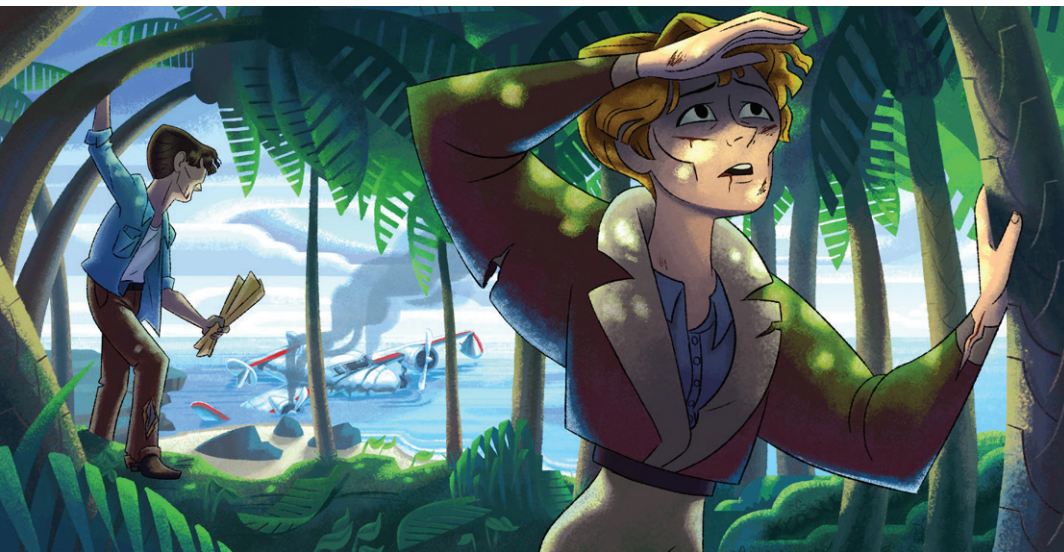
By Bertie Duffy

We had a great time in Philadelphia.





Sasha Schotzko-Harris and her comic of Amelia Earhart.



FLIGHT AT THE MUSEUM

LAST month I was very fortunate to get up close and personal with a Lockheed Electra 10 E at the Seattle Museum of Flight. This is the aircraft that Linda Finch remodeled to match Amelia Earhart's, and in 1997 retraced Earhart's route for her round-the-world flight.

For the past few months I have been working on a graphic novel about Amelia Earhart's life and final flight and I had been having a hard time finding clear images of the inside of the plane for reference. As a last resort, I emailed the museum to ask if I could come to Seattle and tour inside the plane to take my own reference photographs. I fully expected them to say no, but thought "well, it doesn't hurt to ask." To my surprise their immediate response was, "When would you like to schedule your tour?"

So I booked a flight and headed up to Seattle. I was aided by assistant Curator John Little and Public Relations representative Ted Huetter, who were both very knowledgeable and generous with their time. Check out that instrument panel! I was surprised by how much of it was original to the 1937 aircraft.

In short, don't hesitate to ask museums for a closer look! You may be surprised by their response!

BY SASHA SCHOTZKO-HARRIS

Sasha is a student pilot who has just joined SFV99s. Please email her if you would like to know more about her stories.
sashaharris@gmail.com



COCKPIT STRESS

Have you ever been flying along, maybe trying to wedge yourself into a crowded landing pattern, or looking for that unfamiliar airport you KNOW has got to be there, or perhaps encountering unforecast weather, or trying to land with a strong and gusty crosswind? Maybe on a checkride the Examiner creates an “emergency” or maybe even TWO, and your brain suddenly goes on “overload” and you just can’t think?



Now what!?! Suddenly telling the more experienced pilot just to the right of you “it’s YOUR airplane” and relinquishing the controls isn’t going to help your confidence and ability to handle your aircraft – and there may not even be a more experienced pilot with you. Yelling “AAUGH!!!” like Charlie Brown probably won’t do much for you either.

If the experts are right, a little stress is good for us, but you and I know that too much can really mess things up if we’re in a tight situation. Let me remind you of a few of the things that happen to pilots who are stressed so you can recognize the symptoms if they happen to you. I’ll also mention a few things you might be able to do to help if you find yourself all tied up in knots and ready to push the proverbial panic button.



A pilot’s resistance to cockpit stress depends on the amount of

- training,
- capability,
- confidence, (enhanced by pre-flight prep)
- stress level before flight, (the lower, the better!)
- physical and psychological wellness, etc.

(Remember the **“I’M SAFE”** acronym? If not – see the P.S. below...)

- I’ll bet you will recognize some of the classic symptoms of stress (do you get these at the office when your boss walks in, or when you argue with your kids?). They include:
- Increased muscle tension, especially in the shoulders,
 - Making internal/external “negative self-talk” (e.g. “You dummy -- what did you do that for?”)
 - Drop in temperature of the extremities (e.g. clammy hands, cold feet),
 - Fast, shallow breathing,



- A feeling of loss of control.
- If you’re starting to get yourself into a tight situation while you’re flying, check yourself for these warning signs early on so you can combat them before stress/panic robs you of your ability to think straight. If panic really gets a hard grip, it’s unlikely you’ll have the time needed to calm down and recover.

There’s an easy acronym to help you remember what to do when you get stressed. It’s **BART**:

B Breathe! You can interrupt the panic cycle by altering your breathing rate – SLOW DOWN! Breathing control is something that gets better with practice.

A Attitude – reconcile yourself to the problem. You can also begin some “positive self-talk”. Saying something positive and definite leading to control of the situation can not only have a calming effect, but it can also help to refocus the mind on the task at hand. (Am I advocating that you talk to yourself here??? Weeeeell, if it helps....^_^ I’ve noticed that the phrase “I’ve got this!” has made its way into movies and TV lately.)

R Relax! Consciously relax your muscles a few at a time – start with relaxing your frown! then your neck and shoulders, your back, arms, legs, etc. Once your body begins to calm down, you will begin to feel more normal and in control.

T Training – remember what you’ve learned and put it to good use. Sometimes the worst thing you can

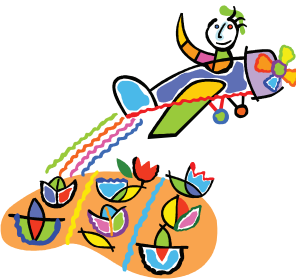


do is act immediately. Slow down, act deliberately with what you were taught, and you’ll do it right the first time. This also presumes you’ll make a good effort to go out and train periodically with a good CFI. Actually, there can’t be enough emphasis on training and preparation (e.g., study the airspace before you head into it – SoCal’s airspace is VERY complex!). The training that commercial and airline pilots receive consists of a lot of emergency procedures – over and over and over so that when they’re in a tight spot, the things they’ve been taught to do in their training sessions kick in automatically. Good case in point is the situation Capt. Sullenberger found himself in when a massive bird strike took out his engines and he ended up ditching in the Hudson River. His training made it possible for him to think clearly in an extremely stressful situation and that in turn saved a lot of lives.

As I said at the start, training, capability and confidence are good stress reducers. If you prepare for the unexpected, you’ll have more of a feeling of control if things start to get ugly up there. Learn the warning signs of stress so you can combat them effectively before the stress leads to panic. You can also help yourself by practicing stress-reducing techniques before ever entering the cockpit.

Have a safe and stress-free flight!

Claudia Ferguson
SFV 99’s Safety Chairman
FAA Aviation Safety Counselor
©CK Ferguson 2018



P.S. The **“I’M SAFE”** acronym is:

I	Illness
M	Medication
S	Stress
A	Alcohol
F	Fatigue
E	Emotion

Before you fly, check to see that the items on this list are NOT a factor for you!



**We Can Do It!
And You Did It!**

ATTAGIRLS OF THE SUMMER

We have been having a really fruitful summer: Mindy Nye passed her Instrument Written; Morgan Gale successfully finished her first solo; Shokoufeh completed her first solo, first cross country and passed her check-ride all within July! Additionally, Shokoufeh has kindly taken the time to write a very useful article sharing her stories and experiences. At last, Cathy Chen also passed her check-ride on the 14th of August, and has since moved to Prescott, AZ to begin her college study with Embry-Riddle Aeronautical University. She will be transferring to the chapter in Prescott soon and has some words for everyone.

An interesting thing happened in the Awards Banquet during the International Conference in Philadelphia. Lightspeed gave 4 headsets to random winners of the spring Fly Now scholarship. Only 4 names were drawn and 2 went to members of our chapter (Shokoufeh and Morgan). Such a rare coincidence!

Congratulations to all of you for your remarkable achievements and milestones!



**MORGAN
GALE**

Flying alone has to be one of the most freeing things a girl can do. This was definitely the coolest thing I have ever done!

Congratulations to Morgan Gale for completing her first solo!





Congratulations to Shokoufeh Mirzaei for Her Achievements

Atta Girl Shokoufeh Mirzaei

MAKING THE RIGHT CHOICES

It wasn't until January 2018 that the stars aligned for me to start my flight training. It has been one of the most rewarding journeys of my life. When it comes to flight training there are several decisions at the outset that make a difference in one's successful progress toward her/his aviation goals. One of them is choosing the right flight school and an instructor that understands your goals and learning style. Little did I know then.

Every time I hear stories of people's frustration with flight schools and instructors I feel fortunate that I met Eric Zine, an airline pilot and CFI, just in time for choosing my flight school. While I had taken introductory flights with three different flight schools at Van Nuys and was lost among the choices, he made it easy to choose by giving me some insights about Van Nuys flight schools. Interestingly, later I realized what worked for me, did not work for another student in the same school and she ended up changing her instructor. So the point is, everyone has a different style of learning and if something does not work for you, take action and change it. It is always easy to blame the instructor, but being a professor myself, I have seen it time and time again what works for one student might not work for another.

So before the instructor, I hold myself accountable and responsible for my learning and seek ways that can help my learning process. During my training, I was open to fly with other instructors in the school when my instructor was not available. Switching instructors turned out to be one of the best things I did as I learned different things from different instructors. When I chose my flight school I took the

following factors into consideration:

1. How I felt about the instructor and in general the school during the introductory flight
2. Accident/incident history of the school
3. Plane availability
4. Expert opinion and word of mouth

A little time and money you invest in this step will save you a lot of time and money in the future.

SUPPORT SYSTEM

Many of us encounter people in our lives that call us crazy for pursuing flying. Finding a support system and like-minded people was crucial for me to push through my training. At first the only support person I had was my father who I talked to every day. I knew that I had to immediately find more people that would keep me motivated throughout my training. That's when I learned about the 99s. Women pilots of the 99s have been an incredible resource in motivating me to pursue my dream. I was lucky to join the San Fernando Valley 99s and to have mentors such as Ceci Stratford and Jan Archibald, in addition to great aviator friends such as Megan Volpe. Additionally, I was able to make other friends around the airport who helped me by providing advice, books, flight computer, tower tours and more.

FINANCIAL RESOURCES

After picking the right school and instructor the rest depends on your discipline, dedication and financial resources. Although I have a full time job, my work schedule is flexible and gives me 3 days a week off-campus. So I decided to fly every Friday and Sunday to maintain a consistent schedule.

I know some of you who read this article are also interested to know about the money I spent for my PPC. The total cost of my training which included 59 hours of dual, 11.5 hours of solo, and 4 hours of ground school became about \$13,500 to which I need to add another \$2,500 which includes expenses related to books and supplies, TSA clearance and finger printing (for non-US citizens), medical exam, written exam, check-ride, Bose headset, and Foreflight subscription.

Early on, I realized I needed to find financial support to help me with these costs. Thanks to Ceci and her updated list of scholarships I found scholarships for which I was eligible. I applied for 5 scholarships and received 3 including the 99s' \$6,000 Amelia Earhart Fly Now Award, the AOPA You Can Fly scholarship for \$2,500, and the Aviation Insurance Resources \$500 scholarship. My total expenditure for the PPC has been about \$16,000 and the \$9,000 from scholarships was a great help. I was able to fly as frequently as I planned initially and get my certificate in a relatively short time span of 6 months. If I had not received the scholarships, it would have probably taken me three times longer to get my PPC.

By pure luck, on top of the Fly Now Award, I won a light-speed Zulu headset at 99s banquet in Philadelphia! I am planning to trade my other headset with my flight school for some flying hours.

DEALING WITH CHALLENGES & FRUSTRATIONS

The sky is not always blue and the winds are not always tailwinds! I

started in winter when we deal with strong gusty winds at Van Nuys. The weather conditions sometimes resulted in long gaps between my flight lessons. Even when we flew we had to deal with weather conditions too challenging for a newbie. I remember one day the winds were 100@21G25 landing on runway 16. On the positive side, I was able to develop good cross-wind landing skills.

My biggest frustration, however, wasn't the weather. It was not being able to solo when I felt I was ready to do so. I felt confident to solo at about 15 hours in my logbook. Although I was confident, my instructor wasn't. I knew that often I can become impatient so I decided not to pressure him and let go of it until he made the call. However, when I was at 36 hours and completed all my check-ride requirements besides solo, I expressed my frustration to him. "Am I ever going to solo?", I asked. "You are ready to solo but I want more consistency", he said. It was easy to think that he makes me fly more so that he can make more money.

However, I had to accept the hard fact that he was right and I actually was not consistent! I remember days when I had 7 really good landings and 3 that were bad! My instructor believed that the main reason for the lack of consistency was the weather, or at least it is what he told me. However, down deep I knew there must be something I did differently on those landings.

I had a habit of recording all my lessons which helped me tremendously throughout my training. One day, I decided to review my landing videos to see what exactly was going wrong. After reviewing the videos, I realized my bad landings were those when my instructor had his hands standing by the yoke. On those landings, I had a tendency to pull back earlier and faster than I had to and I exactly knew why! It was because at 36 hours I did not want him to give me instructions or interfere with what I wanted to do. So I added input earlier and faster, before he did. I did it to show him that I knew how to do it and that he could trust me to solo. But the early and fast input only ruined my landings. It was mind-blowing when I discovered how a mental challenge like this impacted my performance! Next lesson, I knew what I needed to do. I tried to avoid paying attention to what he did and instead focused on what I needed to do. I had to stop competing with my instructor to insert input, that's all! Just like that, I did much better and soloed 2 hours later!

AFTER FIRST SOLO & CHECK-RIDE

After my first solo everything went very fast. Immediately after my first solo I did two solo mini cross-countries to Camarillo airport. Then I did long and short cross-countries with my instructor which I then flew solo. Within two weeks after my first solo I was able to build 10 hours of solo and started getting ready for my check-ride. I did about 3 sessions of check-ride prep and 4 hours of ground with my instructor prior to the check-ride.

My check-ride happened on a very hot day. It was about 104 F. My hands were too sweaty to get a good grip of the yoke during the flight. But everything went well. In my no flap landing, I did a go around to the examiner's surprise. "You were perfectly fine!" he said. But I was the PIC and did not want to risk anything! We were soaked in sweat upon landing and when he congratulated me I couldn't contain myself. I popped a Champagne and celebrated achieving my lifetime dream of becoming a pilot! Currently, I am working on my instrument rating and hope sometime soon to write about my instrument rating experiences!

Shokoufeh Mirzaei



Before I became part of the San Fernando Valley 99s family, I was a girl who was unsure of what I wanted to become in the future. I was very conservative, shy, and did not like talking to strangers at all. It was also very hard for me to stay focused on a task and have something I love doing for a long time. Everytime I tried something new, I would just try it out for a few weeks, got bored of it, and just left it alone forever.

Until one day, I heard about the Young Eagles flight down at Whiteman. I have always loved flying but never considered any aviation career for some reason. That 4th Saturday of November 2017 will always be in my memory as it was not only my first time being in a small aircraft, but also that was where I first found the San Fernando Valley 99s.

Ever since then I have attended every meeting and event. Being part of the 99s family has really helped shape who I am and clearly define what I aspire to be in the near future. They have helped transform me into someone who is more outgoing and confident about what I have my heart set on.

Recently, I obtained my Private Pilot Certificate and thanks to this wonderful group of ladies, they were the ones who helped support me all the way through and helped me stay strong at the times I felt like I just couldn't do it anymore. I have made so many friends there of all ages who have the same passion as me and also helped me so much throughout my flight training from answering my questions and giving me tips late at night to helping me revise my essays over and over again and also offering me flights just to help me get ready for my checkride. This group has helped me in countless ways and I will forever cherish my part of being a part of this family.

Although my time here has been short, I do plan on coming back again to visit time after time and also hopefully joining a 99s group near my university.

Thank you all for supporting me so much and hope to see you soon!

Cathy Chen



Congratulations to Cathy Chen!



Atta Girl
Cathy Chen

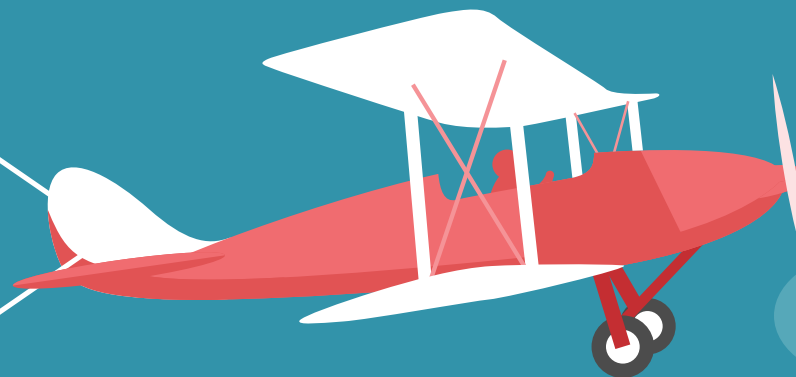


Kudos to You!

Kudos to Sarah Weiss for hosting the summer potluck and movie night. It was perfect and well organized!

Kudos to Stephanie Vived for her hard work and effort on editing Aux Tank for the past two years! Job well done!

Thank you!



An aerial photograph of three F-86A Sabre fighters flying in a three-ship formation over a green, hilly landscape. The lead aircraft is in the center, viewed from a high angle, showing its wings with "USAF" and a star insignia. Two other aircraft are positioned below and to the right. The text "Good Luck! And Fly Safely Ladies! See You Next Month." is overlaid in large white letters on the left side of the image.

Good Luck!
And Fly Safely Ladies!
See You Next Month.