

AUX TANK

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

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October 2020

Our Mission

The Ninety-Nines® International Organization Of Women Pilots® promotes the advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

Established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc.® International Organization Of Women Pilots® are now represented in every area of aviation today. And to quote Amelia, fly “for the fun of it!”





NOTAMs

- **Annual Member Donations!** It's that time of year again: If you'd like to kindly contribute your annual \$25 member donation, please mail a check to our PO Box or [pay online via PayPal](#) - Thank you so much for your donations!
- **Keep it Fresh:** Need to update any personal information? Here's who you need to contact:
 - SFV99s Website and Local Directory - [Pam Distaso](#)
 - Google Groups Email Subscription - [Maureen Kenney](#)
 - [International 99s Directory](#)
- **Holiday Shopping Already?** Did you know you can always donate to our Chapter? [Click here to make a donation to the SFV 99s](#). Also make sure to designate the The San Fernando Valley Chapter of The Ninety-Nines, Inc. when shopping on [Amazon](#).

FROM THE CHAIRWOMAN

Happy October, SFV99s!

I hope this finds you all well and in good spirits. I've been delighted to see and hear from so many new student pilots and Future Women Pilots joining our Chapter in the last few weeks. For those women starting your aviation adventure, I extend our warmest welcome to our group and invite you to reach out to us if we can assist you during your training.

For any of our members planning on celebrating Halloween in your own way, I also invite you to share your photos of decorations, costumes or other fun photos with Marjorie Foster for our November Aux Tank.

I hope to see many of you on our next Zoom Chapter Meeting on November 10 @ 7pm! Until then...

Stay safe & Happy Halloween!
Kimberly Chan, Chairwoman



Way to go, Annelie!

Annelie Hubinette finished training at CP Aviation, Santa's Paula on September 25th in preparation for her CFI. Citabria was a nimble tailwheel airplane. The goal is to complete the other 2 modules of EMT training as well. The 99s San Gabriel Valley awarded me the Paoli Scholarship of \$1000 towards endorsement!

Happy Birthday to:

Paula Sandling

October 20th

Sasha Schotzko-Harris

October 20th

Dolores Mathews

October 28th

Stacie Vournas

October 29th



Upcoming Events

November 10th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting

December 8th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting

Newest Member - So Cute!

I wanted our chapter to meet our newest addition, Nala! She is a 4 month old Border Collie who has already gone on her first



flight. Nala looks forward to meeting all you wonderful ladies and going on more flying adventures.

Sarah Weiss

Escape to Colorado

Like many of our globetrotters, I've been suffering from a bout of wanderlust and restlessness after months of isolation. So a week ago, my best friend in Seattle and I planned a weekend trip to Colorado.

With health and safety being paramount as we planned a trip via commercial air travel to another state, we did our best to make a plan we both felt comfortable with. We decided to meet in

Colorado, as neither of us has been there before and it has an abundance of outdoor and physically-distanced activities to enjoy.

Donning my N95 mask and a face shield, I boarded a

plane from Burbank and flew two hours to Denver. Southwest Airlines did a great job at prohibiting passengers from sitting in middle seats, mandating face masks be worn at all times while on board, and all passengers complied during the short flight.

Upon arrival in Denver, my friend and I rented a car and drove two hours west out to Vail. With the aspen trees finishing their autumnal color change and pine trees lining

the highway, I felt transported to a magical mountain wonderland. Streams, lakes and bike trails lined the highways and the air was crisp and fresh. We arrived in Vail to find it bustling with off-season tourists also enjoying the outdoors. We spent hours walking around Vail Village, Lionsgate Village and I went horseback riding out in the Vail mountains. We also stopped at

**Happy Anniversary
to:**

Cora Lee Tucker 1968

Jeanne Fenimore 1973

Susan Sloan 1992

Laurence Rabe 2012

Jo Scott 2016

Karen Waters 2019



Georgetown Lake and a charming former gold mining town called Idaho Springs.

While Colorado allows indoor dining, we opted to eat all our meals outdoors, which made mealtimes a mad rush to eat as much as you could before the 45 degree weather turned your meal into a cold plate. Thank goodness for hot chocolate and hot toddies!

I'm isolating at home now for 14 days and will get my Covid-19 test as well. I understand and respect not everyone is ready or willing to travel. From my experience and this first outing since we hunkered down, I will share that it felt nice to do something "normal" and feel like I was living my life like I used to. It was comforting to see all the establishments following safety protocols and taking the correct precautions to keep guests safe. It awakened my sense of adventure and I'm grateful to have these new memories to last me a while.

Cheers, Kim Chan



Unicom Congestion - Yackety Yack!

Around the Los Angeles International Airport (KLAX) area, there are not all that many airports that are colored magenta (no tower) on the VFR charts. Compton is a notable exception. As you get farther out, then you find

Cable, Catalina, Corona, Santa Paula, Big Bear, French Valley, Rosamond, Agua Dulce, FlaBob, Oceanside, Redlands, Fallbrook, etc. When you venture off to fly in other regions, most of the airports are uncontrolled (or “non-tower” as the FAA now likes to say) so it's always a good idea to be up

on Unicom procedures. By the way, when the tower closes at a controlled airport, the tower frequency becomes the CTAF (Common Traffic Advisory Frequency), which works the same as Unicom.



Atta Girls to:

Jenna Lohneis passed her
IFR check ride!

Shokoufeh Mirzaei became
a CFI-II!

Lisa Fusano passed her FOI
written!

The FARs DO NOT REQUIRE that you use the Unicom frequency at a non-tower field. You can go in NORDDO if you want (and some of the folks at SZP with those antique airplanes do just that!). However, for SAFETY'S sake, it's always a good idea to use everything you've got, including your radio, to help you make a safe transition into or out of an uncontrolled airport. With a little common sense and attention to what's going on, you should have no issues, even if the pattern is busy.

One of the problems with Unicom frequencies is that they are usually shared with other airports in the area, despite the efforts of the FAA to keep them far apart. Catalina and Corona share 122.7. Over near the east part of the LA area, Banning, FlaBob, and Elsinore ALL use 122.8, which can lead to certain amounts of clutter and confusion if pilots aren't using the name of the airport in their transmissions - especially on “good-weather” weekends. If you hear somebody announce that they're “entering downwind” with no mention of the airport name, there's no knowing whether they're at the same airport as you are. To help others know where you are, include the airport name at both the beginning AND the end of your radio transmission. E.g. “Corona traffic, Cardinal 147 downwind midfield, landing 25, Corona.” Including the name of the

airport at each end will help other pilots who may miss part of your broadcast.

Another downside of Unicom being shared between airports (though this can occur at an airport with its own frequency on a busy day), is that if everybody in the pattern(s) tries to announce every leg of the pattern, it becomes virtually impossible to get a word in edgewise.



Likewise, when people get “chatty” and include non-essential information. In a highly cluttered frequency situation, if it isn't necessary, don't say it! Keeping your messages brief and accurate will cut down on confusion and clutter.

After you announce your position, pay attention to what is being said by others on the frequency. I've written about situational awareness before and it's always worth reminding yourself to keep track of what's going on with the others on the same frequency. It is tempting sometimes to shut out the clutter, especially when pilots are "stepping on" each other with all their broadcasts. At an airport with an operating tower, the controller can give you a lot of help, but at a non-tower field, you are on your own to keep track of what's going on. Keep your head on a swivel and keep looking for the plane whose pilot hasn't been able to announce his/her position and suddenly pops up turning base just when you do. There could also be somebody going in the opposite direction. Patterns are not mandatory and if things get crazy, just break out away from the runway, climb and re-enter when things are better.

One thing that I always encourage for improving both radio communications and keeping a mental picture in your head, is to get yourself an aircraft band radio or even a hand-held transceiver that you can just listen to when you aren't flying. You can also listen on the internet at: <https://www.liveatc.net/>. You can learn a lot just listening to what's going on, and after some time, you'll become much better at understanding what's said and where other aircraft are.

Fly Safely!

Claudia Ferguson, Safety Chairman
San Fernando Valley 99s

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Where's Amelia? (99s' Version of Where's Waldo)

Screenshot of those in attendance at the October meeting, via Zoom. Join us in November!

