

AUX TANK

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

Chairwoman

Kimberly Chan

Vice Chairwoman

Sarah Weiss

Treasurer

Maureen Kenney

Corresponding Secretary

Annelie Hubinette

Recording Secretary

Shokoufeh Mirzaei

Aux Tank Editor

Marjorie Foster



November 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

- **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](#)

- **Black Friday & Holiday Shopping?**

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 San Fernando Valley Chapter of The Ninety-Nines, Inc. when shopping on [Amazon](#).

FROM THE CHAIRWOMAN

Happy Thanksgiving, everyone!

It's the official start to the holiday season - the most festive time of year and certainly one of my favorites. The leaves are finally changing colors here in Southern California, the chill in the air has returned to the shorter days, and it's almost time to get our merry on!

This Thanksgiving, I am grateful for:

- My health, and the good health of my friends and family.
- Technology so I can FaceTime, Zoom, DM, Microsoft Team, Tweet, Reel, TikTok and Netflix Party to keep in touch with my loved ones, even from afar.
- Our SFV99s Chapter, because you all give me something cheerful and exciting to look forward to every month!

I wish you all a warm, cozy, safe and happy Thanksgiving! For those of you flying privately or commercially, safe travels and send your adventure stories to our Aux Tank so we can read all about them next month!

Warmest Wishes,
Kimberly Chan, Chairwoman



Welcome Back to the SFV 99s, Shirley!

Shirley Thom was a member of the SFV 99s for many years. During this time, she flew air races such as: Palm to Pines, served as Chapter Chairwoman 1975-76, and worked together on our bulletin board. I was

impressed with her work ethic and dedication to the Chapter. We welcome Shirley back to our Chapter!

Nina Yates

Happy Birthday to:

Christina Merrick
November 3rd

Julieann Sikora
November 12th

Kathryn Arnote
November 30th



Shirley Thom March 2019 @ Fran Bera memorial

Upcoming Events

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

January 12th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting



Newest Member

- Bri

Brianna Idelman, nickname "Bri", finished her Masters in entrepreneurship and innovation at USC.

She flies out of Mach 1 School at VNY and has logged 5 hours. Asked about her goals, she responded "One step at a time :) - start with private pilot and then instrument rating and go from there." Nina Yates

Bon Anniversaire, Ceci!

Happy Anniversary
to:

Kathy Smither 1989

Anne Marie Radel 2003

Veronika Csanyi 2015

Petra Janney 2019



This is my solo photo on November 23, 1975. I'm celebrating my 45th anniversary of flying this month! My CFI was Arnold Johnson from Southland Aviation at Whiteman Airport. (Note - my late husband Mal is washing the windshield!)
Ceci Stratford

To Lisa with Gratitude, Annelie

Here's my loyal mentor Lisa Fusano at KLO5, Kernville, doing a pre-flight. I am blessed by her indefatigable spirit and selflessness. We've been doing some CFI training together and these hours



will have a lifelong impact! What a magnificent airport to fly into!! Thank you for being a true mentor, Lisa.
Annelie Hubinette

Amelia Air Adventures

Hello everyone!

Like many of you, I live for adventure, so I have been going completely stir crazy in our extended COVID isolation. That's why I am feeling beyond grateful for the past month, which has really lifted my spirits.



In late October, I ran a fundraiser for the small animal rescue organization that I helped to start, called Amelia Air (after my co-founder's adopted Great Dane, who loves to hop in their Cessna and so was named after the great aviator). We fly at-risk pets from overcrowded shelters to new families, or to rescues where they'll have more time to get adopted. I enlisted my aunt, Allison Janney (who is an actress and a huge animal lover), to help raise money for our rescue organization. She's a movie star and a personal hero of mine, but I really had no idea

the fundraiser would be such a hit. Our success means that Amelia Air will be able to save so many animals in the months to come, and combining my passions for flying and for saving pets really feels like a dream come true. You can follow along with us on Instagram, Twitter, or Facebook at @ameliaairrescue, or on our website at ameliaair.org if you're interested.

After our fundraiser was over, I was having a tough day of remote work when I noticed it was the anniversary of my first solo one year ago (11/10/19). A quick check showed the Cherokee wasn't rented for the day, so I closed my laptop, checked the weather, and drove to Whiteman. A short time later, I was landing at the Airport in the Sky to have lunch on Catalina Island - which happens to be the first airport I flew to after passing my PPL checkride this past February!



Anyway, enough about me. In this season of gratitude I am feeling so lucky to be part of the aviation community, and to benefit from this sisterhood of amazing women - which I joined exactly one year ago! I hope you all have a warm Thanksgiving holiday, surrounded by the ones you love.

Petra Janney

Pandemic Pinnings & Future Women Pilots, Oh My!

Since Emma Baker joined our chapter in March, she's been busy working as a Starbucks barista; attending Arizona State University online; and working on her instrument rating! She continues her family's aviation tradition - her mother,

Susan, served as Chapter Chairman in 2000, and her father, Dennis, is an A320 Captain at American Airlines. Emma is also Paula's cousin.



Nina Yates

Atta Girls to:

Annelie Hubinette passed her CFII (FII) Written Exam

Shokoufeh Mirzaei passed her CFI-I Check Ride!

Lisa Fusano passed her FAA written exam for CFII!

Megan Volpe completed her Recurrent G550!

I pinned Future Woman Pilot, Rachel Enders ('Rach') recently. We doffed our masks and held our breath a few seconds for our photo shoot. Since Rach joined the SFV 99s, she's

logged just over 5 hours and has been hitting the books for the FAA knowledge test. Now she's studying for final exams in law school. Although she was not selected for the *Fly Now Award*, she intends to apply again and investigate other scholarships as well.



Nina Yates

Pandemic Pinnings & Future Women Pilots, Oh My...cont'd!

Despite being out of SoCal since August, Star has completed the required hours for her ASEL add-on. She anticipates taking her powered airplane checkride soon. She's already a licensed glider pilot and founder & CEO of a UAS company, ThereCraft, which has proven its capability to its customers.



Nina Yates

Ingrid Lohne is one of our new FWP Chapter members. She's studying aviation at Glendale Community College and flying out of Whiteman. She's accumulated 60 hours. Her

goals are to get a Private Pilot Certificate, instrument rating and tail wheel endorsement. She dreams of flying over parts of Africa and Australia, and throughout the United States.

Nina Yates



Cuteness Overload :)

Kim asked me to submit pictures of my guinea pigs for the Aux Tank... The only tie to aviation they have are their names: the black and white short haired one is Whitney. (one half of Pratt & Whitney, but sadly Pratt passed away) and the little crazy-haired one is Squawk.



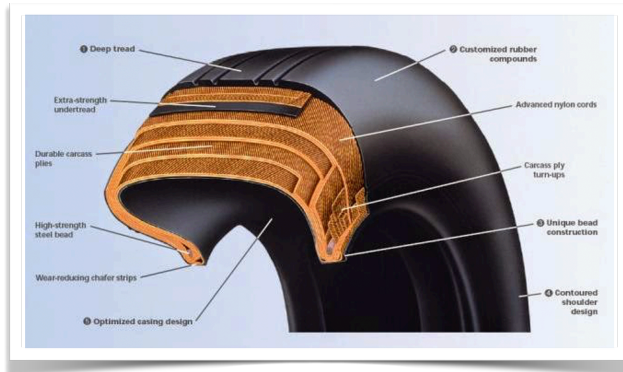
Hope you
have a great
holiday!
Jenna
Lohneis



Tire Facts - Let's Roll!

Since airplanes are designed to travel mostly through the air, it's possible that the way they travel on the ground can be thought of as somehow less important. This is far from the truth. If you can't taxi, you can't take off. If you can't safely complete your landing and taxi back to your hangar or tie-down, your schedule for the day is going to be interrupted big-time, not to mention putting the airframe at risk of a ground loop.

Since the days of the bicycle-mechanic Wright brothers, aircraft have rolled along on tires. Their first planes



(powered and gliders) had skids when they were testing on sandy beaches, but they switched to bicycle wheels (complete with spokes) when they started landing in pastures. Nowadays, aircraft are equipped with skis for landing on snow, and designed with boat-like hulls to land on water, but mostly, they have wheels with tires of one style or another depending on the runway surface. Notable are the big treadless "balloon tires" on certain bush planes that need extra cushioning for landing on unimproved runways. The ones we use for nice long concrete runways are a bit more moderate in size.

Tires are made from natural rubber, synthetic rubber, wire and fabric, strategically layered ("ply") usually 5 or 6 times to have a tread surface, strong side wall, and a bead that fits into the rim so the tire will contain air. Most light aircraft that we fly have inner tubes to hold the air, while jets tend to have tubeless tires (like most automobile tires). The exception to this is some tailwheels for conventional gear aircraft which are solid rubber. For the purpose of this discussion, we'll concentrate on pneumatics (contain air).

Tire tread is solely longitudinal to disperse water. Airplanes land facing forward and turn slowly, so longitudinal tread is more than sufficient. Other tread features are not needed, unlike auto tires, which have patterns designed for turning, snow, etc.

Rubber can age and crack over time. This applies especially to the tire sidewalls and the inner tube valve stem. A tire or tube that's weakened will eventually fail to withstand the impact of landing, so when cracks start to appear, replace the tire and the tube as well if it's been on as long as the tire.

The tread thickness should be examined every time you preflight to see if there are any flat spots or threads showing (caused by less-than-ideal landings). If the aircraft has fixed gear and wheel fairings, this can be more difficult to do, but not impossible. Looking at the tread can be accomplished by pulling the aircraft forward and looking at the tread as it rolls along. Be sure to check the mains AND the nose wheel! When the tread gets thin, it's time to replace the tire.



The amount of air pressure inside the tire is very important. Too much may blow the innertube valve or cause the bead to come out of its place in the wheel rim. Too little will result in unnecessary tire wear as it rolls along the ground.

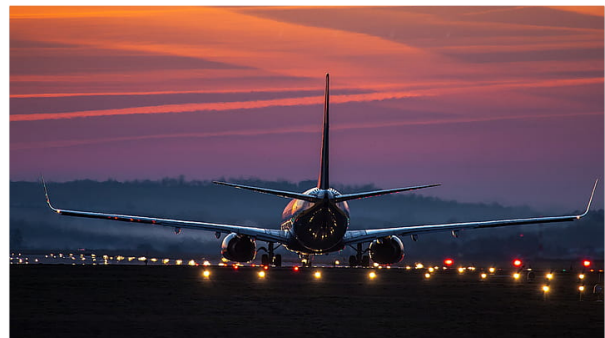


Tire balance is important, too. The diameter of light aircraft wheels is much less than the average auto tire, but landing speeds run from 40 to 90 kts so aircraft tires rotate much faster. If a tire is significantly out of balance, it can cause nosewheel “shimmy” (some aircraft are more susceptible to this than others) or extra vibrations that can be hard on the airframe.

There are a number of things you can do to extend the life of your aircraft tires and they all come down to using good landing techniques, including landing at the minimum speed needed, landing straight forward, never

having your feet on the brakes when you touch down. A tire goes from “zero to sixty” almost instantly when the aircraft lands, and that can be tough on the tread. Likewise, landing slightly sideways and having the brakes on can scrape off a lot of rubber.

When adding air to a tire, do not stress the valve stem by bending it around or pulling it. A weak point there is where the stem connects to the tube. If it is overstressed too many times, your next landing could cause it to fail catastrophically, resulting in the tire flattening almost immediately. This will cause the airplane to pull violently to one side, and possibly result in a ground-loop if you can't stop fast enough. You'll be unable to roll any further and require a tow. This is not a FAR violation (no ASRS form needed, but I'd advise it just to help their database), but the runway will be closed until your aircraft is towed off and a thorough FOD (Foreign Object Debris) inspection has been completed.



Finally, yes, to those who are wondering, this sudden flat tire scenario happened to me on Labor Day weekend 2019, when it was beastly hot and there was almost nobody on the airfield who could help with the tow. To add insult to injury, when the aircraft came to its abrupt halt (thank God, no ground loop), my Cardinal was smack in the middle of the intersection of runway 26R and 21 at KCNO, so I was blocking not one, but TWO runways. Ugh! The cause was catastrophic valve stem failure that happened about 150' after landing on runway 26R with surface temperature we estimated to be around 120°F.

Here's some reference info on the web for those who want more information:

https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/22044

<https://www.goodyearaviation.com/resources/pdf/aviation-tire-care-2020.pdf>

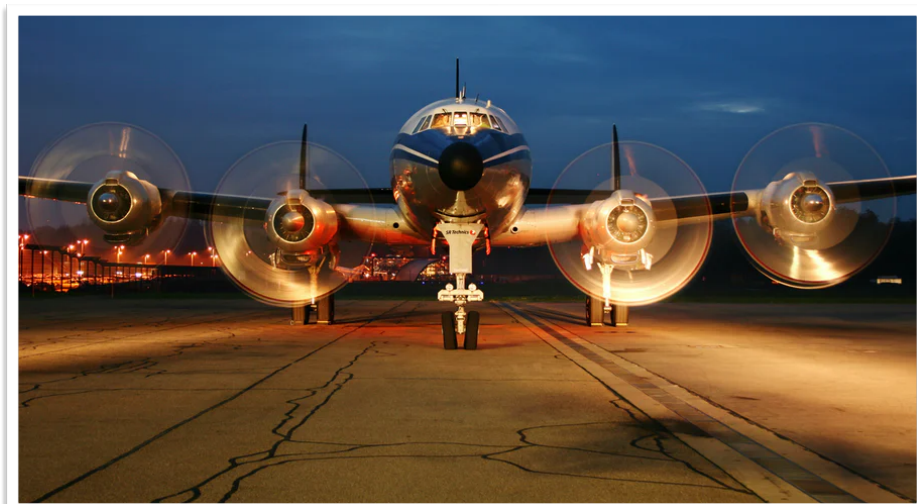
https://aircraft.michelin.com/wp-content/uploads/sites/15/2018/01/2016_CSM_Print.pdf

Fly Safely!

Claudia Ferguson, Safety Chairman

San Fernando Valley 99s

© CK Ferguson 2020



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

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

