



# Flightline

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## Governor

Terry Carbonell  
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## Governor's Corner

## Vice Governor

Sonia Bortolin  
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I recently returned from my first IBOD meeting in OKC. Wow! What a great International board we have. They covered many topics from soup to nuts.

Over the past several months the board has been working on strategic planning for the organization. Much of this planning focused on membership - attracting new members, retaining current members and making all see the value in their membership. Membership overall is dwindling. This is an issue that stretches across all sections and all chapters in the 99s. There are many projects in the works but it is too early yet to announce any prospective projects. The PPL is growing but we need to focus on recruiting new pilots seeking aviation careers as well as the GA contingent. We also need to dispel the "urban myth" that the 99s is a social club. Please keep up your educational efforts and send reports to us for Flightline.

## Secretary

Ursula Davidson  
uflyaway2@aol.com

The financial condition of the organization is strong. There are professionals investing and making sure the organization funds are secure and continue to grow. The Endowment Fund has an auction for the final gold tile. The bid is up to \$1,099.99 now. If you want to bid, contact Mary Wunder with your bid.

## Treasurer

Hanna-Mari Salo  
hmsalo@hotmail.com

We discussed the 501c3 issue. There are other sections, who currently have their group exemption, who are receiving "inquiries" from the IRS. My take is that our little issue might have opened a can of worms although the IRS says it is "routine". I am still working on regaining our old group exemption but progress is slow. There are a couple options if this ultimately fails. (Please note that we are not giving up yet.) (1) individual chapters in our section can apply for their own exemptions (2) we can choose 2 or 3 chapters who have already cleaned up their web sites and other public information, or that have little public information out there and submit a scant initial group. Once we have the group exemption, it is easier to add Chapters without the need for investigation. Stay tuned ...

## Flightline Editor

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Plans for the 2013 international conference in Bozeman are coming along nicely. Please make plans to attend July 11-14, 2013. It is sure to be a great conference.

Our section is hosting the 2014 International conference in New Orleans. The New Orleans chapter (Lisa Pizanni and Janet Gonzalez) are the chairs. They will be calling on all of us shortly to volunteer our chapters for various tasks. I hope to have something from them for the Flightline for the next issue. This is a SECTION project. While the N.O. chapter will have a lions share of the project, it is still only a share, and each of our chapters much accept our shares as well. Happy holidays to all and to all a safe flight!

Terry Carbonell, Governor



## Ask the IA Those Pesky Spark Plugs

We have all been there before: we run-up the airplane and we have what we believe is a bad magneto. We bring the engine up to full power and “burn it off”, recheck and it runs fine now. Many a pilot would be surprised to find it is many times actually a bad sparkplug and not the magneto.

For years the best way to test a sparkplug was called a “bomb tester”. To test a spark plug in the bomb tester, you clean the spark plug, install it in the tester, and hook up a wire. Then you press a button that makes the spark plug continuously spark. After you start the spark you can observe the spark via a mirror. Once it starts sparking, allow shop air to fill the cavity that contains the mirror - usually this is 90 - 120 PSI. With the air on you observe the spark again and if it is consistent you supposedly have a good spark plug. Experience has shown me that this was not always true. Occasionally, we have had the rough running engine that we were not able to figure out. We check the magnetos, the wires; the P leads etc., only to find them all good. Finally out of desperation we replace the spark plugs. Strangely this fixes it. Why?

Here is the why! Recently a company called Tempest purchased the Autolite line of Aviation sparkplugs. They modernized them and got them back into production. They also went a few steps further and demystified the spark plug. It seems that ALL spark plugs have a resistor installed in them. For the most part the resistor is there to prevent an after fire condition to minimize the electrode wear, slowing down the wearing out portion. The electrical energy (spark) flows through this resistor to the electrode where it actually sparks to ignite the fuel/air mixture in the cylinder. The explosion in the cylinder is many times more pressure than the shop air in the bomb tester (which is why it works in the bomb tester but not on the airplane). Tempest has published information to help actually check the resistance of the spark plugs. <http://library.constantcontact.com/download/get/file/1104540460641-37/SparkPlugCard.pdf>.

We have found the ideal resistance to be 500 - 3000 ohms with the cutoff being 5000 ohms. This can be checked with very inexpensive equipment. The ohm meter is what you need. Here is an acceptable inexpensive multi meter <http://www.radioshack.com/product/index.jsp?productId=4214667>. It is preferred to have an auto ranging digital meter for ease of use. This test will also work on other manufactures spark plugs. We have used the Tempest data on other aircraft sparkplugs to cure many a rough running engine without rebuilding the magnetos. We have even seen where the resistance of the spark plugs was so high that they damaged the magnetos.

Here is a very informative You Tube video on the manufacturing process of the Tempest Spark plugs. [http://www.youtube.com/watch?v=0\\_8pkttf-2g](http://www.youtube.com/watch?v=0_8pkttf-2g)

Remember: as the owner/private or higher rated pilot you are allowed to check and replace the spark plugs as per FAR 43 as preventative maintenance.

If you have a question for “Ask the IA”, please email Vern at [vonly1@hotmail.com](mailto:vonly1@hotmail.com) so he can answer your questions in the next *Flightline*.

# What's happening?

## ✦ Spaceport Chapter ✦

On October 20 the members of the Spaceport chapter manned a table at Aviation Day, sponsored by Florida Institute of Technology on the Melbourne airport. The ladies spoke to many people and gave them the history of the 99s and women who fly. They were joined by Jasmine Nissan who earned an AE scholarship for academics



Left to right: Verba Moore, Mary Anne Demmer, Bobbi Lasher, Jasmine Nissan, Donna Wilt

Verba Moore showed off her display board which drew a lot of attention. The board shows early and famous 99s, activities of our chapter and pictures of famous women pilots who lived before the 99s was formed.



**SCOUT AVIATION BADGE DAY AT FIT:** December 1<sup>st</sup> was Scouting Day at FIT Aviation. Boy and Girl scouts were invited to the hangar to earn their Aviation Badges, guided by knowledgeable volunteers. Verba Moore and Bobbi Lasher represented the Spaceport 99s and helped the scouts learn about important women in aviation. The display board included many pioneers.





## Kitty Hawk Chapter



Ladies from the Kitty Hawk Chapter attended “The Spirit of Aviation: Outstanding Women and Today’s Opportunities” at Sugar Valley Airport. Guest speakers included a wide range of female professionals who spoke about exciting careers in aviation, including several Kitty Hawk members! One of these featured speakers and panel members was our own Kitty Hawk member and FAA examiner Zenda Leiss, pictured below.



Some lucky Young Eagles got to go up for a quick introductory flight

## ✦ Florida Suncoast Chapter ✦

On November 10th, ladies from the Florida Suncoast Chapter met for their monthly meeting. Several ladies flew in to Ocala for the meeting. World-record holding aviator CarolAnn Garratt gave a presentation, which included some highlights of her 2nd around-the-world flight. They also celebrated lifetime member Blanche O'Brien's 96th birthday. Blanche received her private certificate just 4 days before the Pearl Harbor attack.



## SOUTHEAST SECTION 2013-2015 NOMINATION FORM INSTRUCTIONS

### Deadline for submission to the Nominating Committee: January 15, 2013

A NOMINATION FORM is required of all those who wish to be considered by the Nominating Committee for elected position. The qualifications for elected offices are found in the Section Bylaws, available on the Section website, [www.sesection99s.org](http://www.sesection99s.org) (About The 99s tab, then at the bottom of the page), and referenced below. Check them carefully before submitting your Nomination Form.

### To be considered for elective office, prepare the following:

1. Nomination Form
2. A statement or paragraph that includes your vision for the Section.

Submit the above material to each member of the Nominating Committee listed below. This material may be submitted electronically via email or through regular postal means and must arrive **no later than January 15, 2013**.

### APPLICABLE BYLAWS

Please review and comply with the following bylaw to ensure your place on the ballot.

#### Article VI. Elective Officers and Committees

**Section 4. Eligibility.** Officers must be Active Members. The Governor shall have served one term on the Board at the time she assumes office.

Please review the following bylaw for the details on the responsibilities of Section Officers.

#### Article VII. Duties of Section Officers

For additional information, please contact any member of the Nominating Committee:

Marie Grein  
Florida Suncoast Chapter  
[megrein@verizon.net](mailto:megrein@verizon.net)  
727-799-1552

Marlene Raseta  
Kitty Hawk Chapter  
[mraseta@nc.rr.com](mailto:mraseta@nc.rr.com)  
919-859-3850

Virgilea Sworts  
Memphis Chapter  
[v.sworts@yahoo.com](mailto:v.sworts@yahoo.com)  
615-446-2169

**We need YOU! Please consider serving your 99s as an elected officer.  
The deadline is JANUARY 15th!!**

## SOUTHEAST SECTION 2013-2015 NOMINATION FORM

**OFFICE SOUGHT** \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_ Cell \_\_\_\_\_ Fax \_\_\_\_\_

E-mail \_\_\_\_\_

Chapter \_\_\_\_\_ 99s member since \_\_\_\_\_

Total Hours \_\_\_\_\_ Certificate held \_\_\_\_\_ Ratings \_\_\_\_\_

**Service to 99s, include dates (use another page if necessary):**

Chapter (offices, committees) \_\_\_\_\_

Section (offices, committees) \_\_\_\_\_

International (offices, committees) \_\_\_\_\_

Number of International Conferences attended \_\_\_\_\_ Number in past 5 years \_\_\_\_\_

Number of Section Meetings attended \_\_\_\_\_ Number in past 5 years \_\_\_\_\_

Special aviation related awards \_\_\_\_\_

Membership in aviation-oriented organizations and offices held:

Occupation(s) \_\_\_\_\_

Other training and/or experience related to the office sought (attach resume if desired)

***I understand this notice constitutes authority to advise Section Members of my intent to seek election, And that I must meet all eligibility requirements for the office being sought.***

Signature \_\_\_\_\_ Date \_\_\_\_\_

**Deadline for submission to the Nominating Committee: January 15, 2013**