



# AUX TANK

*Newsletter of the San Fernando Valley Chapter  
of the NINETY-NINES INTERNATIONAL ORGANIZATION of WOMEN PILOTS*

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October	2002
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A Message from Chairman Jaye:

“Lights, camera, don’t move . . .”

The group photo shoot has come and gone. Sunday, October 13 was a beautiful day for the many members who showed for the photo. We formed an airplane of sorts amid lots of shouting, laughing, and barking orders from the photographer and his helpers. Finally, the shot was taken.

Then we drove on down to Jeanne and Bill Fenimore’s hangar where we had an incredible potluck party. Keep in mind that Jeanne volunteered her hangar Monday night, October 7 and Sunday, October 13 we had a party – isn’t funny how last minute parties are always the best? Thank you, once again, Jeanne for all your effort to make the party happen.

We ate, gabbed, watched the Angels game, played a couple of board games and when it was dusk, we wandered back to our original site on the airport and reformed the airplane – this time holding flashlights (Susan Theurkauf’s idea). The intent being to form the outline of the airplane in lights. We’ll see. The film is not back as of this writing. Anyway, it was a fun time and quite relaxing.

Things are well underway for all the other activities coming up. October 19<sup>th</sup> is the Van Nuys Airport Community Open House and the 24<sup>th</sup> through the 26<sup>th</sup> is AOPA in Palm Springs.

Finally, remember, the November meeting is open to guests – bring anyone in the aviation community who would like to hear about Collision Avoidance. IT’S

**VERY IMPORTANT FOR OUR CHAPTER THAT YOU ARE THERE. PLEASE TRY TO MAKE IT.**

See you later.

## **Aerospace Education**

Our Mission Statement directs us to "Provide aviation education in the community". Think of Aerospace Education as what we do for others. Following are just a few examples of participation in this program:

VISITS to an air show, a NASA location, an aviation museum, etc. PARTICIPATION in (or assisting with) flying club meetings (other than the Ninety-Nines, Inc), elementary school programs, taking school children, scouts or other groups for airplane rides, etc.

PRESENTATIONS: Flying Companion Seminars, Scholarships for aviation education, Scout Aviation Badges, etc. Please look for opportunities to participate in this very rewarding program, log these activities and forward that information to me.

Suggestions for further involvement in this program are most welcome. ---Lois Peck

## **eSCRIP:**

Don't forget to sign up with eScrip. This program sends money to the SFV 99s every time you use your credit card, Chevron card, Von's Club card at selected merchants. Register at [escrip.com](http://escrip.com).

## **Doo Dah Parade Fundraiser**

Come join our annual "flight" in the Pasadena Doo Dah Parade on Sunday, November 24, 2002! Our goal this year is to raise at least \$2000. You can help by asking your friends and family to sponsor you in the parade, or if you cannot march this year, ask them to sponsor another 99. There is a \$50 minimum fee to participate, but I'm confident you can raise more! The parade starts at 11:30, but we will meet around 9:30 to check in, assemble, and practice. There is a yummy pancake breakfast, and we will lunch together after our march. If you would like to participate and did not sign up at the October meeting, please contact Jennifer Miller (818) 559-7561. Also, please advise if you want to participate in a plane building party and we will set one up. We welcome 99s from other chapters to join in our fun - please talk to Jennifer about the fundraising details pertaining to non-SFV99s.

-Jennifer Miller

## **Y'ALL COME!**

**DON'T MISS THE NOVEMBER CHAPTER MEETING - November 4 - 7:00 p.m.!** The AOPA Seminar "Collision Avoidance" will be presented, featuring Coralee Tucker as Presenter. This will be an OPEN MEETING - BRING YOUR SPOUSES, SIGNIFICANT OTHERS AND PILOT FRIENDS.

In the Los Angeles area, "Collision Avoidance" is more than just a subject for a Chapter meeting - it could be a real "life-saver" for those of us who fly in this high-traffic environment. See what techniques the experts use to locate and track traffic, what kind of sun glasses work best, how to get the most collision avoidance help from ATC, the most common collision scenarios and how to avoid them, and much more!

Attendance at this seminar will not only educate you, but it will qualify you for the 2002 Pilot Proficiency Training Program (formerly known as APT, which trophy we won last year for our chapter) and also satisfy requirements for the safety training portion of the FAA Wings Program. Your attendance will not only help our chapter win the trophy again this year, but you could win a door prize to be given that night, as well as be entered for a quarterly nationwide

drawing for a hand-held transceiver, courtesy of Sporty's Pilot Shop. What a deal! Don't miss it!

A word to those who come early for dinner at the Airtel: Allow extra time for dinner, as the restaurant has a new crew who find serving all our folks before a 7 o'clock meeting somewhat challenging. The program will begin promptly at 7 so that our normal 99s business meeting can follow at 8.

## **HANGAR FLYING:**

Chuck & I have done some great flying the last 3 months: -The SFV 99s Fly In to Felicia & Truman's in Nevada City was terrific! We spent 4th of July in Columbia, staying at the old Fallon Hotel, a B&B. Then to Nevada City. Attended the AirFest, then toured the Empire Mine, active from the 1850s to 1956. Lots of eating and telling stories. More members should try to come!

-Two weeks later we participated in the annual Wings 'N Wheels in the Santa Ynez Valley. We took rides in old cars (1938 Packard, 1929 Model A, 1911 Model T, and a 1968 Rolls Royce convertible--what a ride!) and gave airplane rides to the car people. My most special rider was a 93 old Model A owner who had been in a small airplane, but never had taken the controls. He was so thrilled and thankful, that he ran to his car and brought me an aluminum can airplane he had made. I'm still amazed that I could offer something special to a man who had lived so many fulfilling years! -Flew to Santa Maria and San Luis Obispo for the proverbial "\$100 hamburger" or is it the "\$70 taco"?

-Took my BFR in a float plane! What a kick! I flew out of Norcal Aviation (Calaveras County Airport). Their float plane operation flies from a rancher's pond near Angels Camp. We did maneuvers and take offs & landings from New Melones Lake and Don Pedro Reservoir. It had been 25 years since I got my float rating and I hadn't flown a float plane since. I have Norcal brochures if anyone is interested. The owner is a woman (Terry Campbell) and CFI, too (Donna Delporto). -I flew 24 Young Eagles at the El Monte Air Fair in June.

-Thanks to all the 99s and other aviation friends who came to my hangar party. Weren't the B-25 "Executive Sweet" fly by awesome? I had a great time. Hope everyone else did, too.

Ceci

## **AE SCHOLARSHIP:**

The Amelia Earhart Memorial Scholarship is offered to members (who've been a 99 two years) to help them towards their aviation career goals. Consider applying this year. Call Ceci for more information (818-842-0005) or email her at [cecipilot@cs.com](mailto:cecipilot@cs.com).

## **ROSTER**

It's roster update time!

If you have computer access, please go to <http://www.sfv99s.org/> and proof your information. (Email me if you need the user name and password.) If not, let me know if there are any changes from last year's printing.

Please send updates to me by email at [pdistaso99@earthlink.net](mailto:pdistaso99@earthlink.net) or call them in to my work number (818-354-5009) which has 24-hour voicemail available.

Pam Distaso  
Roster Chairman

## **Aerotique for December Meeting**

There will be something a little different at the Aerotique this year. We will be having a Recycle table as well as a New table. If anyone has anything regarding airplanes, such as books, pins or such, you may try and sell them on the Recycle table. Maybe you have something sitting around your house that you just have gotten tired of, so bring it and of course you will give 10% of your profits to the chapter.

After all this is a fundraiser for the chapter. Everyone will want to bring cash or checkbooks along for this event. There will be some interesting things for sale.

Your Aerotique Committee

Golda Neuman & Susan Skalla

## **Why there are high-wings and low-wings**

After the Ark had successfully landed on Mt. Ararat, the survivors went forth. After a while, one of the

wives noticed her father-in-law sitting on the ground and chewing anima hides. Every now and then, the father-in-law would chew a particularly hairy hide and make a notation on a tablet.

The wife asked her husband what his father was doing, to which the son replied, "What can I say, there is Noah counting fur tastes."

Date: Sun, 27 Oct 2002 20:20:38 -0600  
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## **New Requirement for Pilots**

As International Aviation Legislation Chair, one of the many current regulatory changes I have been following closely is the congressional concern about aviation safety post 9-11-2001. The FAA came very close to requiring that we all have new pilots' licenses issued with photo identification. So far, they have modified this to require that BEGINNING October 26, 2002, all pilots MUST have a photographic identification with them at all times. This can be a state issued identification card, a drivers' license, military identification, or a passport. When legally asked by FAA, local law enforcement personnel, or staff of the new Transportation Safety Administration you must present the photo ID in addition to the pilot's license and medical. We may all want to remember that anyone other than authorized FAA Officials must give the documents back--FAA is the only entity authorized to "take" a pilot's license.

I would ask that those of you who know of other 99s (or just other pilots) who are not a part of the digest would share this information with them in case they have not received the information from other sources yet. This was a very short time frame for anyone who was not keeping up. I'm just glad that we seem to have missed the chance to have pilots' licenses with pictures. One of my concerns with this proposal was that because a 17-year-old's picture on an original license would not be so much value for identification purposes by the time they were my age. This would probably have led to expiration dates and other changes to the current license procedures.

## Too Much Of A Good Thing?

Recently, there was a discussion thread in the email digest of the Cardinal Flyers Online, an owner/pilot's group to which I belong (being very fond of my '72 Cessna Cardinal). The subject was something I'd never really thought about before, and I was very interested in what I found out. I thought that since I'd never heard of this problem, that maybe some of you never had either and I would share it in this month's safety article.

It's probable that at an early point in your flight training, your instructor taught you to check the oil dipstick on the engine of the airplane you were flying. I don't know about you, but what I was taught to look for was a LACK of enough oil. That makes good sense as the engine will consume some oil as a part of its normal operation, so it's necessary to see if you've reached a point where you need to add more. Of course, too much oil consumption is not a good thing and can indicate some problems that should be addressed, such as worn piston rings, leaky seals, etc. Oil plays an important part not only in engine lubrication, but also engine cooling. Cockpit gauges tell us the level of oil pressure and the oil temperature in flight. We take oil quantity into account for weight and balance. There is information about proper quantities in the POH. Not having enough oil can cause some pretty undesirable problems, from running too hot right up to and including engine seizure in flight because of lack of lubrication. OK. Well and good. So much for the question of "do we have enough".

What about the question "is there too much?" For whatever reason, this is a question I'd never even thought to ask before. I've changed the oil in my Cardinal before, and carefully counted the quarts of oil that I added back in after draining out the old stuff. I'd never thought about what might happen if I added an extra quart. If you don't know the answer to that question, please read on. It may surprise you.

For most of our little airplane engines, the oil resides in a "sump" located at the bottom part of the engine. There is an oil pump that circulates this oil to all the places where it is needed, and through an oil cooler, which helps to remove some of the heat from the oil before it is returned to the engine. Each engine is designed to work with a certain amount of oil, and has max and minimum quantities specified by the

manufacturer. It turns out that BOTH of those are there for good reasons.

Believe it or not, too much oil can be just as bad as not enough. Just above the oil sump in the engine is the area in which the engine crankshaft travels. If the oil quantity is too high, the crankshaft throws will begin to splash into the oil, causing it to foam up – sort of like a beer or a soda that's full of air. (Ever get a mouthful of that foam? Not much there, right?) If that continues for a while, the viscosity of the oil will begin to degrade. This defeats the purpose of having a multi-viscosity oil, such as 15W-50, which many of us use.

When the oil starts to foam up and fill with air, the oil pump will start having problems with cavitation (fancy word meaning "sudden formation and collapse of low-pressure bubbles in liquids"). The pump isn't designed to deal with this. NOT a good thing! Because the oil pump is now pumping air along with the oil, this will cause havoc with oil pressure and oil cooling. Higher temperatures will develop in the engine and your oil temp gauge will most likely read abnormally high. There won't be as much oil circulating in the engine to provide needed lubrication.

If the plane you are flying doesn't have an engine analyzer (such as a JPI or GEM), which will alert you to high oil temp, it may be a while before you spot the trouble, assuming you don't catch it during preflight.. One pilot reported that on takeoff, "the CHT went right to red-line". He quickly landed and returned to the mechanic, where it was discovered that just 1 extra quart of oil had been mistakenly added. He also said that when the oil was drained, it "looked cooked", having swirls that were very dark and discolored (and this was newly changed oil!). I suspect he didn't pay much attention when he looked at the oil dipstick before takeoff, or maybe, like me (until I read about this), he didn't know that too much oil is too much of a good thing.

Fly Safely!

Claudia Ferguson, Safety Chairman  
San Fernando Valley 99s

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With appropriate thanks to the CFO gurus, and Steve at Procraft Aviation

**Editor's note:**

Sorry this was so late this month – lot's going on and I just didn't have time.

Bertie

**WEB SITES of INTEREST - [www.ninety-nines.org](http://www.ninety-nines.org) (International)**  
**[www.sws99s.org](http://www.sws99s.org) (Southwest Section)**  
**[www.sfv99s.org](http://www.sfv99s.org) (SFV99s OWN site)**  
**<http://www.lawa.org/vny/welcome.htm> (this is a very useful site for SFV pilots!)**

**Each of these sites has links to other aviation sites and other 99s chapters!**

**Our meeting is the first Monday of the month at 7:00 pm. – July dark.**  
**Meeting place is the Airtel Plaza Hotel, corner of Valjean and Sherman Way next to VNY.**

**Thursday NOON after the monthly meeting is the DEADLINE for the AUXTANK, each month!**  
**Email ([bduffy@lausd.k12.ca.us](mailto:bduffy@lausd.k12.ca.us)) contributions to Bertie Duffy**

## **Calendar of Events and Coming Attractions**

<b>Nov. 4</b>	Chapter meeting
<b>Nov. 24</b>	Doo Dah Parade
<b>Sat Dec 7</b>	Cookies to the Tower
<b>Sat Dec 14</b>	Holiday Party
<b>Sat Mar 29, 2003</b>	Flying Companion Seminar

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