



AUX TANK

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

CHAIRMAN:	Jaye Howes	RECORDING SECRETARY:	Sylvia Sanderson
VICE CHAIRMAN:	Susan Theurkauf	CORRESPONDING SECRETARY:	Marcia Fuller
TREASURER:	Ruth Logan	AUX TANK EDITOR:	Bertie Duffy

January	2003
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A Message from Chairman Jaye in Dec:

First of all, thank you for your kind thoughts and words of encouragement for Bill, my husband, who had a heart attack the day after Thanksgiving. He's doing fine, thanks to the quick response from the excellent staff at Kaiser. Bill now has two stents in the artery at the rear of his heart. This was determined to be the course of action after an angiogram showed blockage in only that one artery. So, while they were doing the angiogram, they went right ahead and inserted the two stents. All in all about an hour on the table for Bill. He's been home since Tuesday. I'm breathing normally once again. And the world goes on.

I've been talking frequently to Marcia Fuller and find that her life has had a bit too much stress lately, also. We love you, Marcia and we love your undying spirit. That's why you're a SFV 99!

I hear that Susan did a great job running the meeting and that you all treated her well. And I hear that Aerotique was a big hit, thanks to the efforts of Susan Skalla, Golda Neuman, and the help of Mary Glassman. Coffee and cookies, helped, too.

HAPPY NEW YEAR.

In spite of the devilishly high winds on the night of our January meeting, a good number of members blew in from all points. We missed those of you who couldn't make it. It's never the same without all our members.

Several items of interest:

The Chapter voted to go ahead with Casino Night,

but postponed it until October.

The Airplane Group Photos sold like proverbial hotcakes – everybody looks great in the picture.

Planning meetings have started for Van Nuys Expo in June, celebrating 100 years of flight.

Reserve the night of Saturday, February 22 for an evening of Movies, Popcorn, Pizza, Birthday Cake, and Cherry Pie (in honor of George Washington, since it's his birthday, as well as our Chapter birthday.) This means we will celebrate our birthday at this event, rather than at our regular February Chapter meeting, so don't be disappointed when you see no cake at the meeting.

Our February 22 party is open to members + husbands, etc. It will be at the home of Lilian Holt, starting at 6:30PM.

We finally had a meeting where Jennifer Miller was NOT Member of the Month! That honor, instead, went to Paula, Golda and Mary for their efforts in providing us with a wonderful Holiday Party.

Our treasury is doing quite well. We have managed to set aside a significant amount to help offset expenses of our representatives who will attend the International Conference in New Zealand in 2005.

Two of our members have become engaged. You figure out who.

See you in February, Jaye

Members of the Month

Sue Skalla and Golda Neuman for the very successful Aerotique at the December meeting.

Golda Neuman and Mary Glassman for planning the festive holiday party. **Paula Sandling** for opening her lovely house for the party.

Aerospace Education

I'm looking for input from all Chapter members. If you have done anything that relates to aviation between April 1, 2002 to present date, please forward this information to me. Did you visit an airport or air museum? Did you go to AOPA? Did you work in the booth at AOPA? Did you help with our booth at the Van Nuys Open House? Did you teach or attend a ground school? Did you make any kind of presentation regarding aviation? We really need every ones input. Should you have any questions, please call me.

Lois Peck

ROSTER

My apologies to those who were expecting to receive the new roster at the meeting on Monday night. Due to circumstances beyond my control, I was unable to get the material to the printer on time.

Very long story short: my husband has been trying to settle his father's Trust for 23 months. With the fourth court date looming, both his brothers settled ... then one didn't, then he did, then he didn't. Instead of having the past week for ourselves, we were trying to second-guess Michael's change of mind and preparing for the court date we thought had circumvented.

Anyway, the good news is this ... we have time for more updates! I have Ceci's and Lois' new addresses and have added Laurel's husband's name to the database. In preparation to distribute the roster at our next meeting on February 3rd, the absolute deadline will be January 22nd. I'll print on the 23rd, and drop it off at the printer the same day.

Send updates to me at pdistaso99@earthlink.net or by calling my work number (818-354-5009 with 24-hour voicemail).

Pam Distaso
Roster Chairman

Fly-Ins

Our next fly in will be on January 19 to French Valley Airport for Lunch at the Restaurant. ETA is 10:00AM.

If you have a seat or need a ride please call Jeanne at 818-893-5806 or Ruth at her new number 818-364-1224.

Jeanne FenimoreJ

jeannefenimore@earthlink.net

Attention all 99s, due to a calendar change, the Date Festival Fly in has been changed:

The new date is: Sunday, February 23, 2003

Destination :UDD (Bermuda

Dunes)

Arrival Time - 10 a.m.

Transportation to and from the fair grounds will be provided. Let the FBO know you are with the Goldberg/Scanlon Date Festival fly in Group. Don and I will meet you in the lobby of the FBO.

Please call Carol and Don at 760-360-4398, to let us know if you are coming.

See you at Bermuda Dunes!

Ventura chapter

The Ventura Chapter 99s are having a fly in potluck lunch at Oxnard Airport on Saturday, Jan 18 at 11:00 am. It will be at hangar #49 that faces the runway and weather permitting will be a great spot to grade landings. Meet old friends and make new ones.

For info contact Jenny Shade at (805) 523-8251 or Jennifer@shadeintl.com.

News from a scholarship winner

Date: Mon, 02 Dec 2002 14:11:43 -0800

Hello Pam, I wanted to give you ladies an update on my degrees and to say thank you once again for the scholarship. I completed my Bachelor's of Science in Professional Aeronautics in July with a 3.875 GPA. I am 4 classes into my Master's of Aeronautical Science and will be looking to finish it sometime this summer. This semester was almost entirely covered by the money I received from your organization and considering that the three classes that I am taking cost \$835.00 each, that is saying a lot. I cannot say thank you enough for your help and be sure to pass on my thanks to everyone. It is money well spent. I am trying to get commissioned in the Air Force and thanks to all of you it looks pretty good. I reflect about the interview quite often and it makes me laugh everytime. All of you were very delightful and made it a memorable experience. Once again thank you, and I hope all of you have a wonderful Holiday season. Sincerely SSgt. Timothy Newman.

Partner wanted

Lately, we haven't been flying as much as we should/would like to, so we're looking for a 50% partner in our '77 Grumman Tiger to help keep it in the air. Here are the specs:

- 1492 hours total time, airframe & engine
- Fresh annual - great condition!
- IFR equipped - -- 180 hp, 140 kt. cruise
- All logs available - -- No damage history
- Exterior/interior 7-8

The plane is presently based at SMO, although we'll consider relocating it to VNY or WHP.

If you or anyone you know is interested, please e-mail us at 2pilots@attbi.com or call us at 310-745-1130. I can e-mail a photo and flyer.

Thanks! Helene Krongold

Flying Companion Seminar

The SFV 99s will hold a Flying Companion Seminar on Saturday March 29 at Blue Skies Aviation. The class is schedule from 9 am to 4pm

This is a one day mini-ground school for people who fly with someone on a regular basis and want to learn more about what is going on.

We have probably forgotten what it is like to be a little nervous in that right seat but I'm sure we all went through it. The biggest reason for that is we didn't know what was happening. This class is to try to explain all those knobs and buttons, make it a little more clear what is being said on the radio, teach a bit about reading the sectional, and in general make it more pleasant for that right seat person. In addition, maybe we'll even make it easier for the pilot by creating a helper!!

You all know pilots!!! Tell them about the seminar and try to get their companion enrolled for the class. The fee is \$60 and includes lunch.

For a reservation contact Bertie Duffy at 818-769-2894 or bduffy@lausd.k12.ca.us

Poker Flight

The San Gabriel Valley 99s will host a Poker run on Sat Jan. 25. The starting point will be cable airport after 8 AM. Five airports will be visited with a Bar-b-que at the last airport. All airplanes need to be at the last airport and checked in no later than 3 pm. The winning poker hand(s) will be announced at the BBQ. A donation of \$25.00 entitles the pilot to 2 poker hands and BBQ. When you check in you will receive an information sheet that gives clues for finding the other airports. You get a card at each airport. The entire route will be about 220 NM.

This is a great way to have fun and do some flying to airports you may not usually visit. And, of course, meet more 99s. Flying, friends, BBQ, and prizes. What better way to spend a Saturday.

Contact Linda Hayden (714) 637-6305 or Loreen Wynja lwynja@aol.com for more info.

**Winter Business Meeting
February 1, 2003
10am to 4pm
Oakland, CA**

\$25, includes lunch

Registration Deadline: Jan 25, 2003

It's time to make your reservation for the upcoming Southwest Section Winter Business Meeting. This meeting will be packed full of great information for Chapter Chairmen, with topics including general duties of the chairman, managing chapter finances and scholarships, attracting and retaining members and Future Woman Pilots.

In addition, you will get an update on the Columbia Spring Section Meeting. Not only will you find it informative, you'll come away with practical tips you can use right away. Best of all, you get to spend a day sharing ideas with fellow Ninety-Nines.

We encourage all SFV chapter members to attend this valuable meeting.

Date: Saturday, February 1, 2003 from 10am to 4pm
Chicken pasta salad lunch is included. Vegetarian pasta salad is available.

Place: Hilton Oakland Airport. A block of rooms has been reserved at the special rate of \$99 per room. Please make your own room arrangements directly with the Hilton Hotel 510-635-5000, just tell them you're attending the *Ninety-Nines Winter Business Meeting*

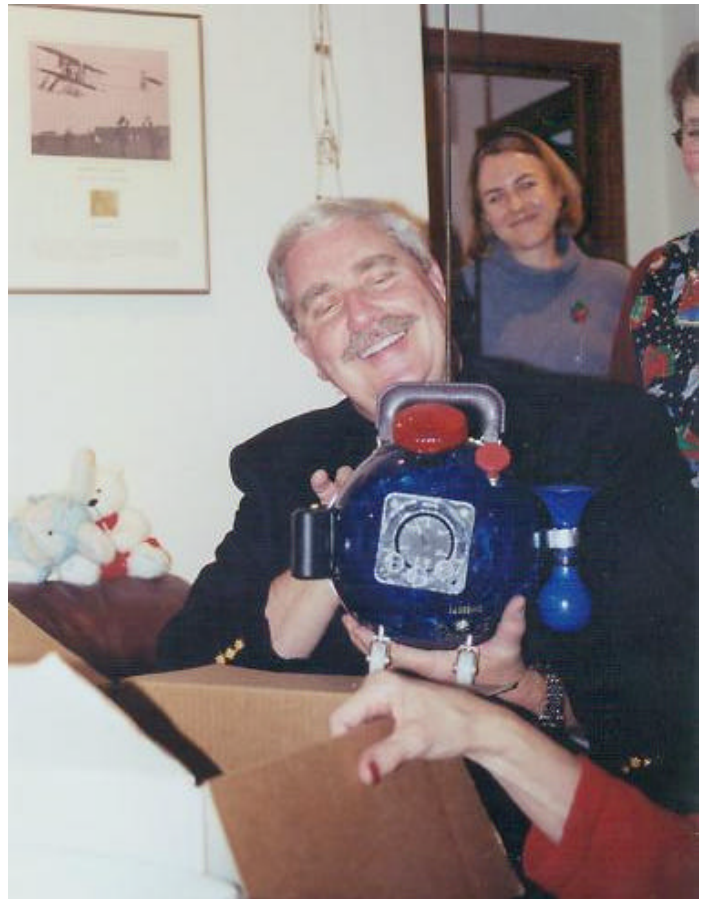


Jan Wood

Photos from the Holiday Party



Paula and Mike with Santa



**Barry Yates received the infamous
Bowling Ball**

Oxygen Facts

Oxygen? What's the Safety Chairman writing about oxygen for? I don't need oxygen in my little airplane. It can't climb that high – well, at least not easily, and besides, I don't need to get up there where I'd ever need oxygen. So much for this month's safety article!

Last month, I wrote about flying at night, and so this month, I thought I'd write about oxygen and a little about when and how we make use of it in our little airplanes. What's that got to do with flying at night, you ask? Well, I invite you to read on a bit and I'll tell you about that and a few other facts about supplemental oxygen in light aircraft.

We have all learned about oxygen in one school or another – elementary, college, ground, etc. The FAA requires pilots to use oxygen in FAR Part 91 (General Aviation) for various cabin pressure altitudes:

12.5K' - 14.0K'	Crew must have O ₂ after a half hour.
14.0K' - above	Crew must use O ₂ .
15.0K' - above	All occupants must have O ₂ available for use.

The FAA has somewhat different requirements for Charter (Part 135) and Commercial (Part 23) Aviation. The military has its own oxygen rules, too (clue: this has to do with flying at night!)

Oxygen makes up about 21% of our atmosphere, with Nitrogen at about 78% and other gasses making up the last 1%. As altitude increases, the mixture of the gasses stays the same, but the density decreases because there is less pressure. I wrote about this in an article last year about Density Altitude. So, as we climb, we still are breathing 21% O₂, but there are just lots fewer molecules to breathe in and less pressure to push it from our lungs into our bloodstream. Climb high enough, and there won't be enough pressure or O₂ molecules to keep your brain cells properly fed. NOT a good thing, since flying requires you to think! One way to solve this problem is to pressurize the airplane. Of course, this is rather expensive and most of us can't afford this sort of arrangement. It's fine for the airlines, but have you priced a Boeing 737 or a Citation X lately? Granted, there are pressurized light aircraft, but most of us don't fly those either. So luckily, technology has provided other and cheaper ways for us to bring our oxygen along. Some of you have used various types of oxygen delivery systems, but I'd be willing to bet that a lot of us haven't. For those who are curious, I'll include a brief description of a few of them here.

One of the simplest, least expensive and most common ways to deliver oxygen is by the Continuous Flow method. This can be used up to 25,000 feet, which is WAY higher than my Cardinal ever thought about going – even in an updraft! All that is required is an O₂ bottle, a mask or cannula and a regulator with a predetermined flow rate. O₂ flow is constant. The oxygen can be delivered via a mask (make sure it fits snugly with no leaks), but these can be a bit of a nuisance to talk through and to wear with headsets. A more popular way is via the nasal cannula (those plastic tubes with outlets just under your nose). This method isn't all that efficient and isn't recommended at higher altitudes. Once in a while, you might see a mouthpiece sort of like a hookah that the pilots can hold between their teeth. These aren't real convenient and, fortunately, not common. Since turbo-charged and twin-engine airplanes are about the only ones with much performance above 12,000 feet, they're mostly the ones concerned about supplemental oxygen.

Another system is called Diluter-Demand, and has been used by the military since WWII. It's rather more complicated and gradually increases the percentage of oxygen given to the pilot based on pressure altitude. It's good up to about 35,000 feet. This system has a "normal" setting and an "emergency" setting that provides 100% oxygen, rather than the altitude-determined percentage. There's a third system called Pressure-Demand, which is good up to 45,000 feet. These provide the pressure required to push the oxygen into your lungs and bloodstream. As you might think, they require a bit of getting used to, as they basically do your breathing for you. Chances are, you'll never need either one of these, but I thought you might like to know about them all the same.

So how do you know if you need supplemental oxygen other than just going "by the book"? No doubt you studied about hypoxia (not enough oxygen) in ground school. Lots of things beside just altitude can cause it: anemia (not enough red blood cells to carry the O₂), smoke and carbon monoxide, emphysema (lung capacity so diminished, it can't absorb enough O₂), etc. People react very differently to hypoxia and it's really a good thing to find out how you respond. If you ever have the chance to take the FAA's Physiological Flight Training (the "Altitude Chamber"), I would HIGHLY recommend that you go. (Unfortunately, these classes have been mostly discontinued in recent years.) Anyway, you may remember from your ground school that some of the symptoms include euphoria, tunnel vision, loss of color vision (color vision is also effected by lack of light – aha! another clue about the night flying), blue fingertips, inability to concentrate, and sleepiness. This stuff can really sneak up on you!

Of course, there are some safety considerations with the use of oxygen. It's very important to know your system thoroughly so that you know when it's working properly, and what can go wrong. Your life might depend on it. If you have passengers, be sure they know how to use it. The airlines are required to do this - remember the last airline pre-flight passenger briefing you got about how to use their masks?. Also, there's the obvious fact that oxygen is a potential fire hazard. Any open flame nearby could spell big trouble. Please don't ever allow anyone to smoke anywhere near your oxygen system – especially when it's in use.

Another thing to be aware of is that aviation oxygen is completely dry (moisture might freeze up the regulator) and it can cause dehydration and skin chapping. Be sure to keep yourself hydrated, and have some lotion or chap stick along with you.

One very intriguing note (here comes the connection with night flying!) is that you might want to consider using oxygen on a night flight when you will have to be at altitudes higher than 5K'-8K'. The military requires oxygen for flights above 5,000 feet at night. Why? The reason is interesting and has to do specifically with how your human (vs. cats or owls) eyes work. "Rod" cells in the back of the eye, which are used for night vision (and don't perceive color well), are several hundred percent more sensitive to lack of oxygen than the "cone" cells that work in your day vision. It is estimated that a pilot is 24% blind at 8K'; and 50% blind at 12K' at night. In a darkened cockpit, you might be able to significantly increase the efficiency of your vision with supplemental oxygen. Sure sounds good to me!

Now I'll finish up with one of my usual caveats. All this is well and good and needs a little common sense, which I'm sure most of you have. Altitudes can amplify physiological problems. If you aren't feeling well, or are taking medication (the effects of which may be synergistic at higher altitudes), stay on the ground and use your supplemental oxygen another time!

Have a safe flight!

Claudia Ferguson, Safety Chairman

San Fernando Valley 99s

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WEB SITES of INTEREST - www.ninety-nines.org (International)
www.sws99s.org (Southwest Section)
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) contributions to Bertie Duffy

Calendar of Events and Coming Attractions

Sun Jan 19	French Valley Fly-in
Sun Feb 2	SW Section Winter Business meeting - Oakland
Feb 3	Chapter meeting
Sat Feb 22	Movie night – Chapter party
Sat Mar 29	Flying Companion Seminar
May 9 – 11	SW Section meeting - Columbia
June 21-22	VNY Expo
Oct 2 – 5	Fall SW Section - Lancaster

AUX TANK
 P.O. Box 7142
 Van Nuys, CA 91409

**A Happy
 New
 Year!**