

AUX TANK

Newsletter of the San Fernando Valley Chapter of the
NINETY—NINES

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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December 2004

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The San Fernando Valley Chapter of the Ninety-Nines was founded on February 1, 1952. The mission of the Ninety-Nines is:

To promote world fellowship through flight.

To provide networking and scholarship opportunities for women and aviation education in the community.

To preserve the unique history of women in aviation.

Happy Holidays from the SVF 99s



The 2004 Holiday party was held at Paula Sandling's house in Woodland Hills. Many thanks to our generous hostess! Happy Holidays to everyone, warm greetings of the season -Editor

Cookies to the Tower December 2004

Cookies to the tower was our usual success with 26 attending to enjoy all the broken cookies along with the wonderful food and great service that Rocky's Restaurant at Whiteman Airport gave us.



Helene Krongold with her healing arm delivered boxes to Whiteman's Airport Operations Thomas Sullivan, who accepted the box and promised to share it with the other guys. - Lillian Holt



Guest Speaker at Jan 3 Meeting:

Our next meeting will feature a presentation by CFI Spencer Suderman on Emergency Maneuver Training. If you hate practicing stalls, would never think of putting yourself into an intentional spin or get flipped out with turbulence, you'll want to hear Spencer speak at our next meeting. The following is a short bio taken from his website www.beasafepilot.com

Hope to see you there!

Spencer Suderman, CFI

Spencer Suderman began his flying career while attending Cal State University Northridge in the late 1980's, eventually earning a private pilot's certificate, commercial certificate, instrument rating, and CFI. While working on his instrument rating, he went through Rich Stowell's EMT® Course.

The Emergency Maneuver Training course was designed to teach pilots the critical skills necessary to survive spins, unusual attitudes, engine-out, control system failures, and other types of in-flight emergencies. This course utilizes mild aerobatic maneuvers as training simulations. The aerobatic aspects were intriguing to Spencer so he pursued additional training in aerobatics.

Spencer started competing in International Aerobatic Club (IAC) sanctioned aerobatic contests flying a Super Decathlon and has since moved up to the high performance Pitts S-2B. Spencer believes that emergency maneuver training is the most valuable flight training a pilot could receive and pursued his rating as a flight instructor for the sole purpose of teaching it to other pilots so they can be safer and more confident.

Jackie

E-SCRIP Reminder

Don't forget to register with eScrip.com! The 99s benefit every time you use your credit cards, Chevron card, and Vons Club card!

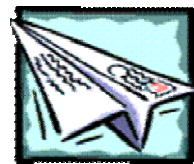
Also, bring your old cell phones and ink cartridges to the next meeting. We get money for those too! (For a list of eligible phones and cartridges, look online at www.escrip.com). You toss, our loss!

At the last meeting several members brought phones & cartridges for recycle which should bring us about \$10. (Many thanks to Marcia and Jill. Forgive me if I forgot others who brought things for recycle at the last meeting). Keep those coming! Ask your neighbors, work colleagues, friends, and family to save them, too.

Ceci (Call me with questions 805-527-3696)

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Treasurer's Report

Anyone wanting a copy of SFV 99s November financial report, please contact Ruth Logan

Got Air? (Good Air That Is...) By Claudia Ferguson

Now that winter is upon us and we're probably all flying with cabin heaters on, I thought I'd re-visit the issue of carbon monoxide and give you a few facts about what it is and why we as pilots need to be especially concerned about avoiding it. For those of you who are Chemistry wizards, you can probably skip this article, as you already know how serious a problem this can become. The rest of you, please put your "science hat" on, and read further. ☺

Carbon Monoxide (also known as "CO") is a somewhat "unstable" chemical compound made up of one atom of Carbon and one of Oxygen. These atoms are very ready and willing to make another, stronger chemical bond with something else that will make them more stable. (Usually, that's another Oxygen atom, and the molecule becomes Carbon Dioxide or CO₂, which is part of every breath we exhale. Anyway, back to "CO".) Once the CO molecules make that additional bond, they'll be quite content to "stick like glue" to each other, so to speak. Like most of the rest of the "air" around us, CO is tasteless, odorless, and colorless, so you get no initial clue as to whether it's around or not.

Now that you know what it is, you might like to know where it comes from. Mostly, it is a by-product of combustion. It's one of the things that make up tobacco smoke and smog - so well known to all of us here in L.A. Internal combustion engines, such as we have in our cars, boats, AND airplanes, are major producers of Carbon Monoxide. You undoubtedly know this already, since you've been to ground school.

That said, I take a quick trip to the world of human physiology long enough to talk about our red blood cells and the fact that they take a trip through our lungs just looking to bond up with some oxygen molecules. They take this oxygen back out of the lungs and off to our brains or whichever other of our body parts need a little oxygen for creating energy. The more of these oxygen molecules (usually coming in "chemically stable" pairs in the form of O₂) that are available, the better, which is why we carry supplemental oxygen at high altitudes where air molecules in general are scarcer, or we pressurize the cabin to pack them in tighter and make sure there are as many oxygen molecules available as we need.

So, what's the big deal? Well, because of its somewhat "unstable" nature, Carbon Monoxide will adhere to blood cells in a chemical bond 200!! times stronger than oxygen. There's no contest. CO wins every time. If it's in your lungs, it'll be in your bloodstream as quick as your next breath. It's also completely useless to your body - it can't be processed like O₂ can. CO kills by attaching itself to so many blood cells that there are not enough cells left to carry the O₂ the body needs. Pretty soon, all those red cells are gummed up with CO, and your brain doesn't have enough oxygen to be able to think straight any more. If you're lucky, before it's too late, it'll make you feel sick or hypoxic in time to realize what might be happening to you. Otherwise, you just lose consciousness and "bye-bye". Hmmm. NOT a good option!

It takes a human body about 72 hours (or 3 days) to recover from CO "poisoning". The only way for the body to get rid of it is for the affected blood cells to die (or in an emergency, you could get help from a blood transfusion). What that means is that CO poisoning is just that - poisoning - and it isn't something you can "fix" while you're flying. Unlike hypoxia, you can't just go to a lower altitude or use your oxygen system and be "all better". It takes a long time to recover, and that's why it's so important to prevent.

How can you protect yourself? Well, cracks in the exhaust system are usually the ways CO can get into airplane cabins. Most of our single-engine airplane heaters warm the air to heat the cabin by passing it over the outside of the muffler. This method works really well, but it is vital to check on a regular basis that there are no cracks. Given the age of most of our planes, the metal can be fatigued and crack more easily than when it was new. In flight, shut the heater off if you suspect it is causing trouble. In this case, don't count on being able to smell exhaust fumes.

December Safety Article.....continued

Probably the best thing you can do to protect yourself, after good maintenance, is to put a warning device in your cockpit. There are several different devices that can be bought to warn of CO presence in the cockpit. They range from very simple to rather high-tech. You can buy an inexpensive little card that has a specially treated disc mounted on it, and if CO is present, it turns black. These cards work well as long as you remember to give them a look every little while during your flight, and replace them at their expiration date. There are other much more sophisticated devices that act rather like the smoke detectors in your house. They will measure the CO and set off an alarm if too much is present. These are a bit more convenient in that they don't necessarily require you to scan them. There are also some very scientific detectors that will tell you the ratio of CO to air molecules in PPM (parts per million).

As a last emergency option, an oxygen system with a mask (vs. the nasal cannula tube) can help if CO presence is suspected. Sealing yourself off from the CO and breathing pure O₂ will help your body get as much oxygen as it is still capable of absorbing. It won't cure you, but it may keep things from getting worse.

So, there's my little aviation science message. It's not a "Chicken Little" story, but just a bit of information that might help you have a safer flight. And that's what it's all about!

Have a safe flight!

Claudia Ferguson, Safety Chairman
San Fernando Valley 99s
Aviation Safety Counselor
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SOCAL AIRSPACE UPDATE by Jackie Forsting

I am a regular attendee at the Southern California Airspace Users Working Group (SCAUWG) that meets down at Long Beach Airport once or twice a month -- (2nd Tuesday of the month with an occasional subcommittee meeting). It is attended also by the FAA and a great place to get info and make requests. The new charts have a scheduled effective date of December 23. For anyone that is interested (and I highly recommend!) there will also be a completely revised helicopter chart. I have been carrying one of these for over a year and they are GREAT when doing VFR flying in the LA Basin with many more landmarks than the Terminal chart. It has not been updated since 1999, so this was a big deal for us.

Also something to be aware of on the flip side of the Terminal Area Chart (which MOST people never use!) will be some new frequencies for 12 different training areas in the Los Angeles area. The Simi Valley, Santa Clarita area and Santa Paula Aerobatic area will have a new frequency for pilot to pilot communications for those that don't prefer to talk with SoCal. This is especially important if you are transitioning through the Aerobatic area near Santa Paula (which many pilots don't know exists). The frequency that the FCC gave us is 122.775 instead of the old freq of 122.85 which was used by anyone picking up the frequency. Please use/monitor the new frequency if you are not with SoCal and pass on the word so all the pilots in the area are made aware of this safety measure.

Happy and safe flying!
Jackie Forsting