



# AUX TANK

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

## AUX TANK

January 2006

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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.



In November, 2005, Ceci Stratford was honored by the Southern California Wing of the Commemorative Air Force with a "Service Unit Award".

Ceci has been a member ("Colonel") of the CAF for over 10 years and has worked with the Southern California Wing for over 22 years. Most recently, she has volunteered in their World War II Aviation Museum, cataloging and archiving many of their artifacts. Among other activities, she developed databases of posters and lithographs, maps and charts, and their Life Magazine collection. In August she coordinated the 60th birthday party of their C-46 "China Doll".

This service award is in recognition of her accomplishments and dedicated work with the Wing."

## Cold Weather Flying - or "Baby, it's COLD outside!"

Well, here we are in January, and this season seems to be a little colder and wetter than the last few years. I've been doing a little thinking about how this affects my flying and thought I'd share some of these thoughts with you.

One of the nice things about this time of year is that there are some really clear winter days, when flying can be great. Winter visibilities tend to be better as cold air holds less moisture and it therefore isn't as hazy as in the summertime. We'll have a lot of days that will be "VFR to the moon" – assuming of course that it isn't raining!

The other really great thing about cold weather is that it is the "natural" element for aircraft to fly in. Remember that higher altitude normally equals cold or very cold temperatures (think back to your ground school and "temperature lapse rates"). The standard temperature for 7,500 feet is 0°C. The neat thing about colder than normal temperatures is that your density altitude gets LOWER – just the opposite of what happens in the summer with the "high, hot and humid is horrible". Colder than normal air means the air molecules are denser, and that translates into increased performance for the engine, the prop and the wings. Nice! A little bit of "pseudo-turbo charging" for your engine.

OK. That's the good news. There is, of course, a down side to all this cold weather. If you're going to travel over mountains or other inhospitable territory, you'll have to ask yourself BEFORE you take off whether you have the right kind of survival gear onboard your airplane. What if you had to hike out of a wooded area that's deep in snow after an emergency landing? Have you just got sneakers with you? If you don't want to take all that extra gear, plan the "other kind" of IFR flight, the "I Follow Roads" kind, and even then, take extra in the way of extra warm clothes and make sure your survival kit has the right supplies for the season.

If your airplane has a chance to get really cold-soaked on the ground – say over a weekend while you're skiing – getting it started can be problematic. Oil gets pretty thick in cold weather – especially if it isn't the multi-grade kind. Cold batteries do not put out the cranking power needed to get all that cold oil and metal moving. If you're going to leave your airplane out someplace very cold (say, below freezing) for more than just a few hours, you'll want to take your aircraft battery out (got tools?) and keep it in a warm place until you're ready to leave. That'll solve some of your cold starting problems. Of course, if somebody can give your plane a little pre-heat (blow hot air up under the engine cowling) for a while to warm the engine and the oil, that'll help, too.

Ice is also something you need to think about during cold weather months. The best advice is to stay away from it – period! If your plane is on the ground, you need to remove any ice or frost from the airfoil surfaces: wings and tail and prop. It's appalling how HUGE the wing surfaces can seem when you're trying to do this, but don't talk yourself out of it. If you can't get the ice off, don't takeoff! Don't forget that ice is HEAVY. The little airplanes most of us fly don't have de-ice or anti-ice capability, which means that if you're IFR and you get into the clouds, you need to be alert for ice. Know where the tops and bottoms of the clouds are. You'll want to know that you can drop down out of the clouds and stay clear the terrain. Ice comes off in the airplane in 2 ways: melting and sublimation. Sublimation happens if you're in clear air, but it can take a LONG time. Melting happens a lot quicker and you get that to happen by descending to warmer air.

One last thing – keep a CO detector in your cockpit just in case the cabin heater has a leak. Make a note to check it periodically during your flight. And then make sure during your runup, BEFORE you get off the ground, that the heater puts out lots of nice warm air to keep you and any passengers you may have (as in, does the heater work in the back, too?) toasty while you're enjoying your winter flight up where it's cold! Keep in mind that if you have to shut off the heater during your flight, the inside of your plane is going to get really cold really fast, so either have a hat and coat or an alternate airport.

Have a safe flight!

Claudia Ferguson, Safety Chairman  
San Fernando Valley 99s  
Aviation Safety Counselor  
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## **AVIATION EXPLORER POST 747**

The Explorers want to thank the San Fernando Valley 99s for their very generous \$200 donation. With the SFV99s help we now have thirteen Explorers, five are girls! Currently there are five Explorers taking flight lessons. Our Aviation Exploring Post gives young people the opportunity to achieve their dreams to learn how to fly.

December successes included Genesis Rivas soloing on Friday, December 30 at SunQuest Aviation located at Whiteman Airport. Erin Thorpe went for her checkride at Purdue right before her winter break. She passed the oral, but high winds prevented her from completing her checkride. She will go back to finish the checkride after she returns to Purdue this month. Approximately 21 Explorers, family members and SFV99s met at Rocky's on January 4<sup>th</sup> to have dinner with Erin. We had a wonderful time catching up and hearing about the flight program at Purdue.

Explorer meetings are held in Whiteman's Pilot Lounge at 6:30 p.m. the second and fourth Mondays of each month. On January 23<sup>rd</sup> we will be touring Angel City Air at Whiteman. Any questions, call Ruth.

### **Future Woman Pilots Pinned**



At the December meeting, Ceci Stratford pinned FWP Genesis Rivas. Genesis just recently soloed! In January, Ceci pinned FWP Del Rubio. Del has nine hours of flight time, and she is staying busy working full time in the military and attending Embry-Riddle distance learning. Ceci is Genesis and Del's 99 mentor.



### **Member of the Month**

Congratulations to January's members of the month: Lisa Hineman for organizing the successful Fly for Breast Cancer Cure fundraiser; Stacie Crowther and Linda Worden for organizing the Chapter's fantastic holiday party; Lillian Holt for hosting the holiday party in her lovely home; and Pam Palmieri for organizing the fun December Aerotique.

### **Nominating Committee**

During the January meeting the Chapter elected this year's nominating committee: Jeanne Fenimore - Chairman, Susan Theurkauf, and Mary Glassman. Jeanne, Susan and Mary will be nominating members to fill next year's board.

## SFV99'S Dates to Remember and Upcoming Events

January 21 - SFV99s Fly-In: San Gabriel Valley 99s Annual Poker Run (contact Ruth Logan or Jeanne Fenimore)

January 23 - SOP Meeting at Mary Glassman's house

January 28 - Southwest Section Winter Business Meeting - Redding, CA

February 10 - Traveling Space Museum Space Day at Canoga Park Elementary School (8:30 - 2:30) contact Ceci Stratford

February 17-19 - PCIFA Competition at Gillespie Airport (judging volunteers needed - contact Susan Theurkauf)

March 23-25 - Women In Aviation International Conference - Nashville, TN

April 4-10 - Sun 'n' Fun Fly-In - Lakeland, FL

May 12-14 - Southwest Section Spring Meeting - Minden, NV



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