

AUX TANK

NEWSLETTER FOR THE SAN FERNANDO VALLEY CHAPTER OF THE NINETY-NINES INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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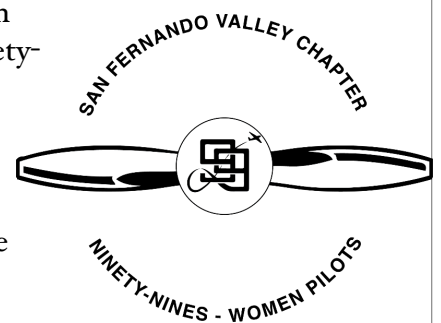


December 2020

Our Mission

The Ninety-Nines® International Organization Of Women Pilots® promotes the advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

Established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc.® International Organization Of Women Pilots® are now represented in every area of aviation today. And to quote Amelia, fly “for the fun of it!”





NOTAMs

- **Chapter Meetings moving to Wednesdays in 2021!** New Chapter Meeting Dates - The 2nd Wednesday of every month. See you January 13, 2021 @ 7:00PM!
- **New to our Chapter?** Need to update any personal information? Here's who you need to contact:
 - SFV99s Website and Local Directory - [Pam Distaso](#)
 - Google Groups Email Subscription - [Maureen Kenney](#)
 - [International 99s Directory](#)
- **'Tis the Season to Give:** Did you know you can always donate to our Chapter? [Click here to make a donation to the SFV 99s](#). Also make sure to designate The San Fernando Valley Chapter of The Ninety-Nines, Inc. when shopping on [Amazon](#).

FROM THE CHAIRWOMAN

Happy Holidays!

2020 is finally coming to a close - we did it! This year will be one for the history books and nothing about it has been easy. This year has been challenging, daunting, scary and etched into our collective memories as something we lived through together. The good news is: We are Ninety-Nines and we can do hard things. We defy the greatest of odds with our determination, fortitude, resilience and valor.

This year hasn't stopped our student pilots from training, passing their check rides and achieving new ratings. This year hasn't stopped us from seeing each other on Zoom every month to check in and keep our Chapter alive and well. This year hasn't stopped us from awarding worthy pilots of scholarships and support. This year hasn't stopped us from flying. My takeaway from 2020 is simple: We are unstoppable.



I am extremely proud of our Chapter for being a beacon of hope and positivity this year. Thank you for coming back every month. Thank you for your membership and participation with our Chapter in good times and in bad. As we proved this year, we'll get each other through whatever

lies ahead. And as we look to 2021, I am excited to set my intentions for a new year in which we'll continue to strengthen our Chapter by welcoming new members, championing for our student pilots across all ratings, and supporting each other to reach our goals. Here's to better days ahead, ladies!

Wishing you and your families safe and happy holidays!
Aaaaand...

Best wishes for a happy & healthy New Year!
Kimberly Chan, Chairwoman

Happy Birthday to:

Shirley Weltman
Dec 6th

Petra Janney
December 11th

Christina Loga
December 11th

Melinda Lyon
December 27th



Upcoming Events

New Night: Wednesday, January 13th @ 7:00pm: Monthly Virtual Zoom Chapter Meeting

Cookies to the Towers - Revamp!

Happy Anniversary
to:

Ceci Stratford 1976

Lilian Holt 1981

Lisa Hineman 1996

Megan Volpe 2011

Yoomi Kim 2012



The revised Cookies to the Tower was a huge success! Project Angel Food delivered to BUR, VNY, and SMO. I

delivered to CMA, OXR, and WHP. Geny Haase and I delivered to WJF. Linda Hernandez delivered to Hawthorne.



The ATCs were very happy to receive the cookies. Thank you to Carol DeLilly and Project Angel Food and everyone who donated to make it happen! Lisa Fusano



Happenings with Ceci...

Atta Girls to:

**Diana Sanchez for
coordinating a new storage
space for us at VNY!**

**Lisa Fusano and Carol
DeLilly for coordinating
Cookies to the Tower this
year!**



Discovery flight
with Carol
DeLilly, new
Student Member



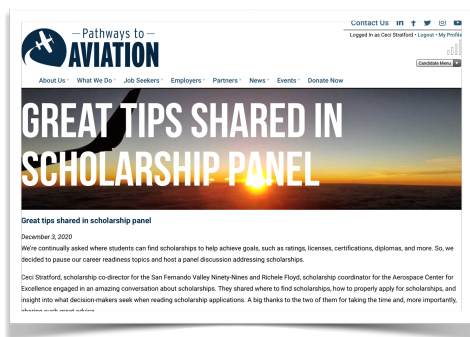
My side interest:
growing,
harvesting and
drying herbs -
Basil



Happenings with Ceci...cont'd



Ceci was honored to be invited to be a panelist on two webinars about scholarships!! Both received good reviews. Check them out! Ninety-Nines Monthly Wednesday Webinars - AEMSF Tips for Strengthening Your Application - <https://www.ninety-nines.org/webinars.htm>



Keep Your Eyes on the Horizon

Home from L35, Big Bear. Hard to find a more beautiful sight! Sunset towards the ocean...

Annelie Hubinette



Icing – NOT a Piece of Cake!

It's been a rather long time since I visited the subject of icing. However, since this is the time of year when we usually get winter rain here in So Cal (though the forecast is for a dry La Niña this year), I decided I'd "defrost" this subject and review with you some of the things it's good to be aware of as far as ice goes. This is a bit longer than my usual article, but that's because there's quite a bit to say. To start right off, there are basically two types of ice that form on an airframe, with a third "type" being a combination of the two:

Clear Ice:

- Like ice cubes - clear and smooth.
- Solid and heavy and hard to remove.
- Found in cumulus clouds and in presence of large rain drops.
- Conforms to airfoil shapes.
- Forms quickly.

Rime Ice:

- Like frost or snowflakes - rough and porous, full of air so it's not quite as heavy as clear ice.
- Found in stratus clouds and in presence of very small rain droplets.
- Distorts airfoil shapes.

Combination:

- Rough hard conglomeration of Clear and Rime.

Next, it's good to know the conditions that are conducive to ice formation both on the airframe and elsewhere:

Carburetor Ice:

- Moisture in the form of humidity, clouds, rain, snow.
- Temperature from 25°C to well below freezing, which means it can occur almost anytime.

Induction Ice: (fuel injected engines)

- Moisture in the form of freezing rain, heavy snow, especially fine grain.
- Freezing temperatures.

Airframe Ice:

- Moisture in clouds and rain (water drops) 0°C to -18°C - water may be supercooled but not frozen already.
- *Note:* snow, which is already frozen, does not normally stick to an airframe or propeller.



Of course, the best and safest thing to do is to keep away from ice entirely unless you fly an aircraft with de-ice or anti-ice capability (not me!). The following are some measures you can take:

Avoid Ice:

- Know where the freezing level(s) is (are).
- Know where the cloud tops and bases are. (These first 2 you can get from weather briefings, and keeping track once you're airborne.)
- Watch the OAT when in visible moisture.
- Watch the Carb Temp gauge for icing temp range.
- Watch the M.P. gauge or Tach for signs of power loss.
- Spend minimum time at freezing levels during climb/descent.
- When all else fails, do a 180° turn.

As the pilot of a light aircraft with no de-ice or anti-ice capability, you need to keep in mind what you should do should you find yourself in icing conditions despite your planning and best efforts.

Escape From Ice:

- Don't waste any time if ice starts to form - do something immediately.
- Notify ATC immediately so they can help your situation.
- Climb/descend out of clouds or moisture.
- Climb/descend out of icing temperature zone (usually below).
- Avoid high angles of attack or steep turns - handle the aircraft gently!
- Turn on pitot heat.
- Pull carburetor heat full on at the first sign of carb or induction ice. (If you have a carb temp gauge, this will help you determine when you are ice free.)
- Use alternate air in fuel injected aircraft.
- If icing conditions can't be escaped, head for the *very closest* airport. Don't waste precious time trying to decide whether you can make it to some more desirable airport further away. Get the airplane on the ground asap so you can thaw out.



I always like to know the “why” of things, especially when I’m told that something is unsafe. So, here are some brief explanations of what goes on if ice forms in the locations mentioned above.

Effects Of Carburetor Ice:

- Accumulates at the Venturi, slowly cutting off the fuel-air mixture to the engine.
- Causes a slow decrease in M.P. (RPM in aircraft with fixed pitch prop).

- When melting after carb heat applied, will feed water to the engine, which will cause momentary engine “stumbles”.

Effects Of Induction Ice:

- Snow and ice collect on the air filter and other air intake areas, cutting off air supply to the engine.
- Causes a slow decrease in M.P. (RPM).
- Can be bypassed by early use of the unfiltered air intakes - carb heat or alternate air.

Effects Of Structural (Airframe) Ice:

- Adds weight (changes center of gravity!) – especially clear ice (ice is heavy!).
- Raises stall speed.
- Increases drag.
- Slows aircraft airspeed (because of greater drag).
- Lessens lift due to spoiled airflow over wings because of shape deformation.
- Reduces thrust because of less propeller efficiency. (Don't forget your prop is also an airfoil that can be fouled with ice!)
- Decreases control surface effectiveness.
- Diminishes overall aircraft performance.
- Can cause communication difficulties because of icy antennas.
- If pitot freezes over, airspeed indicator will not function properly.
- If static ports freeze over, pitot-static instruments will not function properly.
- In rare cases, landing gear/gear doors may freeze in gear-up position.
- Can freeze the starter motor, making an engine re-start difficult.

Hopefully, you'll never have a serious problem with icing while you're flying, but if you fly long enough, it will find you somehow, somewhere, and I trust you'll remember how to deal with it!

Have a safe flight!

Claudia Ferguson, Aviation Safety Counselor
San Fernando Valley 99s



Welcome to Our FWP and Globetrotter!

Jessica McClintock works for a Fuel Management Software company at Van Nuys Airport that provides fuel optimization tools to Corporate and Charter Flight Departments globally. In addition, she currently serves as National Business Aviation Association's Young Professionals Council Chairwoman; is a member of NBAA's Diversity, Equity, and Inclusion Committee; and actively works on sustainability initiatives specific to Business Aviation. She flies out of Van Nuys.



Her short-term goal is to receive her Private Pilot Certificate by mid-2021. Beginning 2022, she'd like to get her sea plane rating and fly around Alaska (where she's from). Next, she'd like to receive her IFR and CFI. Her long-term goals include being able to support other people, especially young adults, who are financially disadvantaged, through further flight training. Being able to volunteer hours for those who may lack ability to do so for themselves would make her extremely happy. Lastly, other long-term goals include learning aerobatics and eventually being able to fly Amelia's route.

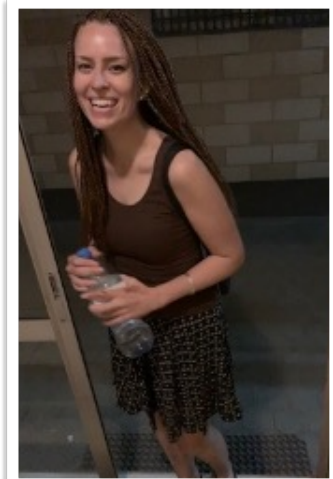
Nina Yates



Jessica in China



Jessica with Ana



Jessica in Africa

Pandemic Pinnings by Nina Yates



At Zamperini Airport (TOA), Brianna Idelman's very first flight, a surprise gift from her boyfriend on her birthday.

With Ingrid Lohne, in N1019F, her first solo, headed to Brackett.



With Jessica McClintock, in Dubai, holding the sun. Soon, she'll be flying high.

Welcome to Our New 49½, David Grant!

Since we've had Zoom Chapter Meetings, I've refilled my bag of badges. Mailing them with each received request, which has lightened the bag. When Petra's order arrived, she sent a picture saying, "David's was a surprise and he wore it all day." Welcome to our Chapter, David!

Nina Yates



Where's Amelia? (99s' Version of Where's Waldo)

Screenshot of those in attendance at the December's meeting, via Zoom. Join us in January!

