



TANK

Oct 2018 ~ Jan 2019
Special Issue

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



*Celebrating the Lives of
Our Dearly Departed*
P9-P15

**JAN WOOD
1921~2018**

**MARY GLASSMAN
1944~2018**

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Celebrating the Lives of
Our Dearly Departed



THE SAN FERNANDO VALLEY CHAPTER OF THE NINETY-NINES

FOUNDED ON FEBRUARY 1, 1952



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OUR MISSION

The Ninety-Nines is the international organization of women pilots that promotes the advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight, and to quote the 99s first elected president Amelia Earhart "TO FLY FOR THE FUN OF IT." Originally established in 1929 by 99 women pilots, the members of the Ninety-Nines, Inc. are now represented in every area of aviation today.

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FROM THE CHAIRMAN

There has been a brief hiatus in the publishing of our Aux Tank because Mercy had to make a couple emergency trips to China but she is now back for a few days. We are so happy to hear from her and get back on track.

We have had some wonderfully happy times and very sad times during the past couple months. The holiday party and Cookies to the Tower were great and attended by many of the chapter and by the man in red. The bowling ball made an appearance after being MIA for a couple years.

We lost two beloved members, Jan Wood and Mary Glassman. Both contributed so much to our chapter over the years and will be missed by us all. Paula Sandling organized a wonderful send off memorial service for them at the 94th Aero Squadron. I still want to know who arranged for the playing of "Taps". I do think it was Jan taking over for one last time.

You will soon be hearing from the nominating committee who will be looking for a slate for the coming BOD. Please be ready to step up and serve the chapter for the next year. Serving on the board is a great way to learn about the workings of the organization and to get to know your fellow members better.

We want to have a fly in at VNY and invite other chapters to join us. If you have any suggestions of activities for a day, please contact Sarah Weiss. We're looking for something fun for a day that will encourage other chapters to visit us.

This month will be our 67th birthday. Please join us at the FlyAway for cake and memories.

Please contact me with any questions, suggestions, concerns about our chapter, I always want to hear from you.

Bertie Duffy

Calendar of Events

**Jan
26**

Young Eagles 10:30am

**Feb
2**

SWS Winter Workshop
San Diego, CA

**Feb
10**

Airplane Wash 8am

**Feb
12**

Board Meeting 6pm
Chapter Meeting 7pm

**Feb
23**

Young Eagles 10:30am

**Mar
1-2**

International Board of Directors
Oklahoma City, OK

**Mar
10**

Airplane Wash 8am

**Mar
12**

Chapter Meeting 7pm

**Mar
23**

Young Eagles 10:30am

Happy Birthdays



11. 03	Christina Merrick
11. 12	Julieann Sikora
11. 17	Nora Teddal
11. 30	Kathryn Arnote
12. 06	Shirley Wellman
12. 11	Cristina Loga
12. 27	Mercy Liu
12. 27	Melinda Lyon
01. 01	Michele Albiez
01. 01	Stephanie Vived
01. 24	Jeanne Fenimore
02. 02	Maggie Hall
02. 14	Annelie Hubinette

11/1989	KATHY SMITHER
11/2003	ANNE MARIE RADEL
11/2015	VERONIKA CSANYI
11/2017	SHANNON DOYLE
11/2017	GRACE MILLS
11/2017	BETH WILKE
12/1976	CECI STRATFORD
12/1981	LILIAN HOLT
12/1986	CONNIE SCHURR
12/1996	LISA HINEMAN
12/2011	MEGAN VOLPE
12/2012	YOOMI KIM
01/2016	SARA SVEC
02/1963	DORIS MINTER
02/1987	MADELINE KURRASCH
02/1988	CLAUDIA FERGUSON
02/2001	CHRISTINA MERRICK
02/2003	STACIE VOURNAS
02/2005	KATHRYN ARNOTE
02/2006	NORA FEDDAL
02/2016	LISA WINKELMAN GONZALEZ
02/2017	ANNELIE HUBINETTE
02/2018	SHOKOUFEH MIRZAEI
02/2018	MORGAN GALE

*Celebrating
Ninety-Nines
Anniversaries*



V-Speeds or... What Speed Do I Need?

I don't know about you, but it's been rather a long time since I went to Ground School. Of course I know some of our members are CFIs and Ground School Instructors, but the rest of us probably have a tendency to forget some of the details concerning those useful little numbers known as "V-Speeds". These are very useful, and I like to review these from time to time just to make sure I'll have them in mind when I need them.

The FAA decreed some time ago that for certification, aircraft manufacturers must provide certain information about the aircraft, including the speeds or speed ranges at which certain things are true – such as the speed at which the aircraft will stall based on what's hanging out (gear, flaps, etc.) or climb the best or come apart if you're nose-down and accelerating. In true aviation form, where acronyms and abbreviations are used wherever possible, these speeds are generally written Vz ("V-Z" or "V-sub-Z"), where the "Z" may or may not make sense. One really convenient thing is that the airspeed indicator in your cockpit has some colored markings – arcs and lines – on it (see sample picture at right) to help you know what some of the V-speeds are just at a glance. I've marked those with an "*" below.

There are quite a number of V-Speeds out there – official or not-quite-official – and a fair number of them are used only for multi-engine and large high-performance aircraft, so I won't list them all here. What I would like to do is list a dozen of the ones we use for single engine aircraft and



include a bit about why they're important to know.

Vs – the Stall speed in a "clean" aircraft configuration. i.e. flaps and gear up, straight and level flight (this goes up with bank angle!).

***Vso** – the Stall speed with landing configuration, that is flaps out and landing gear down and whatever hangs out when you're landing. Vso is indicated at the bottom (lowest speed) of white arc on the airspeed indicator. Stall speeds are probably the most important to know if you want to continue to keep gravity from getting ahead of you.

***VNE** – the other end of the speed spectrum from stall, NE standing for "never exceed" (they aren't kidding). This is on the airspeed indicator with a big red line at the top of the yellow arc. This speed is the maximum allowed to insure structural integrity only in smooth air. The manufacturer sets this limit during testing. This one's pretty obvious, so let's move on.

VG – "Best Glide Speed". If you lose engine power, this is the best speed that you can use if you want to glide the furthest distance. When was the last time you practiced this one? Let me encourage you to have a good visual picture for how far you can go if your powered aircraft suddenly becomes a glider!

VA – "Design Maneuvering Speed". Every airplane is designed to withstand a certain structural load. The load is normally measured in units of gravitational pull. One "G" – (gravity) is normal weight acting on a plane and this increases with bank angle or turbulence. If you're doing "commercial maneuvers" such as lazy 8s or chandelles or if you get into bumpy air, it's a very good idea to use VA so that the aircraft isn't structurally overstressed.

***Vno** – "Normal Operating Speed" range and is indicated by the green arc on the airspeed indicator. By the way, "smooth air only in the yellow arc"!

Vx – the "Best Angle of Climb" and is the speed that gives you the most altitude in the shortest distance. If a line of trees or power lines are coming up, this is the speed you need. This airspeed isn't always the same, but increases with altitude.

***Vy** – "Best Rate of Climb Speed" that will give you the most altitude in the shortest time. If you've got to get altitude in a hurry, this is the one for you. By the way, I don't know about you, but I always have had trouble in the past keeping my "X" and "Y" straight. I finally gave up and decided that the best way was to use a memory trick: the letter X has more angles in it than Y, so X is for "best angle" and so on. If anyone knows of a better way, I'd sure like to hear it. :)

VR – "Rotation Speed" or take off speed. This varies with the weight of the aircraft and it's a great idea to keep this in mind so you will have a smooth, controlled take-off. Computing this is required for large aircraft,

but it's very useful for single-engine planes, too. By the way, are you also thinking about your "accelerate-stop distance"? As in, when you get to VR will you have enough runway left to brake to a stop if something goes wrong? This is always good to know, especially if you are taking off westbound at Big Bear.

***VFE** – "Maximum Flap Extended Speed", which is the speed we can fly with flaps fully extended. This is located on airspeed indicator at the top (highest speed) of white arc. Note that this isn't necessarily the speed at which you can begin to extend the flaps. Some aircraft can be flown faster with 10° flaps than at 30° or more, which can be useful if you decide to use flaps to help you slow down. Check your POH.

VLE – "Maximum Landing Gear Extended Speed". The maximum calibrated airspeed at which the airplane can be safely flown with the landing gear extended. This is important for stability and controllability.

VLO – "Maximum Landing Gear Operating Speed". The maximum calibrated airspeed at which the airplane can be safely flown with the landing gear operating. This also involves stability and controllability as it's always a good idea to make sure the gear can come up or down safely. For those of us with fixed-gear airplanes, these last 2 are equal to VNE!

By the way, I'm not given to product endorsements, but there are some little packets of very useful little plastic cards (credit-card size) called "Vspeeders" (© 1978 Vspeeders ® see photo right) available at a few places on the web, in some pilot shops, or on eBay. These are quite useful, especially if you fly more than one type of aircraft. They have a space at the top for the aircraft type, and then 2 columns listing the various V-speeds (and some useful weights) with fill-in-the-blank spaces so you can write in the numbers for that aircraft. I still keep mine on my lapboard even though these days I fly just my Cardinal. In an emergency, it's still a good thing to have such things written down, though they should be memorized. If you don't care for these little cards, you can always create a little Excel spreadsheet for yourself, print it and keep it handy when you're flying.

A/C TYPE		
V _{SO} STALL SPEED		GROSS WT.
V _{SI} STALL CLEAN		EMPTY WT.
V _E BEST ANGLE		USEFUL
V _Y BEST RATE		BAGGAGE
V _A MAXED TURNING		FUEL
V _{NO} NORMAL		OCTANE
V _{NE} NEVER EXCEED		GAL. USR.
V _{LE} LANDING GEAR		POUNDS
V _{FE} FLAP EXTENDED		APPR. CAT.
V _{GLIDE}		V _{MC} MIN. CONTROL
V _{APR. FLAP} NO FLAP		V _{USE} BEST ANGLE
V _{APR. FLAP} W/ FLAP		V _{YSE} BEST RATE
© 1978 VSPEDERS ®		

Have a safe flight!

Claudia Ferguson, Safety

San Fernando Valley 99s
Aviation Safety Counselor
© CK Ferguson 2019



Sarah Weiss passed her IFR check ride.
Morgan Gale passed her Private Pilot Written and did her first Cross Country.
Megan Volpe obtained her G-5 type rating.
Lisa Fusano passed her Commercial Written.
Shokoufeh Mirzaei won Figure 1 Tailwheel Scholarship.
Ceci Stratford received a plaque from EAA for flying 800 Young Eagles.

We Can Do It!
And You Did It!



Congratulations!!!

Xudos!
to Paula Sandling

For her unconditional love and support
to Jan & Mary and their friends &
families.

For her tremendous efforts and
contributions towards organizing a
successful and meaningful memorial
event for Jan & Mary.

Thank You!



Mmmm, Mmmm Good Soup

CELEBRATING THE LIVES OF
OUR DEARLY DEPARTED

Jan & Mary



Mary & Jan went to Pea Soup Andersen's while they were attending the Fly-in at "Wings and Wheels." Jan had handwritten "Mmmm, Mmmm Good Soup" on a label pasted at the top of the photo. They surely had a great time together.



JAN MARIE WOOD

WASP 44-W-8 / SFV 99

Nov 6th, 1921 ~ Sep 12th, 2018

On September 12, 2018, Jan Marie Wood, WASP, went on to New Horizons. Jan was our hero, an accomplished pilot, a teacher and a wonderful role model.

While Jan was attending UCLA in 1943 she heard about the WASPs and decided she had to join up. She sold her accordion for \$350, enough money for 35 hours of flying lessons (minimum needed to join WASPs), drove to Olancho, CA and got those hours.

Jan arrived in Sweetwater, Texas in March 1944 and was part of WASP Class 44-W-8. After graduation she was assigned to Stockton, CA, flying twin engines as a test pilot for WC78's, AT6's and BT11's.

When the WASPs were disbanded at the end of WWII, Jan went back to teaching physical education in the LA school district.

In 1953 Jan purchased a Taylorcraft and flew around the USA and Mexico. In 1954 she took a flying trip to Point Barrow, Alaska in an Ercoupe. In 1955 she had a dream to fly around the world and in February of 1956 she started on her world trip in a Cessna 170B called Yellow Cloud. She completed the trip in March of 1957. Her flying stories were filled with adventure.

Jan flew in 2 Powder Puff Derbies in the 1960's, taking 14th and 15th place. She continued to fly up to the age of 85. In July of 2007 Jan flew Yellow Cloud to Vancouver, Washington to donate her plane to the Pearson Air Museum. "When it was time to say goodbye to her beloved airplane, Jan kissed the spinner and said, 'I love you.'"

Jan Wood has been a long-time member of the SFV 99s, joining the Chapter shortly after it was chartered. She has been a big supporter of the 99s and an inspiration to the Chapter. Her service to our country in WWII, her CAP service and her love of flight have made her a role model for many.

Jan was strong to the end, always proud of her WASP years, and proud to be a member of the SFV 99s.

Blue Skies and Tail Winds, Jan. We love you and you'll be missed.

Paula Sandling
SFV 99s

A Poem For Jan

This is the story of the poem which the Women Airforce Service Pilots have traditionally read at memorial services.

Elizabeth MacKethan Magid and Marie Mitchell Robinson entered WASP Class 44-W-2 together and became fast friends. They both promised that if anything happened to one, the other would go to be with the bereaved mother, but of course never really believed this promise would have to be kept.

After graduation, Elizabeth was sent to Cochran Field, Georgia, as an engineering test pilot. Marie was at Victorville Air Force Base here in California. On October 2, 1944. Marie was killed in the crash of an B-25 near Victorville. While waiting for transportation to Michigan for the Memorial Service for Marie, Elizabeth wrote the poem "Celestial Flight" in memory of her friend, and shared these words with Marie's mother long ago.

Celestial Flight

She is not dead --
but only flying higher, higher than she's flown before
And earthly limitations will hinder her no more.

There is no service ceiling, or any fuel range,
And there is no anoxia, or need for engine change.

Thank God that now her flight can be to heights her eyes had scanned,
Where she can race with comets, and buzz the rainbow's span.

For she is universal like courage, love and hope,
and all free, sweet emotions of vast and Godly scope.
And understand a pilot's fate is not the thing she fears,
But rather sadness left behind, Your heartbreak and your tears.

So all you loved ones, dry your eyes,
Yes, it is wrong that you should grieve,
For she would love your courage more,
And she would want you to believe

She is not dead.
You should have known
That she is only flying higher,
Higher than she's ever flown.

*Elizabeth MacKethan Magid
WASP 44-W-2*

MARY ELYSE GLASSMAN

SFV 99

Aug 23rd, 1944 ~ Oct 18th, 2018

On October 18, 2018, Mary Glassman flew on to New Horizons, after a 24-year battle with Ovarian Cancer. She never let her illness define her. Mary will be a tremendous loss to our Chapter, the San Fernando Valley Ninety-Nines.

Mary received her Private Pilot License in 1984 and joined the SFV 99s in 1988. She was a tireless, energetic and treasured member of our Chapter. Mary reached out to everyone in the Chapter and she was loved by all.

When Mary joined the Chapter, she jumped in with both feet, signing up for everything, getting involved in all the activities of the Chapter. Over the years she worked on numerous committees always giving her support and her ideas. Her house was a meeting place for committee meetings and workshops. Her doors were always open. She won the Trixie Ann Schubert Service Award twice!

Mary chaired many committees over the years: Scholarship Committee, Membership, Public Relations, Cookies to the Tower, Scrapbook, Socials, SW Section meetings, the 50th Anniversary Birthday Party, and many more. She also held various offices on the SFV 99s Board of Directors: Corresponding Secretary, Treasurer, Vice-Chairman and Chairman. You didn't have to worry about any project Mary was working on, she was tireless with a can-do attitude.

Putting on the Van Nuys Airfair was co-chaired by the Van Nuys Airport and the SFV 99s. Mary Glassman and Golda Neuman were co-chairs representing the SFV 99s. This was the biggest fundraiser for the Chapter. Mary together with Golda worked tirelessly year after year to help put this together.

Mary's two passions were her grandchildren and her love of flight. One of her most exciting experiences was a flight to Jackson Hole, Wyoming in 1993 to attend a family reunion. She was able to convince an experienced fellow 99, Shirley Thom, to make the trip with her so she could get PIC experience. It was a real confidence builder for Mary and she talked about it for years.

Mary flew three Palms to Pines air races with me as my co-pilot. We dressed alike as all fellow racers did and we even took 6th place one time and brought home trophies. She also participated in one Air Race Classic with Mary Rawlings in 1994. Looking back at the pictures over the last few weeks I've laughed at the goofy photos and thought about all the fun we all had and how lucky we were to have had Mary as our friend.

Mary once told me that joining the 99s was one of the best things she ever did. She felt the 99s gave her so many opportunities to grow, become a leader, and share her love for flying. I know she loved her fellow SFV 99s. She was our comrade, always there to support and share our love of flying, our love of life. It won't be the same without her.

Blue Skies and Tail Winds, Mary. I will miss you, we are all missing you!

Paula Sandling
Loving Friend & SFV 99s



Photo Courtesy of Paula Sandling

A Sonnet For Mary

A sonnet written by John Gillespie Magee, an American pilot with the Royal Canadian Air Force in the Second World War. He came to Britain, flew in a Spitfire squadron, and was killed at the age of nineteen on 11 December 1941 during a training flight from the airfield near Scopwick.

Photo Courtesy of Lilian Holt
Missing Woman Fly-By During the Celebration of Life Memorial
by Condor Squadron, Van Nuys Airport
January 19, 2019 KVN

High Flight

By John Gillespie Magee, Jr.

"Oh, I have slipped the surly bonds of earth,
And danced the skies on laughter-silvered wings;
Sunward I've climbed and joined the tumbling mirth of sun-split clouds -
and done a hundred things You have not dreamed of -
wheeled and soared and swung high in the sunlit silence.
Hovering there I've chased the shouting wind along
and flung my eager craft through footless halls of air.

"Up, up the long delirious burning blue
I've topped the wind-swept heights with easy grace,
where never lark, or even eagle, flew;
and, while with silent, lifting mind I've trod
the high untrespassed sanctity of space,
put out my hand and touched the face of God."



Celebration of Life Memorial

January 19, 2019
94th Aero Squadron
Restaurant
KVNY

Photos Courtesy of
Lilian Holt

The memorial event for Jan and Mary was hosted by Paula Sandling, and began with a Fly-By by Condor Squadron. Friends, families, students and 99s gathered together and shared their touching memories, laughs and tears. Paula and Jeanne also shared poems and the stories behind them. We celebrated the adventurous, wonderful lives led by Jan and Mary. They will be remembered.

Good-bye My Friend

***They say that all good things must eventually come to an end.
But that doesn't make it easier when you have to say good-bye to a friend.
No matter if the friend, is not made of flesh and bone.
You'd understand the way I feel, when you see just where we've flown.
From the adventures that we had and the memories that we share,
The essence of our freedom was in the way we took to the air.
So good-bye my Little Yellow Cloud, you gave me great fun till the end.
Over deserts, valleys and mountains our memories will help my heart mend.***

*Jan
Hope you like my poem
Mary*

This poem was written by Mary to Jan's beloved plane "Little Yellow Cloud". She gave this poem to Jan after they went to a Fly-in at the "Wings and Wheels." These words are perhaps even more apt for this occasion.

Good-bye & Fly High
Jan & Mary!



Photo Credit to Los Angeles Times
Jan Wood at Frankfurt Airport
During Her World Tour
with Her Beloved Cessna 170
"Little Yellow Cloud"
She was about to take off for Paris.
March 1956

Safe Flights & Have Fun like Jan!

Jan's stories will be featured in the
next Aux Tank issue!

Stay tuned!