

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

AUX TANK

February & March 2019

THE WOMAN WHO DARED

-The Life of Jan Wood

p12

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The Woman Who Dared
-The Life of Jan Wood



Jan Wood, her dog Cindy with her Taylorcraft "Witchcraft" in 1953

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.

SFV 99s
P.O. Box 7142
Van Nuys, CA 91409
www.sfv99s.org

FROM THE CHAIRMAN

I hope everyone spent Valentine's Day with your favorite companion.

We celebrated our chapter birthday after our meeting with a delicious cake and coffee and time to enjoy our fellow chapter members. Our chapter is 67 years old this year and still going strong. We have several new and active members and they are breathing new life into the group.

Our speaker for March will be from Tomorrow's Aeronautical Museum in Compton. You will read more about him from Ceci Stratford. His group has accomplished some amazing results working with at-risk young adults in the south central LA area. We will be presenting a scholarship to a young lady from the group with the balance of the proceeds from the Marcia Fuller scholarship. I know Marcia would have appreciated her donation going to such a great cause.

I encourage everyone to follow posts on Facebook and to make posts about your aviation activities. This is our public face and we want everyone to know how great we are!! Many of our members are flying to wonderful places and enjoying the privilege of taking to the air. Let's share those experiences and encourage others to think about learning to fly or earning advanced ratings.

See you March 12.



Bertie Duffy

MARCH

23

16R FLY-IN

@VNY PROP PARK

Noon-2pm

HOSTED BY
SFV 99S

16R FLY-IN

Mar 23, 2019
Noon-2pm

VNY PROP PARK
TAXILANE A2 OR ROADSIDE BALBOA BLVD
FOR MORE INFO: THEPARKVNY.COM

Lunch will be served from Mendocino Farms and will be \$20/person with drinks included
Please RSVP to Sarah Weiss at srweiss19@gmail.com

MARCH

10

AIRPLANE WASH

8:00am

MARCH

12

BOARD MEETING

6:00pm

MARCH

12

CHAPTER MEETING

7:00pm

MARCH

14

WAI CONFERENCE, LGB

MARCH

22

GULFSTREAM TOUR

10:00am

MARCH

23

YOUNG EAGLES

10:30am

MARCH

23

FLY-IN TO VNY

details at left

APRIL

04

SWS @ SACRAMENTO

APRIL

09

BOARD MEETING

6:00pm

APRIL

09

CHAPTER MEETING

7:00pm

APRIL

14

AIRPLANE WASH

8:00am

APRIL

27

YOUNG EAGLES

10:30am



Program at The Chapter's March 12 Meeting

Ceci Stratford

We have a special program at our March meeting. Another Marcia Fuller Memorial Scholarship will be presented to one of the students from Tomorrow's Aeronautical Museum, Compton Airport. The Museum's founder, Robin Petgrave will talk to us about the Museum and its activities.

This scholarship was founded when former SFV99 Marcia Fuller died in 2016 and her family asked the Chapter to sell her extensive aviation memorabilia collection to establish a scholarship in her honor. Marcia, who had received a Private Certificate in her later years, volunteered enthusiastically in aviation, especially with educational programs for youth.

The first scholarship was given in 2017 to Kenna Landon, a 99 from the Antelope Valley Chapter. She used it to help fund her Private Pilot Certificate. Additional monies have been raised and we are thrilled to be able to present a second Marcia Fuller Memorial Scholarship, to continue Marcia's legacy of encouraging youth to be involved in aviation.

The second scholarship will be given to Qaisera Alexis, a former student at Tomorrow's Aeronautical Museum, already is a Private Pilot. She is attending Hampton University. The funds will help her complete her Instrument Rating. Qaisera's mother, will be on hand to receive the scholarship for her daughter. Marcia Fuller's daughter, Kathie Harris, will do the presenting. Robin Petgrave, founder of Tomorrow's Aeronautical Museum will talk to us about the Museum where Qaisera has been flying.



TAM is one of the only interactive aviation museums in the U.S. that offers hands-on involvement with its static displays, virtual reality aircraft simulators and youth programs, which include robotics, rocketry, flight training, and aviation mechanics, in after school, summer camps and other programs. Over 3000 youth participate yearly.

The Museum envisions healthy communities where all youth receive the support they need to graduate high school, go to college, give back to their communities, and become future contributors in the fields of science, aeronautics and technology. Its enrichment programs, using aviation and STEM, are compelling alternatives to drugs, gangs, violence and other self-destructive activities. Former participants have moved on to be successful citizens, many of them professionals and many in the aviation industry.

TAM is a 501(c)3 organization and has sponsors from companies such as Alaska Airlines, American Airlines, Space X, FedEx and more.

The Museum's Founder, Robin Petgrave, is Chief Pilot of Celebrity Helicopters. Born to fly, this American raised Jamaican native, has accumulated over 22,000 hours of flight experience conducting helicopter tours, charters, flight training and movie shoots.

He always enjoyed mentoring youth and made time to bring kids from South L.A. to his hangar at Torrance Airport to teach them about flying. Recognizing the positive effect of kids learning about aviation, he established a program to engage at-risk youth in aviation as an alternative to the negative influences in their environment. He would fly his R-44 helicopter to the schools and land on the school grounds! He would speak to the kids about the importance of their education, being successful in life, and achieving their dreams. He started receiving positive feedback from teachers and administrators and in 2002 eventually moved the program to Compton Airport and named it Tomorrow's Aeronautical Museum.

Happy Birthdays



03/02 Ceci Stratford

03/11 Kathy Smither

03/21 Linda Worden

03/21 Jan Archibald

03/24 Sylvia Sanderson

03/24 Shokoufeh Mirzaei

03/30 Maureen Kenney



Celebrating Anniversaries

03/1974	MICHELE ALBIEZ
03/2001	LINDA AMOR HERNANDEZ
03/2003	MARILYN PERNA
03/2004	LINDA WORDEN
03/2012	CHARLOTTE KABER
03/2016	JENNA LOHNEIS
03/2018	LINDSAY VICKERS
03/2018	DONNA GUSKE
03/2018	SUZANNE CHESIRE



Crosswind Landings

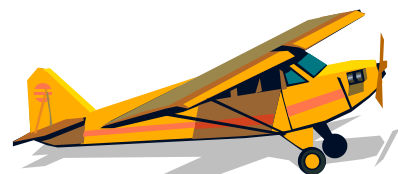
Well, in the nearly 30 years since I began writing these articles for the 99s, I have made a habit of talking to all sorts of pilots about safety, to try to get their ideas and experiences. Once in a while, I run into a particularly savvy individual who has some good practical advice with “clues you can use”. I asked one such instructor about crosswind landings, and this is what I was told:

“Fledgling, and sometimes not so fledgling pilots, have trouble with crosswind landings.” In other words, that’s just about everybody!



“Most fledglings will try to imitate their instructor’s effortless method of flying the airplane in a crab until it’s just a few feet above the runway, then simultaneously aligning the nose of the airplane with the runway centerline with the rudder while correcting for any drift with just the right amount of aileron, then deftly touching down on one wheel, á la Bob Hoover. However, until you can fly like Bob Hoover, this is probably just making your life harder and increasing your risk factor.

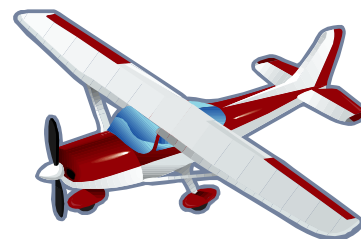
“My old instructor’s method for teaching crosswind landings was as follows: simply remember that landing in a crosswind is merely landing the airplane in a controlled slip. He showed me how to line up the airplane with the runway and, while still



maybe a quarter of a mile out, rudder the nose around to make it point in the same direction as the runway centerline. Then, when the airplane starts to drift, simply correct for this drift with whatever amount of aileron is appropriate. This way, you’ve plenty of time to figure things out. When you’ve got the drift corrected, just hold what you’ve got until it’s on the runway. And remember not to quit when it’s on the ground: keep the airplane’s nose pointing down the runway with the rudder and hold that aileron in there until the speed dissipates. This is a time when you don’t want to forget that old adage: ‘keep flying it until it’s in the chocks’.

Some additional points:

- Remember to carry a little extra speed – about one-half the maximum gust velocity – when it’s windy. (See Rule of Thumb below)
- You might try a notch less of the flaps than you use in calm conditions, as it will give you better control (less wind influence)
- Don’t be afraid to go around if you’re uncomfortable! Be ready to initiate the go around if a gust suddenly puts you where you don’t want to be and you don’t have time to correct.



- Use good taxi techniques on the ground (aileron and elevator positions are important the higher the wind speed) and go slowly!”

Well, that sounded like pretty good advice to me, so I thought I’d pass it on to you along with a couple of Rules of Thumb to help you when the winds start blowing.



Rule of Thumb for figuring out how much extra approach speed to add in gusty conditions:

$$\frac{\text{Max. Wind Gust Speed}}{2} + \text{Normal Approach Speed} = \text{Approach Speed with Gusting Winds}$$

Or, to make it short, add half the gust speed to your approach speed.

Rule of Thumb for figuring out just how much crosswind you have:

Degrees off runway heading Multiply wind speed by:

15° 1/4

30° 1/2

45° 3/4

60° up to 90° you’ve got it all!

E.g. if the wind is 20 kts and coming in 30 degrees off the runway, then you’ve got half of that, or 10 kts, as a crosswind component.

Your Pilot’s Operating Handbook (POH) will tell you how much crosswind your aircraft is certified to handle, but go by your own experience and comfort level, which may lower that number a bit. It’s always a good idea to practice with your CFI and stay proficient!

Have a safe flight!

Claudia Ferguson, Safety

San Fernando Valley 99s
© 2019 CK Ferguson



Introducing Our New Future Women Pilot

Shantal Bustamante

My name is Shantal Bustamante and I am 31 years old. At a young age my parents moved back to Peru and my brothers stayed in California since they were already adults. I would always travel to visit my brothers and always had a fascination for airplanes and airports.

Later, as an adult I would always save my money to travel and the best part of the experience for me was getting on the airplane. Back then I never considered being a pilot as an option because it was rare to associate a woman as a pilot (Reason why our society needs more women in aviation). I decided to study International business. After graduating, I started working in an office and never felt passionate about my job and was always daydreaming about planes. Because of this I decided to leave my career and become a flight attendant.

I loved being a flight attendant because it allowed me to enter the aviation industry and, most importantly, it allowed me to discover my passion in life which is to become a pilot. I became friends with many pilots who helped me understand what it took to be a pilot. Most importantly, I met many female pilots who inspired me to move from the back of the airplane into the front.

I have made a lot of sacrifices and continue to work hard to afford classes. At the end I know it will all be worth it because when I become a pilot, not only will I wake up every day to do what I love the most, but I hope to inspire younger women so that they can associate a woman as a pilot.



Girl Scout Aviation Badge Day

**By Zoe Fenimore
Brownie Troop 3706**

My Troop recently earned their Aviation Badge. We went to Whiteman Airport and learned about airplanes and flying.

We learned about the Control Tower and talked to an air traffic controller, but we couldn't go see the tower because it was raining.

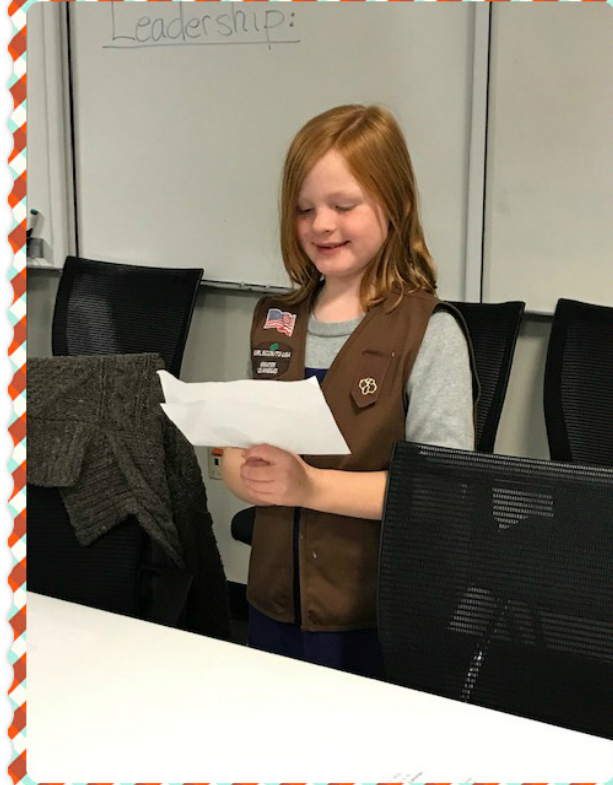
Then we listened to ladies who are pilots about what their jobs are like (Megan and Sarah). They go to some really cool places!

Then we got to sit inside some airplanes and learned about what some of the parts are, like the steering wheel is called a yoke. In a car you steer left and right. In a plane you steer left, right, up, and down!

After that we practiced talking with the tower and coming in for a landing. That was fun.

Finally we made some airplanes and we had to fly them through my hula hoop. Sometimes we had to move the wings or the tail to make it fly.

My friends and I really enjoyed our trip to the airport and learning about aviation. I wish all Girl Scouts could do it!



*Atta
Girl*

Sarah Weiss passed her Commercial Multi-Engine checkride.
Morgan Gale completed her first long Cross Country.
Annelie Hubinette passed her Instrument written test.



**We Can Do It!
And You Did It!**



The Woman Who Dared

The life of Jan Wood

Born as an only child on November 6th 1921 in Los Angeles, CA, Jan Wood had a happy childhood. At UCLA, she majored in art and minored in physical education while also playing softball, football, and training in javelin and discus in preparation for the 1944 Olympics. When the Olympics were cancelled by World War II, she decided to serve her country in another way: joining W.A.S.P., the Women Airforce Service Pilots, an organization dedicated to train women pilots for a wide variety of aviation-related roles to support the war.

Since too many talented and passionate ladies were applying, and resources were limited, WASP had to set a very high bar for recruitment. One of the crucial requirements was 35 hours of previous flight time, which could cost a normal family a fortune. Even though her parents could not afford the flying lessons, Jan was determined. She sold her accordion for \$350 and drove her 1929 Ford with Tear Drop Trailer to Olancho, CA where she could take private pilot lessons. The money barely paid off her lessons, and she was successfully admitted by WASP into the Class of 44-W-8.

Jan started her new life in Sweetwater, Texas. The training was a highly regimented twenty-two-and-a-half-week-long program, which was a stepped-up version of the nine-month course originally designed for male

trainees. Within the drastically cut time, the girls had to master everything that Army pilots needed to know, except gunnery and formation flying. Additionally, the living conditions were not ideal. Nine girls had to share

two bays and one bathroom. However, these challenges just bonded them together tighter and became precious memories. The stories of their training time were shared



*Jan Wood at Stearman Training Stage
Sweetwater, Texas, 1944*

Jan's Footnote:

"(L→R) Wilda, Me, Helen

'Waiting at the Flight Line'

We sat on our parachutes, although we were not suppose to."



frequently and caused lots of laughter and tears when Jan attended various WASP reunions in her later years.

After graduating from the program, Jan was assigned to Stockton Air Force Base as a twin-engine test pilot for WC78's, AT6's and BT11's. When WWII ended, the WASP was disbanded. Jan chose to move back to Los Angeles and resume her original career path as a P.E. teacher for the next 41 years. She coached the track team, and taught all sports, with her favorites being archery, golf and tennis. She had several horse companions in her life and was a highly skillful rider as well.

In 1953, Jan had saved up enough money to purchase an orange-colored Taylorcraft "Witchcraft." With her new friend, she had quite some fun in the air above the continental U.S. and Mexico. In 1954, she had

a chance to fly from Los Angeles all the way to Point Barrow, Alaska in an Ercoupe. She managed to land and camp in an Inuit village.

When Jan was beach-combing at the isthmus of Catalina Island during her 1955 summer vacation, she dreamed up the idea of flying around the world in her own plane during her one-year-long sabbatical from school. She had spent the rest of 1955 making plans and selling some of her properties for purchasing a larger



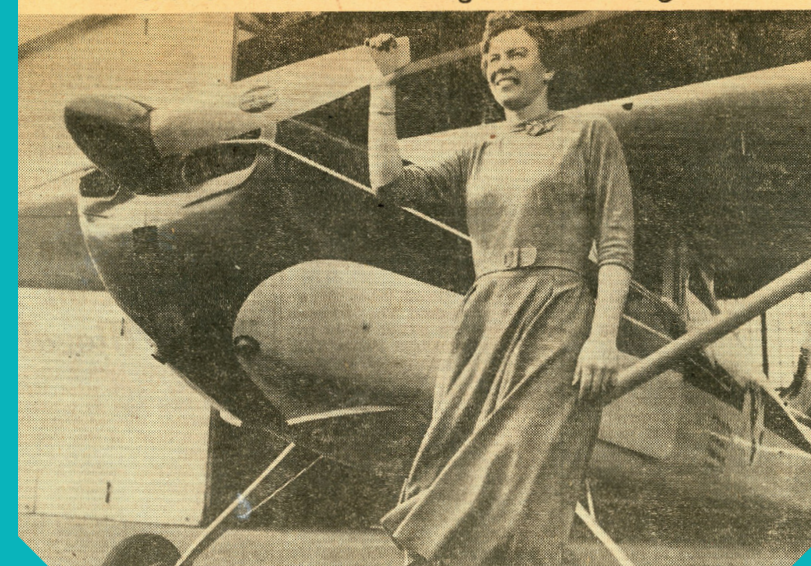
Cindy (dog) accompanied me as far as New York during my World Tour. He pulled my golfcart? had a 52 word vocabulary.

plane. At last she got "Little Yellow Cloud", a Cessna 170B, a plane that is still far below "world trip standard" even with 2019's technology support.

However, Jan Wood was definitely the woman who dared. She started her journey with her beloved dog Cindy in February 1956. Unfortunately, after they arrived New York, she had to leave Cindy there due to Europe's animal laws. After the plane was shipped to Frankfurt, Germany, she roared across Europe seven times from tip to tip. She had achieved a small record of being the first pilot with a private plane to fly over North Cape in Norway, the most northern point in Europe, although she had to be accompanied by a Norwegian military escort.

In December 1956, Jan left Europe and headed east. In Turkey, she was jailed for a short time as a

Off to Paris on First Leg of World Flight



Quote from the original newspaper footnote:

"Jan Wood, the flying schoolteacher, scans the skies at Frankfurt Airport for fair weather before taking off for Paris. She left at 10:51 am yesterday in her Cessna 170 in the first leg of a trip around the world. Bad weather delayed her scheduled departure Sunday.

-S&S Photo"



spy. After being cleared and released, she continued her adventurous journey by flying over the vast barren land with virtually no support in Middle East and South Asia. She had to deal with a number of heart-grasping situations. She had no right brake traveling through three countries, and had seven forced landings due to dirty fuel. Luckily, she eventually arrived Singapore intact. From there, "Little Yellow Cloud" was disassembled and shipped home, and Jan would take commercial flights to the Philippines, Hong Kong, Japan and Hawaii as the last part of her journey. To complete her trip, she took a five-day cruise from Hawaii to Long Beach CA, ending her thirteen-month voyage in March 1957.

In the 60s, Jan and her friends flew two Powder Puff Derbies and placed in upper rankings. In the 70s, she flew her parents to Alaska with "Little Yellow Cloud" to celebrate their 50th Wedding Anniversary. She chose



Jan's First Solo in Float Plane at the Age of 73.
March 1994, Laughlin NV

Alaska because it would be the 50th state her parents had visited. Jan continued to fly until her last flight at the age of 85 when she donated her beloved longtime friend "Little Yellow Cloud" to Pearson Air Museum in Vancouver, Washington. When it was time to say goodbye, she kissed her friend and said "I love you." On Mar 10th 2010, Jan was awarded the Congressional Gold Medal at Capitol Rotunda in D.C. for her personal sacrifice and commitment to her country. She left this world peacefully on Sep 12 2018 at the age of 97.

Jan's life reads like a novel. A war hero, a world traveler, accomplished in all sports, a teacher and mentor, an aviation pioneer, and our dear friend. She will be remembered and her story will continue to inspire generations to come.

(Text: Mercy Liu)



CHIEF OF STAFF
UNITED STATES AIR FORCE
WASHINGTON
NOV 17 2009

Debby Merrill

A. F. Master Sargent

cell 381 247-5793

Dear Ms. Wood

Please accept my heartfelt congratulations on receiving the Congressional Gold Medal. Your selection to receive this prestigious award is clearly a reflection of your personal sacrifice and commitment to our nation.

As one of the first women in history to fly American military aircraft over 60 years ago, you have undoubtedly contributed to the making of today's Air Force. You were, indeed, a catalyst for the integration of women pilots in the United States military and we are forever in your debt!

On behalf of the men and women of the United States Air Force, thank you for your service.

Sincerely

NASchwartz

NORTON A. SCHWARTZ
General, USAF
Chief of Staff

Ms. Jan Marie Wood
8210 Wilbur Avenue
Reseda, CA 91335

Letter from Congress to invite Jan for her
Congressional Gold Medal Ceremony



Hand-written quotes from Jan.
Stay Happy All The Time, Ladies!
See you next month.

★ bliss \ blis\ 1. Great happiness: joy
2. a state of extreme happiness
[syn: blissfulness, cloud nine, seventh
heaven, walking on air]

In front of the Ready Room (while
still in Stearmans)

★ Happiness depends
upon ourself
- Aristotle

Watching the ships land
during the hurdle stage.
Helen: I

★ I am in full
Sunshine now.
- Robert Browning

Stearman Stage