



# AUX TANK

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

**JANUARY 2007**

**GIRLS CAN FLY?**

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Pam Distaso

That was a question that we heard time after time. Where? At the Mt Wilson Vista (Pasadena Area) Girl Scout Cookie Kickoff. I know the next question is: "What is a Cookie Kickoff?" It is a little like a street fair. All of the Girl Scout Troops get together and visit with each other and they also see exhibits from other organizations, like the U.S. Coast Guard, the Forest Service, Aquarium of the Pacific, and our neighbor at this event, Guide Dogs of America. All those puppies are a real showstopper! The Girl Scouts that we talked to were very



interested in taking a Young Eagles Flight or talking to us more about earning an Aviation Badge. It is such a good way to get our name out there. It was also amazing to have girls or their leaders come up to us and say, "my aunt is a 99," or "I had a neighbor who was a 99." If you

have not joined us on one of these events, you have really missed a fun and productive day.

We have lots of activities planned this year. February will be our Chapter's 55<sup>th</sup> Birthday. It seems like only yesterday we were celebrating our 50<sup>th</sup>. Time does fly. We will have some special presentations at the meeting. We will talk about Alaska. If you are thinking about attending the International Conference in Anchorage in 2008, you will not want to miss this meeting.

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(Above Photo: Ceci Stratford and Jeanne Fenimore show Girl Scouts the SFV99s flying activities)

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.

If you are not planning on going to Anchorage, you may change your mind. We will also celebrate with cake, coffee and maybe a little champagne.

At the January meeting we voted to buy a ride on the EAA B-17, which will be at Van Nuys Airport in April. This will be a fundraiser for our Chapter, so if you know anyone who would like to take a ride on this historic aircraft, talk him or her into donating for a chance from us. We will have the tickets on the web site soon and we will talk more about it at the February Meeting.

I hope you are all planning on attending the Southwest Section meeting in Santa Maria on May 18-20. You may make your room reservations now at the Radisson in Santa Maria: Phone (800) 333-3333 or (805) 928-8000.

See you at the Airport.

--Jeanne Fenimore  
Chapter Chairman

## Condolences

The San Fernando Valley 99s sends condolences to the families of Captain Frank Kratzer and Fernando Miguel (Chris) Fernandez. Frank and Chris will be missed by the aviation community.

## Happy Birthday!

January 1	Michele Albiez
January 7	Helene Krongold
January 17	Leslie Rink
January 31	Lorrie Blech

**Next Meeting:  
Monday, February 5**

## Reminder...

Don't forget to bring your check and the donations you have collected for The Ninety-Nines Fly for Breast Cancer Cure to the February Meeting. Lisa Hineman will be taking one last collection on behalf of the Chapter.

## January Membership Anniversary

Happy Anniversary to our SFV99s!

1971	Lorrie Blech
1984	Lilian Holt
1989	Felicia Hoppe
1992	Lois Rifkin

## Member of the Month

Stacie Crowther, Linda Worden, Lilian Holt, and Ceci Stratford received Member of the Month recognition at the January Meeting. Lilian hosted the fabulous Holiday Party, while Stacie and Linda helped plan and coordinate it. Lilian and Ceci were recognized for their article in the 99 News.



# Fabulous Flight in a T-28

By Ceci Stratford

On December 9, 2006, I was invited to fly with Mark Matye in his beautiful T-28 from the Camarillo Airport. The T-28, also known as the "Trojan" was the military trainer that replaced the venerable T-6/SNJ "Texan" from World War II. The T-28 is a nose-wheel, round engine, 1300 HP (or so), very high performance, trainer, used to train pilots for the Korean War and to get them ready for jets.



the canyons of clouds, "wheeled and soared and swung high," sliding down again through a hole to the ocean, speeding low over the water. He let me fly for a while. It's an incredibly responsive airplane. I felt I could easily do aerobatics in it with little practice!

Back to Camarillo, the tower let us do several low passes, one at high speed, and another at low speed, with the gear and tail hook down.

Whew, what a memorable flight. Thank you, Mark!

Before we flew, Mark gave me a book on the T-28, which he expected me to read and become familiar with! (It wasn't the operating handbook, but had key information a passenger should know, such as how to use the parachute, if needed, key speeds, things NOT to do, etc.) Before the flight he gave me a thorough 45-minute briefing of my headgear, the instruments and controls in the airplane, how to open the canopy in case of an emergency, and how to deploy the parachute and land safely. (This all entailed a series of at least 20 steps which I committed to memory!)



(Photos by Frank Mormillo)

On takeoff we sped down the runway and leapt into the air. Wow, what power! We climbed (at least 2000-3000 fpm) up around the clouds to be on top. Just like John Magee's poem "High Flight," "we danced on laughter-silvered wings," through



# V-Speeds or... Gimme a Vee!

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 generally deemed helpful, 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  $V_z$  ("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.



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

**$*V_{SO}$**  – the Stall speed with landing configuration, that is flaps out and landing gear down and whatever hangs out when you're landing.  $V_{SO}$  is indicated at the bottom of white arc on the airspeed indicator. Stall speeds are probably the most important to know if you want to continue to keep gravity at bay.

**$*V_{NE}$**  – 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. This one's pretty obvious, so let's move on.

**$V_G$**  - "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!

**$V_A$**  – "Design Maneuvering Speed". Every airplane is designed to withstand a certain structural load. The load is normally measured in 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  $V_A$  so that the aircraft isn't overstressed.

**$*V_{NO}$**  – "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"!

**$V_X$**  – 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.

**V<sub>Y</sub>** – “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. ☺

**V<sub>R</sub>** – “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. By the way, are you thinking about your accelerate-stop distance, too?

**\*V<sub>FE</sub>** – maximum Flap Extended speed, which is the speed we can fly with flaps fully extended. This is located on airspeed indicator at the top 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.

**V<sub>LE</sub>** – “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.

**V<sub>LO</sub>** – “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 also V<sub>NE</sub>!

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®) available on the web or in pilot shops. These are quite useful, especially if you fly more than one type of aircraft. These 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.

Have a safe flight!

Claudia Ferguson, Safety Chairman  
San Fernando Valley 99s  
Aviation Safety Counselor  
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## Request from Alaska Chapter

If SFV99s have any specific ideas they would like to see at the 2008 International Conference in Alaska, such as tours, 49-1/2 events, or activities, please send your suggestions to Mio Johnson in The Alaska Chapter.

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## Calendar of Events

Date	Event	Reference
January 27	Southwest Section Winter Business Meeting Ontario Hilton	<a href="http://www.sws99s.org">www.sws99s.org</a>
January 29	Board Meeting – 6:30	WHP – Rocky’s
February 5	Chapter Meeting (55 <sup>th</sup> Birthday Anniversary & Alaska Panel) Dinner in the Main Dining Room	Airtel Hotel -- 7:00 pm as early as 5:30

[www.sfv99s.org](http://www.sfv99s.org) (San Fernando Valley 99s)  
[www.sws99s.org](http://www.sws99s.org) (South West Section)

[www.ninety-nines.org](http://www.ninety-nines.org) (International)

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