

Monterey Bay 99s
established August 14, 1965

Logbook

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www.montereybay99s.org

April 4, 2012

New Chapter Members



Welcome to the Monterey Bay Chapter:

L-R: Chairman Alice Talnack, new members Marjorie Bachman, Teresa Johnson, Claudia Contreras, and Vice-Chairman Donna Crane-Bailey.

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March Chapter Meeting

The March meeting will begin at 7pm on Wed. April 18 in the EAA hangar at WVI. Exit Hwy 1 at Airport Blvd., go toward hills, turn left after 3rd stoplight (Hangar Way) onto Aviation Way, proceed past WVI terminal. EAA hangar and parking lot is on the left.

Monterey Bay Chapter Officers

Chair: Alice Talnack
Vice-Chair: Donna Crane-Bailey
Secretary: Mona Kendrick
Treasurer: Sarah Chauvet
Past Chair: Michaele Serasio
Logbook Editor: Claudia Contreras
 Phone: 831-776-9972
 Email: clc_80@yahoo.com
 Deadline: 25th of each month for the next month's publication.

Committee Chairs

Aerospace Education:

Carolgene Dierolf
 Alice Talnack

Air Marking:

Michaele Serasio

Scholarship:

Alice Talnack

Membership:

Donna Crane-Bailey 688-9760

Historian: OPEN

Librarian:

Laura Barnett

Scrapbook:

Theresa Levandoski-Byers

Aviation Activities:

Lori Ledford

<Loli191@yahoo.com>

Legislative: Alice Talnack

WebMistress: Gabrielle Adelman

Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



Member Activities



Marjorie Bachman	Flt Instructing—ATP preparations
Claudia Contreras	Harris Ranch, Right Seat Flying
Kryss Crocker	LSN, OAR
Donna Crane-Bailey	Plane in Annual
Carolyn Dugger	Winter Business Meeting
Teresa Johnson	Local Flight Training
Mona Kendrick	Commercial Training
Lori Ledford	Multi-Rating, Spin Training, Local Flights
Theresa Levandoski-Byers	WVI—Local
Michaele Serasio	Touch and Go's SNS
Alice Talnack	Local Flights, SNS-Racks-WVI-ReburBish

27 Sharp MB99s!

Listed below are 27 brilliant, wonderful women who paid their dues to the Chapter. If you haven't paid your \$15 please do so now. **Make check payable to Monterey Bay 99s and send to Sarah Chauvet, 147 Mesa Verde Dr., Watsonville CA 95076.** Our local dues run from June 1, 2011 to May 31, 2012. You'll be in the company of these great women:

Gabrielle Adelman	Mona Kendrick
Earline Arnold	Theresa Levandoski-Byers
Margery Bachman	Joanne Nissen
Laura Barnett	Zoe Dell Nutter
Olive Bungard	Pam O'Brien
Sarah Chauvet	Sandra Pratt
Donna Crane-Bailey	Jody Roberts
Kryss Crocker	Ann Sanchez
Carolgene Dierolf	Mary Saylor
Jo Deiser	Michaele Serasio
Mary Ellen Eisemann	Jill Smith
Ann Goldsmith	Alice Talnack
Kay Harmon	Dena Taylor
Jeanne Hendrickson	

Prop Wash By Alice Talnack



The Monterey Bay Ninety-Nines is a volunteer organization. As proof of that I think in the past month I have asked the MB 99s chapter members to volunteer, write, review, lift, move, fly, find, deposit, organize, paint, wash, call, vote, attend, edit, re-research, represent, drive, load, haul, deliver, set-up, take-down, pay, sell, prepare, cook, donate, mentor,

You get the idea. I could go on and on showing examples of how each of you contributes to our chapter. This shows that each of us is committed to representing women pilots and the mission of The 99s;

The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

I especially want to thank Dena Taylor who prepared our Chapter Logbook for the past ten years. Please take a moment and send her an email acknowledging her time and talent.

I sincerely hope that I say thanks enough to each of you for all you do.

Alice

FAA ‘Safety Culture’ or Snitching Program?

In the old days — and I mean prior to last November — we flight instructors could observe a student make a minor mistake in the airplane, and then watch to see how he or she resolved it. That's not the way it is after February 2012. The FAA has installed a web-based “occurrence tracking system” in ATC facilities and now provides **new guidance** on what needs to be typed into that system. In short, **controllers are being directed to snitch on pilots** when we make a mistake. This is bad news for flight training, and here's why: Instruction needs to be both corrective and nurturing, like parenting. Under the new rules, that's no longer possible.

Were you worried the first time you sent your 16-year-old out solo with the car? Flight instructors get to relive that phase of parenting over and over again. As the airplane with only one aboard starts its ground roll, I ponder whether I left anything out of the training. Three landings later, I sigh in relief. (For other instructors reading this, admit it, you do, too.)

We teach three elements of flying: physical skills, the book learning and judgment. You can measure the physical skills. You can test the book learning. But you can only observe judgment. **Talking on the radio** is an area where the student needs to learn the judgment lessons himself. If he accepts a clearance for closed traffic, he's going to have to learn that there are two elements of the readback: takeoff clearance and direction of traffic (right or left).

Trust me, if you, the instructor, intervene every time the student forgets which way to turn, the student will never learn to listen. It's far more effective for the controller to give him an earful rather than you. I grant you, your relationship with the tower will be strained if you let it happen too often. But the student has to make the mistakes, learn, and improve while you are in the airplane — otherwise, he'll turn the wrong way on his first solo.

(Continued on page 4)

FAA Snitching (continued)

(Continued from page 3)

The new mandatory ATC reports should worry all instructors. There is no allowance in the guidance for students and the learning process. The student is introduced to swimming at the deep end. What we're seeing in our part of the country is a strict compliance with the letter of the order, including the filing of reports by controllers against pilots for the following (taken from the ATO rules):

A-7. Communication. Any instance in which communication with an aircraft was not established or not maintained as expected/intended, and results in alternative control actions or additional notifications by ATC, or a flight crew, or in a landing without a clearance.

Management has been told to monitor ATC in real time and by review of tapes. That puts the pressure on the controller to type everything into the reporting system: go-arounds, missed calls, repetitions and so on. The following morning, the output of the system prints out at the local FSDO. If there is a report, the aircraft operator can expect a call from an FAA inspector.

If there were an in-flight emergency or VFR pilot trapped on top, I'm hoping I do get a call. But here is a call I certainly did not expect to get: In the course of an hour of touch-and-goes, the solo student pilot got a clearance to land. It went in one ear and out his mouth. He did a touch and go, just like the previous four trips around the pattern. Yes, it was a mistake. But was it really worthy of several phone calls with the FSDO, a written statement and discussion of potential certificate action under §91.123?

The reality is we cannot change the edicts of the Air Traffic Organization. But now we must consider how we change our teaching methods. If we step in every time a student readback is incorrect, the student may begin to rely on us. That's not good. It only delays the day he or she gets yelled at by ATC or worse – and we never get to see how the student reacts to a tough situation. We only get the phone call from the FAA after it happens.

I applaud the FAA for adopting a safety culture. But a safety culture implies a just culture; it's going to take a while before that sinks in. While we're making the shift, I recommend that student pilots identify themselves at initial call-up and carry a stack of ASRS forms on every flight.

The rest of us, we need to be on our best behavior.

The author is a certified flight instructor who wishes to remain anonymous. Reprinted from the March 23, 2012 online edition of Flying magazine

Marian Delano Scholarship Winner—Lori Ledford



I am honored and excited to have been chosen. This scholarship will help me complete my CFI training next month. I would love to share with you about myself and how I came to discover my passion. At the age of 5, my love for flying and airplanes was born as I arrived at the airport to board an airline flight across the United States with my family. After landing, I decided I wanted to be a flight attendant when I grew up. Years later I realized the pilots have a better view and females were not limited to jobs outside of the cockpit. It wasn't until 2 years ago that I set out to make this dream a reality and got my private, commercial, instrument, and multi ratings/certificates. I am very proud and often amazed at what I have accomplished. There is nothing like the incredible feeling of being above the earth and sharing it with others. Thank you very much for selecting me as this year's recipient. I am excited and ready to start CFI school to soon share my passion and enthusiasm with student pilots.

Monterey Bay 99's Membership Meeting

March 21, 2012

Attendance:

Michaele Serasio, Donna Crane-Bailey, Laura Barnett, Mona Kendrick, Theresa Levandoski-Byers, Carolyn Dugger, Sarah Chauvet, Lori Ledford, Kryss Crocker, Theresa Johnson, Joanne Nissen, Claudia Contreras, Marjorie Bachman, Alice Talnack

Reports and Unfinished Business:

Treasurer's Report: Sarah C.: Swap Meet netted \$56.50. Account balances as of 3/20/12 are attached.

Secretary's Report: Feb. minutes approved as submitted.

Flying Activities: Lori L.: Next flyout will be to Half Moon Bay Dream Machines.

Human Race: Marjorie B.: To make an online donation or manage donations from your sponsors, go to www.humanracesc.org.

Scholarship Financial Subcommittee: Theresa L-B reports on ideas for scholarship fundraising.

Scholarship Committee: Joanne N.: our scholarship for first-time section meeting attendees has been augmented by a bequest from Geneva Cranford, for attendance at the International Conference.

WVI Tenant Appreciation Day: our chapter doesn't have to do anything for it.

New Business:

Donna C-B presents membership badges to new members Marjorie B., Claudia C., and Theresa J.

Joanne N. moves that \$65 be allocated for airmarking supplies, and Laura B. seconds. Motion passes.

Theresa L-B moves that we allocate \$100 for Girl Scout lunches, and Carolyn D. seconds. Motion passes.

Announcements:

Claudia Contreras solicits suggestions for any new features for the *Logbook*.

Meeting adjourned at 8:30 p.m.

Program: Michaele S. discusses OAR airmarking, and Michaele and Carolyn D. present options and potential schedule for Girl Scouts program.

Submitted by Mona Kendrick, secretary

Private Pilot Questions—Weather

March had some interesting weather. Here are 10 private pilot questions to get you thinking about the one area in aviation that a pilot has no control over. Test your skills below and if you get less than a hundred, don't hesitate to re-read some weather information. Answers are on the back of the newsletter.

1. What types of fog depend upon wind in order to exist?

- A - Steam fog and ground fog.
- B - Advection fog and upslope fog
- C - Radiation fog and ice fog

2. Clouds, fog, or dew will always form when

- A - Water vapor is present
- B - Relative humidity reaches 100 percent
- C - Water vapor condenses

3. What cloud types would indicate convective turbulence

- A - Towering cumulus clouds
- B - Cirrus clouds
- C - Nimbostratus clouds

4. Low-level turbulence can occur and icing can become hazardous in which type of fog?

- A - Upslope fog
- B - Rain-induced fog
- C - Steam fog

5. A nonfrontal, narrow band of active thunderstorms that often develop ahead of a cold front is known as a

- A - Prefrontal system
- B - Squall line
- C - Dry lines

6. Under which condition will pressure altitude be equal to true altitude

- A - When indicated altitude is equal to the pressure altitude
- B - When standard atmospheric conditions exist.
- C - When the atmospheric pressure is 29.92 inches Hg.

7. What feature is normally associated with the cumulus stage of a thunderstorm?

- A - Continuous updraft
- B - Roll cloud
- C - Frequent lightning

8. Why is frost considered hazardous to flight?

- A - Frost slows the airflow over the airfoils, thereby increasing control effectiveness
- B - Frost changes the basic aerodynamic shape of the airfoils, thereby decreasing lift.
- C - Flash the landing lights and cycle the landing gear while circling the airport.

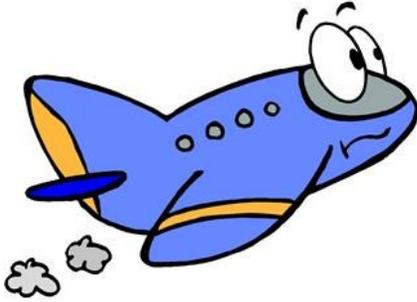
9. Possible mountain wave turbulence could be anticipated when winds of 40 knots or greater blow

- A - Down a mountain valley, and the air is unstable
- B - Parallel to a mountain peak, and the air is stable
- C - Across a mountain ridge, and the air is stable

Private Pilot Questions (Continued)

10. Steady precipitation preceding a front is an indication of

- A - Cumuliform clouds with little or no turbulence
- B - Stratiform clouds with moderate turbulence
- C - Stratiform clouds with little or no turbulence



Diana Jane Peterson You will be missed!



Diana Jane Peterson died March 1 at her home following a short illness. She was 74.

Diana was born in Oakland to Joseph and Jane Entriiken. She spent her formative years in Berkeley and attended the University of California there.

In 1957, she met Richard C. "Dick" Peterson, whom she would later marry and share 51 years with. She and her husband enjoyed flying in air races in Northern California. She also flew four cross-country races with fellow members of The Ninety-Nines. Diana was a past chairman and newsletter editor of the Monterey Bay Chapter. She was a member of the Aircraft Owners and Pilots Association and the Civil Air Patrol and earned her commercial pilot certificate.

Diana enjoyed nature and climbing Mt. Whitney, hiking along the shores of Lake Tahoe or through the redwood forests in California. She was a member of the Sierra Gold Striders of Twain Harte.

After raising her three children, Diana returned to college to earn a degree in accounting. She worked for the next 20 years as a tax accountant with firms in Watsonville and Visalia.

She was a member of the Presbyterian Church of the 49ers in Columbia, where she filled several leadership and service positions. Mrs. Peterson volunteered with numerous community and philanthropic organizations throughout her lifetime.

FAA Safety Seminars

For more info, go to FAASafety.gov

“2012 National Safety Stand Down - RHV” Topic: Loss of Control

Saturday April 14, 2012 at 10:00 AM

Location: Tradewinds Aviation; 2505 Cunningham Ave; San Jose, CA 95148

Select Number: WP14543870 **Description:** This year's FAAS Team Safety Stand Down focuses on Loss of Control. Loss of Control In-Flight was the dominant cause of fatal general aviation accidents over the last decade. Loss of Control refers to accidents resulting from situations in which the pilot should have either maintained or regained control of the aircraft, but did not. Join the thousands of other pilots across the country in attending this exciting briefing!

FLY-OUT ACTIVITIES

April 21, 2012 Dream Machine Show KHAF. ! All flights will take off out of Salinas (KSNS). The activity will be canceled if weather is less than VFR conditions. We will meet at the Terminal at 9AM and take off 30 mins after.

May 19, 2012 Steakhouse Lunch at Harris Ranch. All flights will take off out of Salinas (KSNS). The activity will be canceled if weather is less than VFR conditions. We will meet at the Terminal at 10AM and take off 30 mins after.

If you plan to fly or want to be a passenger, please contact Lori Ledford.
831-578-7610
Loli191@yahoo.com

Pilot Tips

- True or False: When strong winds are perpendicular to a mountain range, you can expect mountain waves?
Get the answer here...
http://www.pilotworkshop.com/tips/aviation_weather_mountains.htm
- Airspeed control is crucial when flying an instrument approach. Bob Nardiello tells you when to start slowing down and the most effective procedure for losing airspeed.
http://www.pilotworkshop.com/tips/ifr_approach_airspeed.htm
- This week, Wally Moran gives you a preflight check that can eliminate a leading cause of aircraft accidents.
http://www.pilotworkshop.com/tips/preflight_checklist_pilot.htm

Cork Board

Human Race

I wanted to let everyone know about the Human Race. We will be participating this year at the Santa Cruz Human Race on May 12, 2012. I will have race entry forms and sponsor information at our next meeting. If anyone is interested in participating in the race but can't be at the meeting or has any questions, please call me (Marjorie) at (831) 722-5138 and I will get the forms to you.

Discover Aviation

Volunteers are needed on April 28th for the 99 and Girl Scout—Discover Aviation event. One fun filled day of introducing young girls to aviation. 8:30—3:00. Lunch included. Contact Carolyn Dugger: carolyndugger@earthlink.net, Michaele Serasio: flyngnurse@aol.com, or Claudia Contreras: clc_80@yahoo.com.

Opinions Needed.

This newsletter is about the Monterey Bay 99s and for the Monterey Bay 99s. If there is anything you like or don't like let me know. Something you want to see added please let me know. Call me 831-776-9972, email me clc_80@yahoo.com, text me, write me.

Claudia.

International Forest of Friendship

The 36th anniversary ceremonies at the International Forest of Friendship will be held in Atchison on June 15 (Fri) and 16 (Sat), 2012. **Come join us to make new friendships, renew old ones, and have a great time.** Honorees will be inducted to join the nearly 1400 individuals who are enshrined along the Forest's pathways.

The Forest's overall theme is "World Friendship through Flying." Candidates for induction can be anyone who has contributed, or is contributing to all aspects of aviation and aerospace. Honorees need not be pilots. In 2012, the specific focus is on: "Flying, Forests and the Future." Candidates are particularly encouraged who:

- have contributed to the promotion of aviation and aerospace, or who
- have helped preserve or explore forests and natural habitats through aviation and aerospace (support of state and local units fighting forest fires, aerial resource surveys [domestic or overseas], environmental work, etc.)

One of the 2012 themes is to emphasize achievements by younger honorees, so candidates who are under 35 are preferred, but this is not mandatory.

There will be a special ceremony to honor Dr. Wangari Maathai, who graduated from Mt. St. Scholastica College (now Benedictine College) in Atchison in 1964 and who passed away in September 2011. She founded the [Green Belt Movement](#), an environmental non-governmental organization focused on the planting of trees, environmental conservation, and women's rights. In 2004, she became the first African woman to receive the Nobel Peace Prize for "her contribution to sustainable development, democracy and peace."

The Forest would very much like to strengthen its ties with the Ninety-Nines in 2012, and hopes to induct twenty-five honorees sponsored by Ninety-Nines chapters. More information about the Forest, as well as sponsorship, registration and lodging information, is at the www.ifof.org website.

Quiz Answers
1. B, 2. C, 3. A, 4. C, 5. B, 6. B, 7. A, 8. C, 9. C, 10. C.

Monterey Bay Chapter 99s
c/o Claudia Contreras
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Logbook



Mailing
Address
Goes
Here

Apr. 18, 2012 ————— *MB99s Chapter Meeting*
7pm, EAA Hangar, WVI

Apr. 21, 2012 ————— *Fly-out to HAF*
Contact Lori Ledford, Loli191@yahoo.com

Apr. 28, 2012 ————— *Discover Aviation*
8:30—3:00 Salinas Airport

May 4-6, 2012 ————— *SWS Meeting*
May 4 - May 6 , North Hollywood, CA

May 19, 2012 ————— *Fly-Out to Harris Ranch*
Contact Lori Ledford, Loli191@yahoo.com