

**Monterey Bay 99s**

*established August 14, 1965*

# Logbook

Volume 16, Issue 04

[www.montereybay99s.org](http://www.montereybay99s.org)

**April 05, 2013**

W H E N   A   F L I G H T

I S   P R O C E E D I N G

I N C R E D I B L Y

W E L L ,   S O M E T H I N G   W A S

F O R G O T T E N .

~ R O B E R T   L I V I N G S T O N

## What's Inside

Current Membership / Member Activities	2
Prop Wash	3
Glynn Harmon/Help Needed	4
March Meeting Minutes	5
Aviation Quiz	6
Airplane Leaning/Salinas Tower	7
Pilot Tips	8
Corkboard	9
Calendar	10

## April Chapter Meeting

The **April meeting** will begin at 7 pm on Wed. April 17 in the **Jet West building in SNS**. Exit Hwy 101 at Airport Blvd., go towards the airport. Park in the parking lot Jet West is to the left of the Terminal.

## Monterey Bay Chapter Officers

**Chair:** Claudia Contreras  
**Vice-Chair:** Lori Ledford  
**Secretary:** Mona Kendrick  
**Treasurer:** Jeanne Hendrickson  
**Past Chair:** Alice Talnak  
**Logbook Editor:** Claudia Contreras  
 Phone: 831-776-9972  
 Email: clc\_80@yahoo.com  
 Deadline: 30th of each month for the next month's publication.

### Committee Chairs

#### Aerospace Education:

Carolgene Dierolf  
 Alice Talnak

#### Air Marking:

Michael Serasio

#### Scholarship:

Alice Talnak

#### Membership:

Donna Crane-Bailey 688-9760

**Historian:** Alice Talnak

#### Librarian:

Laura Barnett

#### Scrapbook:

Theresa Levandoski-Byers

#### Aviation Activities:

Lori Ledford

**Legislative:** Alice Talnak

**WebMistress:** Gabrielle Adelman

#### Public Relations Coordinator:

Carolyn Dugger

#### Hospitality Chair:

Joanne Nissen



## Member Activities



Alice Talnak	Local Flights with Jen, Marjorie and Mona. Santa Clara Pasta Night
Carolyn Dugger	Sky-Dive!!!!!!
Claudia Contreras	Full Time Instructor
Donna Crane-Bailey	Commercial to ANC, Santa Clara Pasta Night
Jeanne Sabankaya	Stage Check on Friday
Jeanne Hendrickson	Local flying
Joanne Nissen	Commercial to Australia
Marjorie Bachman	Flight Instruction/ Fixing my Citabria
Michael Serasio	Touch & Go's SNS
Mona Kendrick	Commercial Training

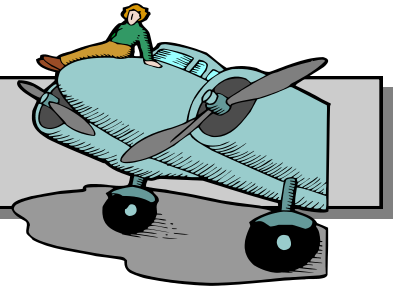
### 28 Sharp MB99s!

Listed below are 28 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 Jeanne Hendrickson, 1071 Elkhorn Road; Royal Oaks, CA 95076.** Our local dues run from June 1, 2012 to May 31, 2013. You'll be in the company of these great women:

Gabrielle Adelman	Jeanne Hendrickson
Earline Arnold	Teresa Johnson
Marjorie Bachman	Mona Kendrick
Laura Barnett	June Knapp
Sarah Chauvet	Theresa Levandoski-Byers
Claudia Contreras	Joanne Nissen
Donna Crane-Bailey	Zoe Dell Nutter
Chris Crocker	Sandra Pratt
Anna Dieser	Jeanne Sabankaya
Carolgene Dierolf	Mary Saylor
Carolyn Dugger	Michael Serasio
Mary Ellen Eisemann	Jill Smith
Celeste Hadley	Alice Talnak
Kay Harmon	Pat York

## Prop Wash

By Claudia Contreras



*As we are all aware the FAA is closing some of its tower and unfortunately Salinas is one of those towers that will be closing. What that means is that Salinas will become an untowered airport. It will go from Class D airspace to Class E airspace,*

*Brett Godown the current Salinas Airport Manager and Aerodynamic Aviation have decided to put a seminar together to help the Salinas Pilots transition from an towered airport environment to a non-towered airport environment. No dates have been set, but I will let anyone that is interested know.*

*Trying to be a more positive person, I see this as a great opportunity to recruit some members. Lots of pilots in one room, there are bound to be women pilots that we haven't had a chance to meet. I am asking you to join me at the seminar. Let's talk to some pilots and show them that we are supportive and we are also at the Salinas Airport.*

## Montana International Conference

**We are pleased to announce that our Bucket List of Montana Activities is now available for purchase on our registration website. To add an activity to your registration, visit [www.mtnreg.com/99sMT](http://www.mtnreg.com/99sMT), choose to attend the 99s Conference, then "EDIT" your registration. You will need the confirmation number supplied in your registration invoice, as well as the email address used to register.**



# MONTANA

~Rafting~Spelunking~Horseback-Riding~Ziplining~Flying~Theatre~Fly-Fishing~  
~Scalping~Shopping~Music~Golfing~Sightseeing~Touring~Exploring~

2013 Ninety-Nines International Conference July 10-13, 2013  
Holiday Inn, Bozeman, Montana

**To view the selection of Bucket List activities, visit <http://www.ameetingbydesign.com/ambddrop/99sActivities>**

**We look forward to seeing you in 2013!**

## **Dr. Glynn Harmon Memorial**

### **By Alice Talnack**

This weekend, March 23rd, I attended the memorial honor of Dr. Glynn Harmon at Hollister Airport. Although Dr. Harmon spent most of his aviation career teaching at The University of Texas (UT) at Austin School of Information. The class he taught (one) at UT was Aviation History... he was really a professor on Information Science and Computer Science. He taught Information Science at Denver and UT... but aviation was always a priority. He started out as a local youngster and pilot in San Benito County. This tribute, held at the Bikle Museum, Hollister Municipal Airport, was also a tribute to the Harmon family and their aviation history in this area. As I watched the Harmon great grand children cluster under the wings of a plane and watch The Missing Man formation fly overhead, I saw that the Harmon family aviation bug will continue in the Salinas Valley.



## **2013 Open House Chairperson Needed -**

### **By Alice Talnack**

The 2013 Watsonville Open House has been scheduled for Saturday, June 15th, 2013. This date change is to help promote the 2013 Watsonville Fly-In and Airshow. Hank Wempe, President of the Airshow Board, has asked the Monterey Bay 99s to conduct the 10 Cents-A-Pound Rides is part of the Open House to draw in the public. The Airshow has offered to pay for the fuel. Hank has offered to be one of the pilots as he has done in the past.

This is our chapter's largest fundraiser of the year. The proceeds go towards our annual Aviation Scholarship. Former chairs, Sarah Chauvet and Jeanne Henderson, are not available this year to chair this event.

We need a chair! Because we have done this event for so many years there is lots of help available. Binders with step by step instructions and a box of materials are ready to use. We just need someone who will step up, delegate, and make certain we get everything done.

Contact Alice Talnack if you are willing to chair this event.  
(c) 831-332-3549 or email [atalnack@comcast.net](mailto:atalnack@comcast.net)



# Monterey Bay 99's Membership Meeting

## March 20, 2013

### Attendance

Laura Barnett, Mona Kendrick, Claudia Contreras, Alice Talnack, Jeanne Sabankaya, Carolyn Dugger, Marjorie Bachman, Jeanne Hendrickson, Donna Crane-Bailey, Theresa Levandoski-Byers, Joanne Nissen, Sarah Chauvet, Jennifer Garner, and guests, Alysse and Rusty Hendrickson.

### Treasurer's Report

Jeanne Hendrickson reports.

### Secretary's Report

February minutes approved as submitted.

### Reports & Unfinished Business

*Aviation Scholarship:* Alice T.: Jennifer Garner is the winner.

*Mid-Year Income/Expenditure Report:* Jeanne H. reports.

*Flight Activities:* Meet at 10:00 at WVI terminal for the San Francisco Bay Tour flight.

### New Business

*WVI Open House:* Alice T.: The next Open House will be in June, and the Fly-in will pay for fuel.

*Monterey Bay Academy:* Claudia C.: Bob Carr says there is a place designated at the airstrip for a compass rose to be painted.

*Human Race:* Marjorie B. shows us how to do online fundraising.

*International Forest of Friendship:* Alice T.: Let's install Kay Harmon in the Forest of Friendship

### Announcements

Claudia C. : Next month we will meet at SNS.

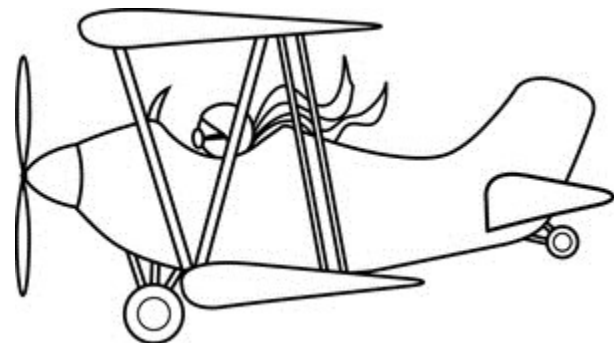
Marjorie B.: Marjorie is on the FFAST team, which will have a Safety Stand Down in the EAA building on April 27. Snacks donations are solicited.

Sarah C.: Marjorie B. is replacing her as the 99s' representative on the WVI Airport Advisory Committee.

Meeting adjourned at 8:45 p.m.

**Program:** No program tonight.

Submitted by Mona Kendrick, Secretary.



## Airspace Quiz

### Answers in the Back.

1. Unless otherwise specified, Federal Airways include that Class E airspace extending upward from
  - A) 700 feet above the surface up to and including 17,999 feet MSL.
  - B) the surface up to and including 18,000 feet MSL.
  - C) 1,200 feet above the surface up to and including 17,999 feet MSL.
2. Prior to entering an Airport Advisory Area, a pilot should
  - A) contact the local FSS for airport and traffic advisories.
  - B) contact approach control for vectors to the traffic pattern.
  - C) monitor ATIS for weather and traffic advisories.
3. Flight crewmembers are required to keep their safety belts and shoulder harnesses fastened during
  - A) all flight conditions.
  - B) flight in turbulent air.
  - C) takeoffs and landings.
4. In addition to other preflight actions for a VFR flight away from the vicinity of the departure airport, regulations specifically require the pilot in command to
  - A) check the accuracy of the navigation equipment and the emergency locator transmitter (ELT).
  - B) determine runway lengths at airports of intended use and the aircraft's takeoff and landing distance data.
  - C) Review traffic control light signal procedures.
5. As Pilot in Command of an aircraft, under which situation can you deviate from an ATC clearance?
  - A) In response to a traffic alert and collision avoidance system resolution advisory.
  - B) When operating in Class A airspace at night.
  - C) If an ATC clearance is not understood and in VFR conditions.
6. Generally speaking, the use of carburetor heat tends to
  - A) increase engine performance.
  - B) have no effect on engine performance.
  - C) decrease engine performance.
7. Which V-speed represents maneuvering speed?
  - A) VA
  - B) VLO
  - C) VNE





## How to Lean an airplane.

Please take care to lean until the engine talks to you:

- for taxi - before and after a flight

Lean very aggressively.

Run the engine at about 1200rpm and lean till it begins to falter. Enrich as little as possible.

It should not be possible to get the rpm to go above about 1500-1800 if you have leaned properly

- in climb
- in cruise whenever power is reduced for cruise at any altitude
- in descent

Lean till engine rpm starts dropping then enrich to just bring them back to maximum

Please do not do "mixture rich, carb heat on, reduce power for descent" drill several miles from home. Wait with the mixture rich till on short final at or below pattern altitude

If you get a mag drop in runup:

- 1- Run the rpm to 2200
- 2- lean the mixture till rpm just rises and then tries to reduce
- 3- run like this for 30 seconds
- 4- mixture rich and try the runup mag check again

If that does not work, do it again at full power and lean again — maximum 30 seconds — count them, it is a long time.

Then try the normal mag check again.

If it still does not clear the fouling, go back to ramp.

You might consider doing a quick mag check on the taxiway before you have spent all the time to go to the runup.

For those wanting detailed explanations, John Deakin wrote this great article for AvWeb years ago: <http://www.avweb.com/news/pelican/182084-1.html>



## Salinas Tower To Close

I received notification from the airport tower manager that airport tower services will terminate indefinitely after Sunday, April 21 at 1900 local time (7:00pm). This is unfortunate and we will continue to push for a resolution. In the meantime, I will work to coordinate a safe and efficient transition to non-towered operations.

Also I encourage all of you to continue to make calls/emails our congressional delegation. It is critically important that we can get as many voices in our community sending the same message as possible. We have received a lot of attention at the local level, which is great, but our message must be heard outside of our local community. This will require action in DC.

Best regards,  
Brett J. Godown  
Airport Manager  
Salinas Municipal Airport - SNS  
30 Mortensen Avenue  
Salinas, CA 93905

**NTSB Safety Alerts**  
Notice Number: NOTC4586

**For more info, go to [FAASafety.gov](http://FAASafety.gov)**

The National Transportation Safety Board (NTSB) publishes Safety Alerts for aviation, as well as other modes of transportation. Check out this site [http://www.nts.gov/safety/safety\\_alerts.html](http://www.nts.gov/safety/safety_alerts.html) for their list of Aviation Safety Alerts. As a bonus, there are Safety Alerts for highway vehicles and for boating!

The NTSB is an independent federal agency charged by Congress with investigating every civil aviation accident in the U.S. and significant accidents in other modes of transportation-railroad, highway, marine and pipeline.

Their Safety Alerts make interesting reading - check them out!

**Pilot Tips**  
**From Pilot Workshops**  
<http://www.pilotworkshop.com/index.php>

***Descent Tactics***

**Bob Martens:** "How about now, you know when do you start down? When is the most efficient and the most professional way to begin our descent and start our transition from the cruise to the arrival phase?"

**Wally:** "Well there are a number of factors, Bob that you need to consider. If there's turbulence down below, you want to avoid that as long as possible. On the other hand you don't want to stay up too long and have to make a fast descent and perhaps damage passengers' ears. So if you have a passenger that's sensitive to the descent, you're probably going to want to start earlier. If you have passengers that are sensitive to turbulence you may want to start later. It's a judgment call, of course, and it's different every day.

You need to think about children in your airplane. Their ears tend not to flex as well as our older ears. And of course, you need to think about obviously, the winds, the weather down there, the cooling of your engine - it's not good to cool the engines very fast. So you need to consider all of these things as you're approaching your destination to make a decision.

Bob, I'd like to go back and talk about another factor in the descent as well. You know it costs us time and fuel to get this altitude, so let's see if we can get some of that back now in the descent. If we do some planning we can simply pick up 5, 10, 15 knots of speed, assuming the weather and flight conditions allow, and get a few minutes back and save a little bit of fuel during our descent.

Typically our ground speeds in the airplanes we fly are around 120 knots. So if we think about losing approximately 1,000 feet every six miles, that'll give us a good idea when to start our descent. And of course we have GPS and DMEs and sectional charts and other aids to tell us our distance from the airport. And a good airman plans to make a nice, smooth descent and recapture any energy they lost on the climb if they can.

Now as we get ready to call the tower again just as we did prior to takeoff, we need to pause just a moment or two and think about what we're going to tell that fellow. If we've been doing our job, we already know what the ATIS is. We know what runway we are expecting to land on. We can pretty much guess what kind of a clearance he's going to give us, either a downwind or a straight-in or a left or right base.

Here again, Bob, the tower may give you a clearance or a request that is not the most efficient. And there's nothing wrong with asking them or suggesting to them something that would work better perhaps for both of you. Remember you're still the Pilot in Command and they want to get you on the ground as painlessly as they can. If you have a good idea, feel free to share it with them.

And of course we want to get all our checklists done before we enter the traffic pattern. Then all we need to do is fly the airplane and watch for other traffic. If we wait to do the checklist, it's very easy to get distracted and miss items once we're in the pattern."



## Cork Board

### FORMATION FLYING CLASS!



2650 Robert Fowler Way, San Jose, CA 95148

Tel: 408 320 9614;

Email: [info@aerodynamicaviation.com](mailto:info@aerodynamicaviation.com)

For more background see: <http://www.avweb.com/news/airman/184315-1.html>

As you know Airport Management utilizes the "E-mail Alert List" to communicate directly with the Watsonville Municipal Airport pilot community.

The list current has only 130 subscribers and we believe we are not reaching many members of the KWVI pilot community, interested aviation enthusiasts and others who may want to "stay in the loop"

<http://cityofwatsonville.org/municipal-airport/pilot-notes/e-mail-alert-sign-up>



### REMINDER!

Effective March 7, 2013 Watsonville Municipal has a new instrument approach procedure (IAP) for Runway Two.

Additionally the Airport's Non-Directional Beacon (Pajaro NDB) has been decommissioned and the Localizer minima have been changed.

The new procedure is a Localizer performance with vertical guidance (LPV) approach and is the highest precision GPS (WAAS) IAP currently available without requiring specialized pilot training.

This approach is built upon the previously published RNAV (GPS) RWY 2. The descent angle is 3.0 degrees to accommodate aircraft categories A through D, the TCH lowered to 56' and the following minima apply: LPV's Decision Height is 445 feet (306 feet above the Airport) with one mile visibility.

**PLEASE CONSULT YOUR AUTHORIZED NAVIAGATION PLATES OR DATABASE FOR DETAILS** as the above is solely for informative purposes and not to be used for navigation.

*~ KWVI Management*



MB99s International Conference  
Registration Scholarship,  
Bozeman, Montana 2013,

Deadline to apply  
May 1st

Application is available online.  
<http://www.montereybay99s.org/scholarship.html>

Monterey Bay Chapter 99s  
 c/o Claudia Contreras  
 P.O. Box 400  
 Chualar CA 93925

# Logbook



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<i>April 17, 2013</i>	—————	<i>MB99s Chapter Meeting 7pm, Jet West, SNS</i>
<i>May 3-5, 2013</i>	—————	<i>SWS Meeting Bakersfield, CA</i>
<i>May 15, 2013</i>	—————	<i>MB99s Chapter Meeting 7pm, EAA Building, WVI</i>
<i>June 21-22, 2013</i>	—————	<i>International Forest of Friendship Atchison, Kansas</i>
<i>July 9-14, 2013</i>	—————	<i>International Conference, Bozeman, Montana, USA</i>
<i>Aug. 30—Sept. 1</i>	—————	<i>WVI Fly-In &amp; Airshow 2013 Watsonville, CA</i>

Answers to airspace quiz.  
 1. C 2. A 3. C 4. B 5. A 6. C 7. A