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LOGBOOK

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The Ninety-Nines Mission Statement:

"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."

Night flight near Oakland/San Leandro with full blood/orange moon to the right.



Monterey Bay

Chair: Jeanne Sabankaya

Vice-Chair: Mona Kendrick

Secretary: Paula Gail (Salinas meetings) & ??? (Watsonville)

Treasurer: Alice Talnack

Committee Chairs

Aerospace Education:

Alice Talnack

Air Marking:

Michaele Serasio

Scholarship:

Alice Talnack

Membership: Kay Harmon

Historian: Carolyn Dugger

Librarian: Laura Barnett

Aviation Activities: _____

Legislative: Alice Talnack

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Joanne Nissen

Logbook Editor: Jeanne Sabankaya

Deadline: 5th of each month for the current month's publication. Send info to jeannesabankaya@gmail.com



Member Activities



ZOOM meeting information

Carolyn Dugger is inviting you to a scheduled Zoom meeting.

Topic: Monterey Bay 99s General Membership Meeting

Time: April 21, 2021 07:00 PM Pacific Time

Join Zoom Meeting

<https://us02web.zoom.us/j/8081003160>

Meeting ID: 808 100 3160

One tap mobile

+14086380968,,8081003160# US (San Jose)

+16699006833,,8081003160# US (San Jose)

Dial by your location

+1 408 638 0968 US (San Jose)

+1 669 900 6833 US (San Jose)

Meeting ID: 808 100 3160

Find your local number: <https://us02web.zoom.us/j/8081003160>

Submission for Logbook

Please send me pictures, articles, personal stories, etc. to share with our readers. I do not want to monopolize the Logbook with all my pictures and stories. Thanks you from your Logbook editor.
Jeanne S.

Prop Wash

By Jeanne Sabankaya

Just recently I did a night flight with my instructor to Oakland Airport. I had purchased an iPad mini and ForeFlight application several months ago and I am still very new to all the information it could provide. When I learned that I could see the taxiways on a different plate on my ForeFlight, I was anxious to check it out. I had received permission from the Tower to taxi on Charlie and to hold short at 28R. Since this was a long taxiway, I thought I'd open the taxiway plate and see my location on it. My instructor immediately corrected me and told me to pay attention to my taxiing and not be looking at my iPad. I realized that this was equivalent to texting or reading emails and driving. Lesson was learned. ForeFlight has been around for 14 years now. I was wondering if there were any interesting articles on the internet about iPad distractions, and there were. I am adding that topic on separate pages of this Logbook.

Regarding having the correct equipment, I'm sure none of you have had this happen to you. My instructor gave me a name of an aviation iPad mount to purchase. I lost that information and being too embarrassed to tell him that, I went to the internet and found a mount that was for auto use but would also work for airplanes. I bought that mount and I am having a terrible time adhering the mount to the airplane's windshield. The suction cup is too big and not compatible with the concave shape of the airplane's windshield. Now I have to buy another mount. How about a flashlight that has a red light option? I lost my flashlight that had a red light option and didn't have one for night flight so I improvised. I got a red plastic bag and used a red marking pen and colored it and rubber banded it over a regular flashlight. After pulling it out of my pocket a few times, the rubber band was lost and I had a regular flashlight turning the cockpit white. Trouble again.

I'm so happy to share with you what I read in April's Aviation Brief. Salinas Municipal Airport is hosting the California International Airshow on October 30 and 31, this year! There will be 40 vendors and approximately 12 performers, including the US Air Force Thunderbirds. I am assuming that the 99s will be asked to help out so stay tuned in.

We recently lost two individuals from our aviation community, Robert Hendrickson and James Doherty. Their obituaries are included in this newsletter. Robert "Bobby" was a 49 1/2 and husband to Jeanne Hendrickson and James was Mary Doherty's husband. Mary was active with the 99s and a heavy weight for the Watsonville Air Show. Our condolences to both of you and your family.

As of the beginning of this month, California Department of Public Health placed Santa Cruz County in the orange (moderate) color-coded tier. Because of this status, we will be discussing at the next Zoom meeting whether we can start meeting in person. Please attend the April 21st 7 p.m. meeting to share your comments.

The topic over the email list will be discussed during April's general meeting but for those that will not be attending, here is a brief history of why this topic was brought up. Currently there are 3 mailing lists, Logbook, active, and everyone. To be more efficient and to not burden people with irrelevant emails from the chapter, I thought it would be a good idea to create an "active" list. The problem was, I didn't know who everyone was on the list; I inadvertently left some people off the list; and eventually I got everything mixed up. This was why I was asking for help. You might ask, why don't you send everyone, everything? Would you want to receive email about whose house the Christmas party will be at if you live in Florida or you're from a different chapter? How about receiving email discussions about funding when you're not even a 99? This is why I need your help placing people into "Logbook" and "members?"

Remember to check out the page on webinars and seminars.

Robert Earl Hendrickson, Jr.

April 29, 1943 ~ March 8, 2021

Royal Oaks

Robert "Bob" Hendrickson passed away after a long illness. Bob was born in Brooklyn, N.Y. on April 29, 1943. He lived in New York State for 30 years. He relocated to California in 1974 after working on the Alaska Pipeline. He was a Local 393 Union member out of San Jose, CA, dispatched as an orbital welder. Bob was retired for 15 years and worked on his creative sides, mastering many skills. He was an artist, designer, builder, welder, and refurbisher. He designed and built BBQ trailers used for catering events and restaurants.



Bob was a guitar player and loved to sing his old country music favorites. He enjoyed his many travels throughout the U.S.A., Mexico, Honduras, Europe, and North Africa. Bob had a passion for flying, he and Jeanne, also a pilot, would fly to special events to see live performances. They had many flying adventures together. Especially memorable were their trips to the East Coast in their family four-seat airplane visiting relatives. He was always ready to give someone their first airplane ride, especially his grandchildren. He was an eager volunteer to fly for charity events at his local Watsonville Airport. Their plane is hangered at WVI Airport where Bob had comrades among his fellow pilots. He was always seen with his dog Buddy.

Bob leaves behind Jeanne, his wife of 40 years, daughters Alyse and Ashley, grandchildren Sophia and Ayden. He is also survived by his brother Val, sister-in-law Loraine and brother-in-law John Quirk, of the Bay Area, and a number of nieces and nephews. Bob was predeceased by his parents Robert Sr. and Violet Hendrickson, and his sister Lisa. He was afforded the time to say goodbye to family and friends.

Due to the pandemic, a Celebration of Life will be held at a later date. Donations can be made to: Pajaro Valley Aviation Academy Scholarship Fund, 23 Karen Drive, Watsonville, CA. 95076 www.pajarovalleyaviation.org, Monterey Bay Chapter of the Ninety-Nines an international organization of women pilots, 140 Dovewood Lane, Aptos, CA. 95003, Hospice of Santa Cruz, 65 Nielson Street, Ste. 121. Watsonville, CA. 95076.

(from the Santa Cruz Sentinel)

James Joseph Doherty III

February 15, 1930 - February 24, 2021

Santa Cruz

Jim was born in Queens, NY. His Irish tenor Vaudeville entertainer father died when Jim was 6. Jim grew up in Brooklyn with his German born mother and 4 siblings, Bill, Everett, Frances & Ray.

Jim graduated from Fort Hamilton High School where he began a life-long love of aviation. He and his buds had an afterschool club called the Brooklyn Hot Heads. They designed and built remote control model planes, flying them in contests all over the state. Jim worked for Grumman Aircraft after high school with tool makers in the production department.



Jim eventually settled in the Bay Area for a job as a tool design engineer at Fairchild Semiconductor Co. in Palo Alto--a bubbling cauldron of creativity. If you needed to build something that hadn't been built, he designed a way to do it. At Fairchild he worked on developing a precision optical aligner used to manufacture the first semi-conductors. He got a patent on his dual focal plane microscope. He worked in Silicon Valley until he retired.

Jim was adventurous. From ski patrol at Heavenly Valley, sailing several types of boats, to singing with the Surf City Barbershop Chorus. If you sailed with Jim you either loved the adventure or never sailed again! In the early 2000s a new adventure began when on a road trip Jim spotted trikes flying and pulled over. He became active in the Experimental Aircraft Association at the Watsonville and San Martin airfields. He took flying lessons and built an experimental airplane.

When Jim moved to Santa Cruz and bought a house on Cleveland Avenue in the early 1970s, he started working to "make it better." In the last few years, a lifetime of work and play caught up with him as arthritis, neuropathy and eventually dementia set in. Still, his sense of humor was constant. He loved goofing with little kids and always had a few ambitious design projects going. His latest scheme - a gyroplane landing pad on top of the house!

On Monday February 15th Jim celebrated his 91st birthday. He sang "Happy Birthday" in his infamous Donald Duck voice and helped himself to the frosting on his cake. On February 24th Jim passed away after a massive heart attack and now rests in peace.

Jim is survived by his wife Mary who was actively involved with the Watsonville Air Show, Monterey Bay 99s and other aviation related activities.

(from Santa Cruz Sentinel)

Avoid IFR iPad Distractions

Know your priorities when on the approach.

By [Pia Bergqvist](#) (*Flying Magazizne*)

September 9, 2014



When flying IFR, one of the most important things is to know what your priority should be at any given time. Cockpit technology and autopilots today are highly sophisticated and can help you fly safer, but they won't save you in every case. And while portable tablets have allowed pilots to carry much more information in a much lighter flight bag and can provide us with real-time data with a

portable GPS or ADS-B unit, you need to make sure that the portable screen doesn't distract you.

I recently flew with a student who owns an airplane equipped with a G1000 panel that includes the integrated GFC 700 autopilot, a package that makes flying IFR so much easier compared with round gauges that it could be compared with balancing on a sidewalk versus a walking on a wire. While the G1000 makes life a whole lot easier in the cockpit, the system will not keep you safe in all instances. Your job as a pilot is to manage the system, or it could fly the airplane right into the ground. And it will likely do so if you spend too much time looking at the iPad.

The G1000 student was doing just that. Even when established on the final approach path on the ILS approach into Long Beach, he was looking at the iPad. Portable tablets are terrific tools for setting up an instrument approach and to review the details of the approach, but once you're on the approach your attention should be on the task at hand. Keeping aligned with the approach path and counting down to the decision altitude should be at the forefront while flying an ILS, not looking at the tablet. Remember, while you can track the airplane icon on the approach chart on the iPad it is not approved for primary navigation.

FLYING LIFE: IPADS AS ESSENTIAL COCKPIT EQUIPMENT

CAN YOU FUNCTION WITHOUT YOURS?

May 1, 2019

By Natalie Bingham Hoover

from AOPA Pilot

In aviation, iPads are to pilots what cellphones are to drivers. While many of us learned how to fly without an iPad, we now can't imagine flying without it. It has become our source of weather data, our flight planner, our notam checker, our weight and balance calculator, and our map—all in one. While it has the power to make us radically more informed, organized, and safer, iPads, like cellphones, have considerable drawbacks when not used thoughtfully.

First of all, although iPads are high-tech devices capable of infinite applications, they are not without their limitations. Even if the iPad has a cellular data plan like mine or is linked to an ADS-B receiver, the information it gives us is not always up to date, and can be as much as 15 minutes old. So never use an iPad to navigate your way between thunderstorm cells. It is simply not as accurate as onboard radar and should only be used as a tool for situational awareness. Also, despite the fact that iPads can sometimes give us far more information than an onboard GPS, an iPad is not hardwired into the airplane and hence is not approved to navigate in IMC conditions.

Second, preparing your iPad needs to part of your regular preflight, along with checking yourself and the airplane. Make sure your maps and plates are downloaded and current and that you have a sufficient battery charge. I've seen iPads overheat or run out of battery more times than I can count. The last thing you want is to be in low IMC and realize you don't have access to an approach plate.

Also, although the FAA does allow iPads to be used on checkrides, I find that many applicants do not know how to use them effectively. For example, have you downloaded the legends specific to any charts or maps you will be using? If you are an instrument-rated pilot, do you know where to find the specific alternate or takeoff minimums for your airport? Most of us know how to find these things in the old paper format, but when asked how to navigate the iPad, many are left scratching their heads, despite the fact that they no longer operate with a paper backup. Also, if you are using an app for flight planning, do you know what it is doing? Can you explain how it computes your heading, fuel burn, or time en route?

While iPads can be an incredibly useful tool in giving pilots information quite literally at their fingertips, that particular double-edged sword comes with a host of potential problems. Unfortunately, the iPad can be just one more thing the busy pilot has to manage in the cockpit, even when we have it down to a science. Just like my first cellphone, I think we all need to ask ourselves the question: Would we be able to function without it?

MONTEREY BAY 99s' PERPETUAL CALENDAR

April

Southwest Spring Section Meeting

May

Monterey Bay Scholarship Award & Luncheon

KWVI Airport Operations Center

June

Chapter report due to International

MB99s—History & Scrapbook Remembrance/Updates

Identify pilots for Section Award @ Fall SWS meeting

(Look at the top left of this wine label; it's a flying...)



This was an amazing tidbit of information on the back of this wine bottle converted to a candle.

“In 1954 the village council of Chateauneuf-du-Pape was quite perturbed and apprehensive that flying saucers or 'flying cigars' might do damage to their vineyards were they to land therein. So, right-thinking men all, they adopted an ordinance prohibiting the landing of flying saucers or flying cigars in their vineyards. The ordinance states that any violational objects that did alight was to be removed directly to the pound.

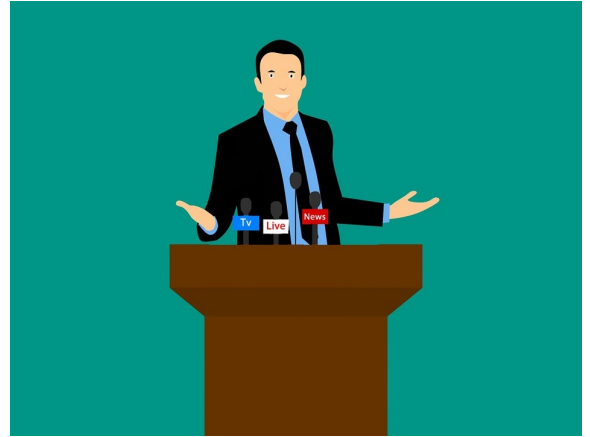
On-Line Webinars & Classes & Events

Rusty Pilots

<https://www.aopa.org/training-and-safety/lapsed-pilots/rusty-pilots/rusty-pilot-seminars> (remember to register in advance) (I believe that you don't need to be a "Rusty Pilot" to attend.)

Preventative Maintenance

https://www.faasafety.gov/SPANS/event_details.aspx?eid=103557



EFB IFR Procedures

https://www.faasafety.gov/SPANS/event_details.aspx?eid=103615

AOPA Educational Webinars online courses

General Aviation TSA Security Awareness

IFR Insight a Practical Approach

BasicMed Course Medical Self Assessment

Runway Safety

Transitioning to Other Airplanes

Weather Wise VFR into IMC

Essential Aerodynamics

Do the Right Things

Say it Right

Know Before you Go

EAA Webinar

FAA Safety Team (go to WWW.FAASafety.gov to register)

April 6—7 pm PST webinar about UL94 aviation fuel coming to Watsonville ?

April 10—7 p.m. PST Tips for Understanding VORS #WP15104465

Monterey Bay Chapter 99s
c/o Jeanne Sabankaya
4470 Bonny Doon Road
Santa Cruz, CA 95060

Logbook



Calendar of Events (There are details of some events inside this Logbook)

2021

April 6 **7 p.m. .PST** webinar about UL94 aviation fuel coming to Watsonville ?

April 10 **7 p.m. PST** Tips for Understanding VORS #WP15104465

April 10 **10 a.m.** Spring SWS meeting, online format, hosted by the
 Reno High Sierra Chapter.

April 21 **7 p.m.** General Monterey Bay 99 meeting, Zoom

July 10 International Conference—**CANCELLED**

Sept 9-12 Joint Southwest/Northwest section meeting, South Point Hotel & Casino in Las Vegas, NV

July 6-10, 2022 Charleston, South Carolina international meeting

2023 Jordan (Francis Marion Hotel) international meeting

2024 Vancouver, British Columbia international meeting