

**Monterey Bay 99s**  
*established August 14, 1965*

# Logbook

Volume 15, Issue 8

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

**August 1, 2012**



## **2012—2014 Board**

Chair—Claudia Contreras (center), Vice Chair—Lori Ledford (r),

Treasurer—Jeanne Hendrickson (l),  
Mona Kendrick—Secretary (missing)

## **What's Inside**

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## **August Chapter Meeting**

The **August meeting** will begin at **6 pm** on **Wed. August 15** 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.

**Pot Luck  
&**

**putting together information for Watsonville Airshow.**

## 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: 25th 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: OPEN

#### Librarian:

Laura Barnett

#### Scrapbook:

Theresa Levandoski-Byers

#### Aviation Activities:

Lori Ledford

<Loli191@yahoo.com>

#### Legislative: Alice Talnak

#### WebMistress: Gabrielle Adelman

#### Public Relations Coordinator:

Carolyn Dugger

#### Hospitality Chair:

Joanne Nissen



## Member Activities



Claudia Contreras  
 Jeane Hendrickson

Theresa Levandoski-Byers  
 Joanne Nissen  
 Jeanne Sabankaya  
 Micaelle Serasio

Alice Talnak

Flying might not be all plain sailing, but the fun of it is worth the price.  
 ~Amelia Earhart

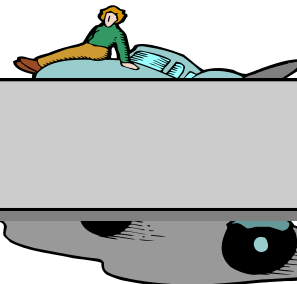
Big Sur, Right Seat Flying, IMC flying alone.  
 Monterey to SFO-Newark to Orlando to Monterey and local  
 99s International Meeting  
 Commercial to Denver  
 Landings, engine off, no flap, no VASI  
 Airmarking Marina (OAR) airport  
 Commercial to Tel Aviv, Israel  
 Local Flights, 99s International Meeting

### 16 Sharp MB99s!

Listed below are 16 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  
 Sarah Chauvet  
 Claudia Contreras  
 Donna Crane-Bailey  
 Mary Ellen Eisemann  
 Celeste Hadley  
 Teresa Johnson  
 June Knapp

Joanne Nissen  
 Zoe Dell Nutter  
 Sandra Pratt  
 Jeanne Sabankaya  
 Michael Serasio  
 Jill Smith  
 Alice Talnak  
 Pat York



## Prop Wash

By Claudia Contreras

*Thank You to the previous officers: Alice Talnak, Donna Crane Bailey, Sarah Chauvet and Mona Kendrick. With their help, and the help of the rest of the Chapter, I hope to keep up with old traditions and bring on some new and fun activities. I would like to encourage all of you to submit ideas of what you would like to see and do. Give me a call, or send me an email. I hope to hear from all of you at some point in the next two years.*

*My main goal for the next two years is to show the surrounding areas that The 99s are here and that we are a great group of women. I am still in shock that it took me 9 years to get to know all of you. I don't want that to happen to any other woman aviator in this county. If there is a woman pilot I want them to at least know that we exist. If this means that I have to go and stand up with a 99s flag at each of the 4 airports, then that is what I will do. I will be there. I hope to see some if not all of you there with me.*

## 99s in the news. A Woman's Place is in the Sky.

Published in the Californian Written by: Dave Nordstrand

Gazing skyward through her dark-tinted flight glasses, Michaela Serasio, 53, sees more than clouds and sun.

Serasio sees possibilities. She sees adventure in the cockpit of a small plane, and she imagines Earth itself, composed in glorious contours and colors slipping hypnotically by below her.

"Flight is alive. Flight is real life," Serasio said. "That's why I like it.

Kay Harmon of Salinas, another Ninety-Nines member, started flying at age 41.

Her husband, Ron Harmon, was already an experienced pilot. Kay agreed to learn to fly, too, but reluctantly.

"As a dutiful wife," she said.

Surprisingly to her, she felt an affinity for flying. Learning the plane's controls proved easy for her. The cockpit environs felt inviting. Kay, with a flight instructor — the plane had dual controls — took off to begin her training. They flew toward Greenfield, doing a few lazy "S" patterns and then tracing circles in the sky.

Read the full article here: <http://www.thecalifornian.com/apps/pbcs.dll/article?AID=2012307280021>



# Instrument Flying

Claudia Contreras



I had a fun time preparing for instrument flying. The numbers, I love numbers, the precision of it. I loved every part of the training, I dove myself in the books and videos. I asked so many questions, not just of my instructor, but other instructors I would see walking around. It took me 7 weeks to get my Instrument Rating, but then I never flew by instruments again.

Seems to be a common trend for the average general aviation pilot, I would then go to the local flight school get an IPC check to become recurrent. Six months would go by and I wouldn't fly instruments. On and on it went for years. I wanted to change it—not the IPC part, I always learned something on those flights—but the not flying by

instruments. Change it I did.

“I’m instrument rated, I can go flying in the clouds,” I thought to myself one day, “what’s stopping me?”

“Nerves, lack of confidence, scared, maybe I won’t be able to do it all by myself,” I answered.

*That is just ridiculous, this is the reason to get the rating, I need to do it.* I took one flight with a CFII in actual conditions to help me get comfortable. I didn’t do **too** bad, for some reason the airplane wanted to go right. I found out that was just me being too nervous and keeping my foot on the rudder pedal. *I have to watch out for that.* I made a note on my knee board. We landed, I felt a bit better. *Phew, first part was complete. That was easy, I can do it all by myself.* CFII asked what I planned to do next, I told him that I wanted to do it by myself next time that the fog rolled in. Tomorrow, he joked.

*Time for the second part of my goal.* I kept watching the weather waiting, but silently praying that it wouldn’t happen, for that marine layer to come in. Summer on California’s central coast meant I didn’t have to wait too long. I would schedule and then talk myself out of it, I would push it out a few days. I did this for a week. I couldn’t get myself to just do it. Monday morning I scheduled the airplane and took a look at the weather reports. *It’s just fog, not thunderstorms, not rain, not snow, just nice fog.* All day I kept looking at the weather maps I would have DUATS open and hidden behind my other applications at work. After work I drove to the airport looked at the metars one last time. I have never looked at the weather that much since my flight training days. Winds were 290 @ 08, the clouds were at 1300 broken, Salinas was cloudy and dark to the east and perfectly sunny to the west. *Perfect, I will fly out to the east and get my cloud fix then turn around and back in from the west. No big deal.* This seemed good for my first attempt I convinced myself to go. I filed an IFR flight plan. *Trying to keep things easy, let’s just do this the easiest way possible.* Preflighted the plane, checked the lights, pitot tube, static source, alternate static source, fuel, oil, wings, flaps, propeller, bolts, screws, I took a look at every inch of the plane. Everything looked good. *Aww man, no excuse there.* Jumped in the plane, checked my instruments, started the engine. Everything worked. *Crap! Really, why is everything going so well?*

(Continued on page 8)

# **Monterey Bay 99's Membership Meeting**

## **Minutes July 18, 2012**

### **7:00 pm General Meeting**

Call to order

Welcome and Introductions –

Members: Alice T., Carolyn D., Claudia C., Donna C-B., Jeanne H., Jeannie S., Joanne N., Lori L., Michaele S., Sarah C.

Guests: Mary Doherty

Bio - Question of the month – Donna

### **Treasurer Report – Sarah**

Proposed 2012-2013 Budget

Discussion:

Sarah clarified members questions. Joanne moved to approve. Carolyn seconded. Members present constituted a quorum and the 2012-2013 budget passed.

**Secretary Report & Correspondences** – Mona was not in attendance, Alice stated the correction that Mona had requested was to add the news of the new officers. Minutes submitted.

### **Reports & Unfinished Business –**

Flying Activities – Lori

Lori reminded us of this Saturday's, 7/21, fly-out to Harris Ranch. Departure from WVI, approx. 9:30.

Alice reported on the 99s International Conference in Providence. All proposed amendments were approved by the delegates.

The 99s News will go back to six issues.

Update information on the Endowment Fund.

An International Project will be circulated to chapters to attempt to collect all members (4,814) signatures for a quilt to be presented at the 2013 International Conference in Bozeman Montana.

Book early. It is their high season.

Future International Conferences:

July 11-13, 2013      Bozeman, MT.

2014                      New Orleans

2015                      Germany

Michaele reported on the completion of the Marina airmarking. Thanks to Sarah for providing lunches.

Carolyn reported that the August 18th Girl Scouts Day at SNS was cancelled and rescheduled for October 3<sup>rd</sup>.

Donna announced that a news reporter from the Salinas area contacted her asking to interview a MB99 that resides in the highway 68 area.

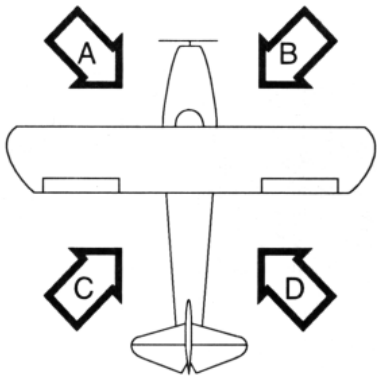
### **New Business -**

*(Continued on page 7)*

# Quiz

## Test your private pilot knowledge

- 1) When taxiing with strong quartering tailwinds, which aileron positions should be used?
- A) Aileron down on the side from which the wind is blowing.
  - B) Ailerons neutral
  - C) Aileron down on the downwind side.



- 2) (Area A.) How should the flight controls be held while taxiing a tricycle-gear equipped airplane into a left quartering headwind?
- A) Left aileron up, elevator neutral.
  - B) Operating limitations and Registration Certificate.
  - C) Left aileron up, elevator down.
- 3) In what flight condition must an aircraft be placed in order to spin?
- A) Stalled
  - B) In a steep diving spiral
  - C) Partially stalled with one wing low.

- 4) During a spin to the left, which wing(s) is/are stalled?
- A) Both wings are stalled
  - B) Only the left wing is stalled
  - C) Neither wing is stalled
- 5) The most important rule to remember in the event of a power failure after becoming airborne is to
- A) quickly check the fuel supply for possible fuel exhaustion.
  - B) immediately establish the proper gliding attitude and airspeed
  - C) determine the wind direction to plan for the forced landing
- 6) During a night flight, you observe steady red and green lights ahead and at the same altitude. What is the general direction of movement of the other aircraft?
- A) The other aircraft is approaching head-on
  - B) The other aircraft is flying away from you
  - C) The other aircraft is crossing to the left.
- 7) Which would provide the greatest gain in altitude in the shortest distance during climb after takeoff?
- A)  $V_A$
  - B)  $V_X$ .
  - C)  $V_Y$
- 8) After takeoff, which airspeed would the pilot use to gain the most altitude in a given period of time?
- A)  $V_A$
  - B)  $V_X$
  - C)  $V_Y$
- 9) During a night flight, you observe a steady white light and a flashing red light ahead and at the same altitude. What is the general direction of movement of the other aircraft?
- A) The other aircraft is crossing to the right.



## Quiz Continued

- B) The other aircraft is crossing to the left.
  - C) The other aircraft is flying away from you
- 10) Unless otherwise authorized, what is the maximum indicated airspeed at which a person may operate an aircraft below 10,000 feet MSL?
- A) 288 knots.
  - B) 200 knots.
  - C) 250 knots

## Meeting Minutes (continued)

*(Continued from page 5)*

Alice thanked the current Board for their help the past two years. Gifts were presented. Donna thanked Alice for her years of service and presented her with a gift. Ballots were requested to be destroyed..

The new Monterey Bay Board for 2012-2014 was installed by the current Board member.

- Mona Kendrick (absent), Secretary, was installed by Alice.
- Jeanne Hendrickson, Treasurer, was installed by Sarah.
- Lori Ledford, Vice-Chair, was installed by Donna.
- Claudia Contreras, Chapter Chair, was installed by Alice.

Claudia officially took over the gavel and called for New Business

Mary reported that the EAA will hold a pot luck on August 7<sup>th</sup>.

Alice asked that the August meeting be devoted to preparation work for the WVI 48<sup>th</sup> Fly-In & Airshow. Starting at 6:00pm, instead of 7:00pm, which the traditional pot luck.

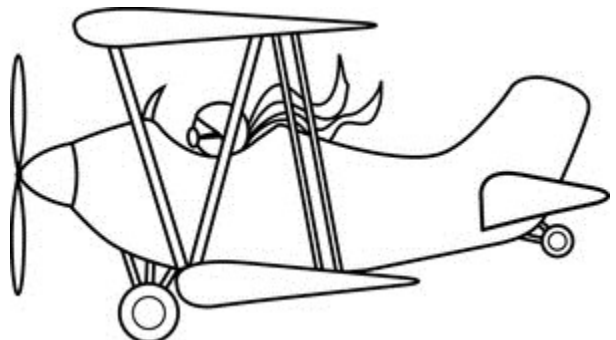
Alice mentioned the Airshow Luau scheduled for Sat. 8/11. She has tickets. \$35.00 p/person.

Mary reported on Judging for the Airshow and asked for help with the position of clerking.

Rayvon Williams, airport manager has requested to attend the August meeting and give an update on the WVI airport.

Meeting adjourned.  
Cake served, photos taken.

Submitted by: A. Talnack for Mona



## Instrument Flying (continued)

Called ground, picked up my clearance. Cleared to the Salinas Airport via the Salinas 2 Departure, Radar vectors, Climb to 4000, Contact Norcal 133.0, Squawk 4754. *Salinas 2 departure, what is the Salinas 2 departure?? Oh no, where are my plates? Do I have to cancel, or worse, admit I don't have them, how embarrassing.* I grabbed my flight bag and got the Salinas TWO departure. *Climb to Salinas 255 for vectors, I can do that. Easy peasy.* Did my run up and taxied to the runway and waited. *Why hasn't the airplane fallen apart? This is my last opportunity to quit and go back.*



After what seemed like an eternity, they cleared me to take off. *This is it, I'm on my own.* I took off. *1300 feet that should take a while, right?* I was asked to switch to Norcal. Norcal asked what I wanted to do. *Get back down, no quit it, would it be a bad thing to want my mom right now? Just calm down, you do this all the time with foggles on. Oh yes, my foggles, will I feel better if I had them on? No, that's just stupid. Just fly the airplane.* I asked for vectors to the ILS, full stop. *Yes, full stop, I don't want to try anything else at this moment. Oh, no, I see the clouds, time to look at the instruments.* I kept hearing my instrument instructor, just look at the instruments, airspeed, altitude, heading, then the other ones. *Thank You, David Lemons. When are these clouds going to end?* At 3500 feet I broke out and all I saw was white. White to the left, white to the right, white in front and I'm sure if I dared to look behind me I would see white. *Wow this is nice, so calm, so beautiful.*

I was vectored to the west side of the airport where I was able to periodically see the ground again except that now the clouds were all the way to Chualar. *Chualar, that's near the IAF, that means... Wait I have to go back in the clouds to land, that is not what I expected. Great going, Claudia, now you have to go back through the clouds and land.* I straightened up, double checked my airplane settings, time to get ready to go down. Turn right 280, maintain 5700 until established, cleared for the ILS 31 approach. *Ok here it goes. Down I go, needles centered, airspeed 100 knots, 500 fpm descent. Trim.* At 5000 feet got cleared to land runway 31. 3750 feet. *I know the clouds are coming, keep your head in the cockpit. Thank You David Lemons, for not letting me peek during training.* 3500 feet. I feel the darkness but I don't look out. *It's probably safer in here.* 1700 feet. *I should come out any second now.* 1300 feet. *Whoa, what happened I am still inside the clouds.* 1000 feet. *Why am I still in here. Needles still centered, check.* 800 feet to go. I saw some light at 700 feet. *The runway, I see the runway, what a beautiful sight (I may have jumped into a song if I wasn't so busy configuring the plane to land).* Landed and taxied to parking, turned the airplane off and I sat in the cockpit. *What was I thinking? That was exhausting, but I am so glad I did it. Again, I want to do it again, just not right now.*

The flight was .9 on the Hobbs and .6 was in IMC conditions. I felt a great deal of confidence that day, makes me wonder what else I can do to make me a more confident, and ultimately, a better pilot.





## Jet West Pictures



## Airmarking Pictures



## FAA Safety Seminars

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

**Title:** IFR Round Table: Visual Segments on Instrument Approaches

Saturday August 11, 2012 at 12:30 PM

Location: **San Carlos Flight Center**; 655 Skyway Road; Suite 215; San Carlos, CA 94070

**Select Number:** W1545559    **Description:** This event is part of our IFR Roundtable series of discussion groups, where advanced and novice IFR pilots share knowledge about particular aspects of instrument flight. This session topic: Visual Segments on Instrument Approaches. Some instrument approaches end with a "fly visual to airport" segment.

**Title:** FAR/AIM Review in One Hour

Wednesday, August 15, 2012 at 7:30 PM

Location: **San Carlos Flight Center**; 655 Skyway Road; Suite 215; San Carlos, CA 94070

**Select Number:** WP1545517    **Description:** "FAR/AIM review in one hour." Bring your current hard copy (better than online for easier reference) and the book with the most use, e.g., underlined and highlighted will win a new 2013 edition. We'll have fun questions and answers to the "legal-ease" and focus on getting back in the books for greater awareness and safety.

### FLY-OUT ACTIVITIES

**Aug 18:** A day in **Delano** (KDLO)! Eat and explore the Aviator's Casino!

Meet at KWVI at 9am, depart at 9:30am

**Sept. 22:** A scenic flight over the beautiful **San Francisco Bay!** (SFO)

Meet at KWVI at 10am, depart at 10:30am

**If you plan to fly or want to be a passenger, please contact Lori Ledford.  
831-578-7610 or [Loli191@yahoo.com](mailto:Loli191@yahoo.com)**

### Pilot Tips

- Bob Martens shares a great tip you can use when flying at night. This 1-minute procedure could keep you out of trouble.  
[http://www.pilotworkshop.com/tips/night\\_flying\\_safety.htm](http://www.pilotworkshop.com/tips/night_flying_safety.htm)
- Did you know that you are required (by regulation) to brief your passengers on a few items prior to launching on a flight?  
[http://www.pilotworkshop.com/tips/passenger\\_safety\\_checklist.htm](http://www.pilotworkshop.com/tips/passenger_safety_checklist.htm)
- When flying an ILS, there are some things you should do on the final approach course to smooth out your approach  
[http://www.pilotworkshop.com/tips/ifr\\_final\\_approach.htm](http://www.pilotworkshop.com/tips/ifr_final_approach.htm)

## Cork Board.

### Volunteers needed for monthly meetings (Hosting)

New calendar year means we need people to volunteer to bring snacks to the meetings.

August—Pot Luck

September—Open

October—Open

November—Open

December—Christmas Party

January—Open

February—Open

March—Open

April—Open

May—Open

Call Joanne Nissen at 831-675-3950 or email/call Claudia Contreras at 831-776-9972, [clc\\_80@yahoo.com](mailto:clc_80@yahoo.com).

### Airplane Courtesy

Message sent by Marion Nauman - Ventura County/Southwest

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I try to train my student pilots & pilots that I fly with that, when removing chocks prior to engine start, to remove them from around the front wheel and place them out of the way by placing them next to the wing tiedown ring in the tarmac. There are two good reason for doing this.

1. The chocks are then out of the way for the next aircraft, so it does not have taxi over the chocks when pulling into the parking space. (A nice courtesy.)
2. If the chocks are left behind the front wheel during engine start, they can be blown out from under aircraft. Last week, I observed a 300-hp aircraft during engine start with the chocks left behind the front wheel. The pilot had the throttle set open too much, resulting in the engine revving up upon start. The propeller blast threw the chocks backwards, bouncing around under the fuselage & empennage and flying out behind the aircraft. I stepped off it off and the chocks travelled 57 FEET from where they were originally lying. The pilot was lucky that the bouncing chocks did not hit the bottom of his aircraft and that there were no aircraft parked in the next row behind him.  
Help me train other pilots in this matter."

### Moving Away From Paper - The use of MedXPress is mandatory beginning October 1, 2012

Effective **October 1, 2012**, pilots must use FAA MedXPress to complete an electronic application for an Airman Medical Certificate or Airman Medical and Student Pilot Certificate, FAA Form 8500-8.

As many of you know, the Federal Government is taking steps across the board to become more efficient and to reduce costs, and our move to electronic records is consistent with those initiatives.

One of the significant enhancements will establish a tracking program so that pilots and AMEs can query the system and electronically determine the status of applications.

Future enhancements will also transition air traffic control specialists (ATCSs) to MedXPress, after internal FAA coordination and some modifications to the ATCS certification system.

Why wait for the October 1, 2012 deadline? We encourage you to begin using MedXPress today. MedXPress is located at <https://medxpress.faa.gov/>

If applicants have any technical issues with MedXPress, they may reach MedXPress Support at [877-287-6731](tel:877-287-6731).

### Ramp Checks

The San Jose FSDO has warned us that they will be conducting ramp checks on the weekends in July, August and September 2012.

Ramp checks will be conducted **after** you return to the tiedown after landing. They are meant to be educational, but ...

Make sure you carry the required documentation and to make sure that you know where the required airplane documents are located. If there are any anomalies, get them corrected **before** flight.

More information can be found on the AOPA website. [http://www.aopa.org/members/files/topics/rmpcheck.html#at\\_pco=cfd-1.0](http://www.aopa.org/members/files/topics/rmpcheck.html#at_pco=cfd-1.0).

Monterey Bay Chapter 99s  
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# Logbook



Mailing  
Address  
Goes  
Here

*August 15, 2012*—————*MB99s Chapter Meeting*  
*6pm, EAA Hangar, WVI*

*August 18, 2012*—————*A Day at Delano*  
*Meet at KWVI at 9am, depart at 9:30am*

*September 1-2, 2012*—————*48th Annual Watsonville Airshow*  
*WVI*

*Sept 7-9, 2012*—————*SWS Meeting*  
*Santa Maria, CA - Radisson at SMX*

*September 19, 2012*—————*MB99s Chapter Meeting*  
*7pm, EAA Hangar, WVI*

Keep Learning!!!!

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