



Established August 14, 1965
www.montereybay99s.org

December 2022 Volume 26, Issue 12

LOGBOOK



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ATTACHMENT

Night Flying Notes



CONGRATULATIONS to Adeline Ochoa who got her golden ticket on November 18 2022 !!!!!

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."

General Meeting

December 21, 2022

6 pm Potluck, 7 p.m. White Reindeer
 EAA Hangar at Watsonville Airport

Monterey Bay 99s Chapter Officers

Chair: Michael Sersasio
Vice-Chair: Jeanne Sabankaya
 Claudia Maciel
Secretary: Carolyn Dugger,
 Mona Kendrick
Treasurer: Alice Talnack

Committee Chairs

Aerospace Education: Alice Talnack
Air Marking: Michael Sersasio
Scholarship: Alice Talnack
Membership: Mercedes Eulitt
Historian: Carolyn Dugger
Librarian: Laura Barnett
Aviation Activities: Claudia Maciel
Legislative: Alice Talnack
WebMistress: Gabrielle Adelman
Public Relations _____
Hospitality Chair: Mona Kendrick
Logbook Editor: Jeanne Sabankaya

The 5th of the month is a soft deadline to submit articles, photos, notes for the current month's publication. Send info to
jeannesabankaya@gmail.com



Member Activities

(information are from the members that attended the general meeting and photo documents)

Michael Sersasio—Bay Cities Poker Run, working w/ WVI Rayvon-EAA-WPA-99s Diamond Jubilee, KMRY practice area, WINGS phase 8 basic completed

Alice Talnack—flying locally

Kay Harmon—visit SNS admin offices

Bridgett Higgins—Multi intro to KSTS

Claudia Maciel—Instructing

Mercedes Eulitt—recurrency, landing

Theresa L/B—WEACT, PVAA, flying locally

Jeanne Sabankaya—Bay Cities Poker Run 10/22, 99 Webinar 11/9, training local area

Behind-the-scene committees

WAAC—???

WEACT—Theresa L/Byers, Jeanne Sabankaya

SPA —Kay Harmon, Sophia Taylor-Home

Hollister Airport—Kay Harmon

Prop Wash

By Michael S. Serasio
December 2022

Well this is the last Prop Wash for the 2022 year. I am very appreciative to the members of the Board, Hospitality volunteers, Membership and everyone that has volunteered and helped in all sorts of ways.

* Thank You to Jeanne Sabankaya for being our Chairman during the COVID 19 Pandemic .

- Welcome back Claudia & Nikki. Welcome to new Members Bridgett, Adeline, Summer, Alexandria, Ava, Ksenia and Kim.

- We have our Chapter Leadership Manual updated and the Bylaws are in order.

- MB99s are reaching out to “lost” members to support and encourage them to continue in aviation.

Looking forward to 2023:

- I hope to have some interesting Speakers following our “short” Business Meetings.

- Very excited to get our history situated in a Digital fashion. We have been meaning to do that that many years now.

- 2023 shall be the year that our Future Women Pilots get their certificates!!

Let us see how many we can get. As a bonus we can get some new members to the MB99s.

- Looking forward to having a MB99s Brochure updated and placed at ALL areas of aviation to get more members and scholarships winners!!

- VERY proud that our MB99s chapter is involved with WEA, WVI Diamond Jubilee, and maybe again the Palms to Pines.

I hope everyone comes to the Holiday Party on Dec 21. Please wear some festive clothing!!
Potluck and White Elephant Exchange.

Merry Christmas and Happy New Year to all!!

Monterey Bay 99s –

Have you donated this year? Time to make that yearly donation of **\$20.00** for chapter dues.

Examples of how your **\$20.00** donation is used throughout the year are:

We donate to the Women Pilots Museum, Amelia Earhart Museum, the 99s Endowment Fund and fund projects at our International Headquarters in Oklahoma City.

Locally, your dues help the chapter maintain our storage hangar, aviation library, monthly meeting locations, chapter supplies for various aviation presentations and activities, aviation related toys for the KSBW holiday program, sponsor inductees to the Forest of Friendship, new member badges and more...

And, traditionally our yearly **Aviation Scholarship Program** to a local female applicant seeking her pilot license or new rating.

A great value for just a **\$20.00** donation for an entire year.

How to donate:

Make checks payable to the Monterey Bay 99s.

Mail to: Alice Talnack, 140 Dovewood Lane, Aptos, CA. 95003

We also take donations via SQUARE using your credit card. Some members are finding it easier to pay multi-year dues.

Thank you for contributing to the goals and operations of our chapter.

As always, your support for all that we do to promote aviation is greatly appreciated.

An easy way to Support the Monterey Bay Chapter -

Shopping on Amazon? – If you shop on Amazon, we hope you'll consider using AmazonSmile to help our efforts to raise money for our scholarships for women aviators. Just Google "smile.amazon" and that will lead you to Amazon's sign-up instructions. From then on .5% of your purchase prices will be donated to the **Monterey Bay 99s**. Thank you

All of these donations are tax deductible. A tax deductible form is available. Contact Treasurer, Alice Talnack for a form.

Santa and Rudolph Aren't the Only Ones Flying Around at Night

Nighttime flights can be turbulent-free and smooth, have less radio congestion and easier to spot other planes. The lights from the cities and ground traffic below are mesmerizing and distracting. If you are flying over less populated areas, you might be going into a "black hole." and wishing that "Rudolph with his nose so bright" would come and guide you through the night. Preflight is so important, never short-cut any of the steps. Using a headlight makes checking the plane a lot easier than the hand-held ones. Remember to get a flashlight with a red light option. You are going to need it once you start to fly. Don't forget to key the mic every time you are downwind, regardless if the lights are already on. When flying to a new airport, you can ask the tower to turn on the runway lights so you can find the airport and runway. Attached to the Logbook are a collection of notes about Night Flying. Take a look at it because there is more to night flying than you think. And lastly,

- * Talk about reindeer, consider flying a low pass down the runway to clear wild life that are around the airport in certain parts of the country. You don't want to be impeding Santa's delivery progress.
- * (This story has been told several times and it seems appropriate to this bullet point. It was a few days before Christmas and I had just turned onto runway 2-0 in Watsonville. Checking again to make sure I was clear to take off, I noticed 4 deer romping in the field next to the threshold. When my instructor called UNICOM to inform them of wild life, I could hear them jokingly asking if they were reindeer and isn't this call a little early since Christmas is in a few days. They did go out and make sure the area was clear after the joking.)

(SEE ATTACHMENT)

NEW NEWSLETTER EDITOR AS OF JANUARY

Please send your emails, articles, photos to Bridgett Higgins at Higgins.bridgett98@gmail.com

When you send information, try to be thorough so she doesn't have to do extra research. This includes sending a short paragraph about any photo you submit.

Be expecting some new energy.
Thank you.

**HAPPY
HOLIDAYS**



MONTEREY BAY 99s' PERPETUAL CALENDAR

December

Holiday Potluck/Party

Deadline for Scholarship Applications

January

Southwest Section Winter Workshop Meeting

February

Cookies for the towers & airport staff

MB99s—History & Scrapbook Remembrance/Updates

March

MB99s Nominating Committee—Bi-Annual

Salinas Air Show

WIA

April

MB99s ballots distributed for new officers—Bi-Annual

Southwest Spring Section Meeting

May

MB99s Scholarship Award & Luncheon

June

Chapter Reports Due to International

Identify pilots for Section Award @ Fall SWS meeting

July

Membership donations due

Monterey Bay chapter officer installation

AirVentunre/OshKosh

Flying and Entertaining Family...The Tuckers

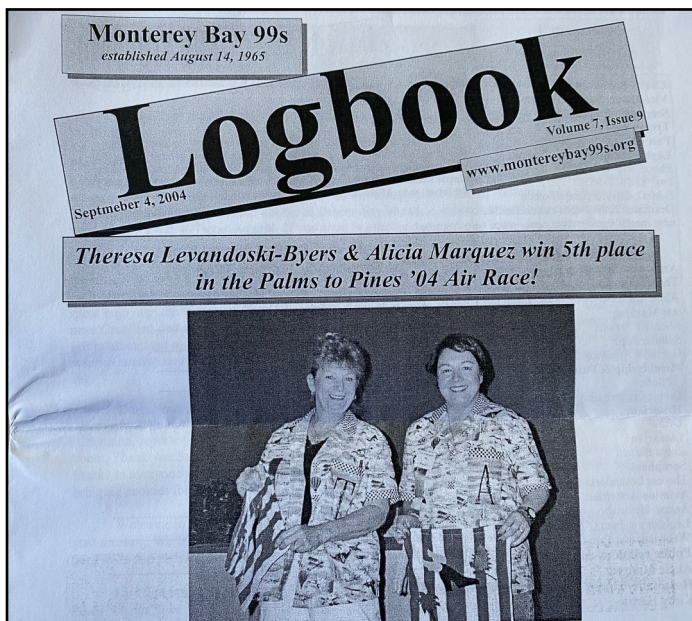


←Sean D. Tucker Eric Tucker (son) ↑
(with Sophia)

Both father and son have performed at the Salinas International Air Show. These are from different years. Eric's photo was this year.

PALMS TO PINES Sept. 5, 2004

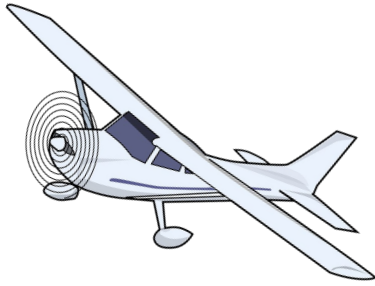
Theresa L/Byers and Alicia Marques took 5th place



Thank you to my aviation angels who have helped me when I was down. In your own way, your messages were clear. You were by my side and gave me encouragement.

As our mission statement mentions "mutual support," and I can say I received that.

Jeanne Sabankaya



AVIATION ACTIVITIES

DATE	ACTIVITY	TIME/LOCATION
Dec. 3, 2022	Cross-Country Flight Planning Workshop	9 a.m. AeroDynamics Aviation, Reid Hillview Airport (2650 Robert Fowler Way—SJ)
Dec. 10-11	Hollister Airport Display Days	Hollister Airport display historic aircraft (35 yrs or older)
	The link to STEM activities from museum of women pilots. https:// www.museumofwomenpilots.org/ women-pilots-and-stem.htm	
Dec. 13	Emergency Avoidance—Preparation & Execution	5 p.m. On faaSafety@faa.gov
Dec. 14	PPLI: You Belong Here	5 pm Ninety-Nines Wednesday webinar (go to the organization website)

Aircraft Registration

Submitted by Mercedes Eulitt

the FAA published on Nov. 22 2022, a new final rule that changes aircraft registration expiration dates to a 7 year cycle. This puts into place a 4 year extension to any aircraft existing expiration date (previously just 3 years).

For any of you taking check rides, be sure to note this new change regardless of what expiration you see on any of aircraft you fly.

If you have any questions or would like to read the regulations- ask your CFI or see attached.

<https://aviationweek.com/business-aviation/safety-ops-regulation/faa-extends-aircraft-registrations-3-years-7-years>

https://www.faa.gov/sites/faa.gov/files/ARM-221027-001_2120-AL45_Aircraft-Registration_Direct-Final-Rule_16NOV2022.pdf

Helicopters

True or False

During stabilized cruise flight on a constant heading, the advancing rotor blade of a helicopter has more airspeed and, therefore, creates more lift than the retreating blade.



If this were so, the rotor disk would be unbalanced, and the excess lift on the side of the advancing blade would cause the helicopter to roll forcefully toward the retreating rotor blade. False

When you are around helicopters, keep in mind their wake turbulence. The following information was taken from AOPA's Flight Training magazine March 2017.

Section 7-3-7 of the Aeronautical Information Manual reads "In a slow hover taxi or stationary hover near the surface, helicopter main rotor(s) generate downwash producing high velocity outwash vortices to a distance approximately three times the diameter of the rotor." "When the rotor downwash of a hovering helicopter hits the surface, 'the resulting outwash vortices have behavioral characteristics similar to wingtip vortices produced by fixed-wing vortices produced by fixed-wing aircraft. However, the vortex circulation is outward, upward, around, and away from the main rotor(s) in all directions. Pilots of small aircraft should avoid operating within three rotor diameters of any helicopter in a slow hover taxi or stationary hover."

"There is no safe place to land near a hovering helicopter. Also, like airplane wingtip vortices, these rotor vortices can last more than a minute, so pilots should remain well clear of helicopters—in both distance and time."

"Helicopter pilots need to be considerate of their rotor blast, just as airplane pilots need to be considerate of propwash. Don't perform an engine runup with another airplane behind you, or a bunch of parked aircraft nearby."

BOOK REVIEW



Gone Flying

The dishes aren't washed—the beds aren't made,
Where the clothes were dropped—is where they've stayed;
For the winds are calm—and the weather's fine
And Mother's gone flying with the 99s.
The houseplants are droopy, the dog has no meal,
The kitchen floor has a gritty feel.
But the ceiling is high and the weather's fine
And mother's gone flying with the 99s.
She left this morning (before 8 o'clock)
Her system was in a state of shock -
For she's never really awake 'til half-past nine
Except when she goes with the 99s.
Here she comes home to the dust and the mess,
Which she won't even notice or I miss my guess.
Her eyes have a sparkle that's not from the wine.
She must have had fun with the 99s. (from 2001 Logbook)



Sign-up for Hospitality

January—KSNS

Alexandria Shairo

February—KWVI

Theresa

March—KSNS

Nikki Frynn

HAPPY BIRTHDAY, KAY



On November 26th, Kay turned 90 years old. She celebrated that accomplishment the only way she knew, by jumping out of a plane and parachuting down 15,000 feet on the Marina Airport below. This was not Kay's first jump. Following the spirit of Genevia Cranford, Kay did her tandem jump when she was 80, 85, and this year at 90 years old! To celebrate her were fellow 99s, Michaela Serasio, Sophia Taylor-Home, Carolyn Dugger and Jeanne Sabankaya. Carolyn and Jeanne followed Kay out of the plane. Whooppppppeeeeeeeeeee! There will be more photos in the next Logbook.



Jeanne & Jumpmaster just jumped and started free-fall @ 15,000'



Kay's eldest grandson Greg & granddaughter's husband Dan

Why do you Sump the Fuel Prior to Flight?

It is late Fall and the weather is fair but chili at night. I was preflighting the plane when I heard my instructor yell, “Remember to check that bottom sump” The plane I fly has three sumps and part of the standard preflight is to check all three of them. Both wings had some water which I drained and retested until there was no more water to be drained. The bottom sump was another story. When I checked it, I was surprised to see that about 3/4 of my collection was filled with water. This never happened before. “This time of year, (warm days and cold nights) more water collects in the fuel tanks. Rock the wings so the water will move to the lowest point of the plane.” After a couple of draining, the fuel was void of water and the color was blue.

Here’s some information collected from AOPA articles and from other schools on the subject.

“Pilots use these sumps to remove water and other contaminants that settle out of the fuel. The fuel tanks in some aircraft, such as the Cessna 182, are lined with rubber bladders and wrinkles in these bladders can trap water and prevent it from reaching the sump.”

Since water is more dense than kerosene, the water will sink to the bottom, where the fuel tank outlet also happens to be. If there is a sizeable amount of water (not drained), the engine will stop, since there’s simply nothing to burn.

Fuel tanks should be filled after each flight or after the last flight of the day to prevent moisture condensation within the tank.

FLIGHT INSTRUCTORS

There are two well-known organizations for flight instructors. They are SAFE (Society of Aviation Flight Educators) and NAFI (National Association of Flight Instructors). If your instructor is dedicated to his/her job, you might find his/her name in the membership directory.

5 R’s (helpful acronym)

Replay—tell me about your flight

Reconstruct—would have, should have, could have

Reflect—what was the...flight today, how did you assess

Redirect—anything done today, relate to next, past lessons

Review—ACS, PTS or book standard, where am I, what to do, no disconnect and student understands

Monterey Bay Chapter 99s

c/o Michael Serasio

flyngnurse@aol.com



LOGBOOK

Calendar of Events

Dec. 21	Monterey Bay Chapter party 6 pm dinner, 7 pm gifts, EAA @ WVI
Jan. 28, 2023	Winter SWS workshop—South Valley Aviatrix (LA chapter) Wellness Retreat
Pending	2023 Spring SWS meeting—Long Beach chapter
Fall 2023	99s International meeting— Jordan
2023	Vancouver, British Columbia International meeting
Pending	2023 Fall SWS meeting—(Ventura County chapter)
Feb. 25	Potluck, BBQ & scrapbook work @ Carolyn's