

Monterey Bay 99s

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Logbook

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www.montereybay99s.org

January 08, 2013



January Chapter Meeting

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The January meeting will begin at 7 pm on Wed. January 16 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. The EAA hangar and parking lot is on the left.

Monterey Bay Chapter Officers

Chair: Claudia Contreras
Vice-Chair: Lori Ledford
Secretary: Mona Kendrick
Treasurer: Jeanne Hendrickson
Past Chair: Alice Talnak
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Deadline: 25th of each month for the next month's publication.

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Carolgene Dierolf
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Legislative: Alice Talnak

WebMistress: Gabrielle Adelman

Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



24 Sharp MB99s!

Listed below are 24 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

Earline Arnold

Laura Barnett

Sarah Chauvet

Claudia Contreras

Donna Crane-Bailey

Chris Crocker

Carolgene Dierolf

Mary Ellen Eisemann

Celeste Hadley

Kay Harmon

Jeanne Hendrickson

Teresa Johnson

Mona Kendrick

June Knapp

Joanne Nissen

Zoe Dell Nutter

Sandra Pratt

Jeanne Sabankya

Mary Saylor

Michael Serasio

Jill Smith

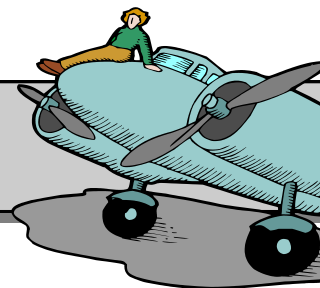
Alice Talnak

Pat York



Prop Wash

By Claudia Contreras



I see the start of the year as a chance to do something different, or to do something over. A fresh start so to speak, 2012 was a good aviation year for me. In 2012, I was able to renew my instructor certificate after letting it expire over 6 years ago. United Flight Services then gave me a job as a flight instructor. I see 2013 as a year to reach out to others and share the joy and experiences that aviation brings. According to the FAA there are about 617,128 certified pilots in the U.S that is less than 1% of the population. Of those only 41,316 are women pilots. 4,258 of the women pilots are members of the 99s. That's on the large scale.

If we take a look at the state of California, it has a population of 38,041,430. The FAA has a total of 62,606 that are active pilots of which only 4766 are active women pilots, 995 are members of the 99s. My question to you is how do we get not only current women pilots to join us, but other women as well? What can we do in the Monterey and Santa Cruz counties to bring the numbers up? Let's think about this and come up with a plan of action within the next 2-3 months and spend the rest of the year putting that plan in to action and see how many more women pilots we can get to join us. Any ideas are welcome.



Number 1 Request from ATC

For more info, go to FAASafety.gov

ATC asked that we send this recent Briefing Sheet, normally issued only to airline pilots, to General Aviation (GA) pilots as well. As you can see in the 1-page document, ATC wishes that pilots are aware of the problems caused by not reading back their call sign.

The Briefing Sheet is available here: [https://www.faasafety.gov/files/notices/2012/Dec/ATSAP_Briefing_Sheet_\(December_20_2012\).pdf](https://www.faasafety.gov/files/notices/2012/Dec/ATSAP_Briefing_Sheet_(December_20_2012).pdf) (see page 4)

Let's all remember that when operating IFR or at an airport with a control tower or when using VFR Flight Following, including your call sign when responding to an instruction from ATC is the best practice!

Have a safe and enjoyable New Year of Flying!

(See page 4)

During the week of 12/19/2012, the following briefing was distributed to the pilots of our nine CISP partner airlines in direct response to ATSAP reports received on this issue.

ATC Wished Pilots Knew...

What Controllers Say (Chapter 1)

Call Sign Read Back

A pilot's intent to be brief and not tie-up the frequency often backfires if a call sign is not included. Examples from 1,523 recently shared ATC reports include...

"I reported the traffic to (Call sign) and he reported the aircraft in site. I told him to maintain visual separation and his response was "wilco." I asked for a call sign with the transmission and he came back and said, "(Call sign) we will not hit the traffic." The way he said it was slow and he seemed mad that I was asking for the call sign."



"(Call sign) reported both aircraft in sight and I cleared him to follow the traffic to 28L and maintain visual separation with the traffic for 28R. (Call sign) read the clearance back verbatim, so I went on to the rest of my sequence and switched him to the tower. It was a week later that I was informed that because (Call sign) didn't read back his call sign I would be hit with an error."



"I was informed that because (Call sign) didn't read back his call sign I would be hit with an error."

"(Call sign) on base leg, reported parallel traffic in sight. I issued new heading, maintain visual separation from that aircraft, and cleared for a visual approach to Runway 28R. Apparently (Call sign) read back clearance and executed visual approach, BUT did not use their call sign in responding to an ATC instruction. I was advised of this electronically detected event 1 month after occurrence."

"As a radar controller, on a daily basis I deal with pilots who do not give their call signs on frequency read backs. Because of the issues with NORDO aircraft I have tried to be diligent in verifying that it was the correct aircraft reading back the frequency."

What is CISP?

Confidential Information Sharing Program

CISP is an agreement between the ATC VSP (ATSAP) and several air carrier VSPs, to exchange safety reports, while protecting the confidentiality of the submitters. CISP allows pilots to view problems from a controller's perspective, and vice versa. Many reports exchanged through CISP involve the same incident, and offer a unique two-sided view of an aviation event. The ATSAP program currently has CISP agreements with UAL, SWA, AAL, CHQ, RPA, TCF, FFT, NKS, and AWE. More are pending.

ATSAP Briefing Sheet to CISP Partner Pilots

www.atsapsafety.com

Cork Board.

Aviation Scholarship

Deadline for Monterey Bay 99s scholarship is January 31. Encourage others to apply.

2013 Southwest Section 99s Winter Workshop

Saturday, January 26th, 2013

Hosted by the Mount Shasta Chapter

Location: Come to the beautiful north state, to the **Hilton Garden Inn**. Our meeting will be held in their larger conference room.

Time: 9:00 am to 4:30 pm.

Rooms: The **Hilton Garden** has generously reduced their rates to \$99 per night plus tax for our group. We have set aside rooms for both Friday and Saturday nights.

For reservations call **530-226-5111** and let them know you are with 99s. That will insure you get the reduced room rate.

Pilot Tips

- Why you should always use back-up nav aids - even if you have glass cockpit.
http://www.pilotworkshop.com/tips/pilot_avionics_safety.htm
- A good way to mentally prepare for aircraft emergencies is to play a game called "what if"?
http://www.pilotworkshop.com/tips/pilot_situational_awareness.htm
- Are you carrying enough insurance on your airplane?
http://www.pilotworkshop.com/tips/aircraft_insurance_premium.htm

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Logbook



Mailing
Address
Goes
Here

January 16, 2012 ————— MB99s Chapter Meeting
7pm, EAA Hangar, WVI

January 17—20, 2013 ————— NIFA Safecon Competition
Salinas, CA
Judges needed.

January 26, 2013 ————— 2013 Winter Workshop
Redding, CA

February 20, 2012 ————— MB99s Chapter Meeting
7pm, EAA Hangar, WVI

May 3-5, 2013 ————— SWS Meeting
Bakersfield, CA