

Monterey Bay 99s

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Logbook

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January Chapter Meeting

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The **January** meeting will begin at **7 pm** on **Wednesday, January 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.

Monterey Bay Chapter Officers

Chair: Claudia Contreras
Vice-Chair: Lori Ledford
Secretary: Mona Kendrick
Treasurer: Jeanne Hendrickson
Past Chair: Alice Talnack
Logbook Editor: Claudia Contreras
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Deadline: 30th of each month for the next month's publication.

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Alice Talnack

Air Marking:

Michael Serasio

Scholarship:

Alice Talnack

Membership:

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Historian: *Alice Talnack*

Librarian:

Laura Barnett

Scrapbook:

Theresa Levandoski-Byers

Aviation Activities:

Lori Ledford

Legislative: Alice Talnack

WebMistress: Gabrielle Adelman

Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



Member Activities



- ♦ Alice Talnack—Local Flying, went with Kay to SIRS presentation
- ♦ Claudia Contreras— Instructing
- ♦ Jeanne Hendrickson—Local Night Flight
- ♦ Joanne Nissen—Attended International Board Meeting
- ♦ Kay Harmon—SIRS Presentation, Flight to Pleasanton with SOPA
- ♦ Michael Serasio—Touch and Go's in SNS
- ♦ Mona Kendrick—WIAH research
- ♦ Theresa Levandoski-Byers—Local

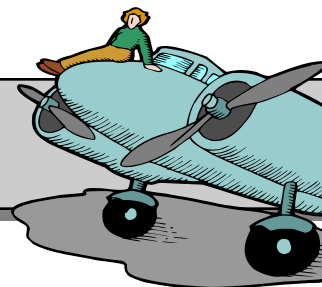
Membership Donations

If you haven't please make your membership donations minimum of \$20 please do so. **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, 2013 to May 31, 2014.

Gabrielle Adelman
Laura Barnett
Sarah Chauvet
Claudia Contreras
Donna Crane Bailey
Kryss Crocker
Carolgene Dierolf
Carolyn Dugger
Lertitha Harris
Jeanne Hendrickson
Mona Kendrick
Theresa Levandoski-Byers
Joanne Nissen
Jeanne Sabankaya
Ann Sanchez
Michael Serasio
Jill Smith
Alice Talnack

Prop Wash

By Claudia Contreras



Happy New Years. I cannot believe how fast 2013 went by. There are so many things to look forward to in 2014. The first thing to do is attend the Winter Business Meeting in Carlsbad. A few months after that is the Spring Section Meeting in Ontario. This summer the International Conference will be in Louisiana. And a few months after that the Fall Section Meeting is in Reno. We also have lots of chapter activities to look forward to, and we have a year to plan our Section Meeting.

We have elections to look forward to this year, if you would like to take on a position or know someone who would like to, let us know. Is there something that you want to try this year, do let me know. I would like to do more flyouts as a chapter this year and hopefully you will be able to join me. There are so many airports in California that can provide some weekend entertainment. So much to do, and the year just started. Let's make this a fun, productive year.

Fly Often, Fly Safe.

Claudia

Hospitality Volunteers

We are looking for volunteers to provide refreshments during our meetings. If you would like to volunteer please contact Joanne Nissen at 831-675-3950 or email ewesfly@aol.com

January—Jeanne Sabankaya
 February—Mona Kendrick
 March—Open
 April—Open
 May—Open
 June—Open
 July—Open
 August—Open
 September—Open
 October—Open
 November—Open



Proficiency in the Pattern

Reprinted with permission from Flying Magazine

Pilots who've been flying for many years or decades rarely spend much of their time in the air practicing takeoffs and landings. By simply making a half dozen or so trips around the pattern in between planning those trips to distant airports we can knock off the rust the best way possible.

Think about it. Takeoffs and landings involve just about every phase of flight there is: taxi, takeoff, climb, turns, level off, straight and level while maintaining altitude and track, descent and, finally, flare and landing. And it happens all in the span of five minutes, with lots of that time spent talking on the radio and performing quick finger work with configuration, reconfiguration and checklists.

If you mix it up during this sort of practice by performing a couple of full-stop landings, a couple of touch-and-goes and even a missed approach or two, you've covered a lot of aeronautical ground in a short span of time. An hour spent in the pattern can be worth dozens at cruise altitude with the autopilot engaged.

The best part of practicing takeoffs and landings, apart from the skill-building it promotes, is that it's a ton of fun as well. At the end of an hour in the pattern you might be asking yourself why you didn't do this sooner.

Read more at <http://www.flyingmag.com/technique/tip-week/proficiency-pattern#bWEmXWe4xzoQ0Ju1.99>



Monterey Bay 99's Membership Meeting

November 20, 2013

Attendance

Claudia Contreras, Jeanne Hendrickson, Alice Talnack, Michaela Serasio, Mona Kendrick, Laura Barnett, Theresa Levandoski-Byers, Joanne Nissen, Sarah Chauvet, Anne Robinson

Guest

Nicolas Fender

Treasurer's Report

Jeanne H. reports. Account summary attached.

Secretary's Report

Alice T. moves, and Joanne N. seconds, that the October minutes be approved as submitted. Motion passes.

Reports and Unfinished Business

Fall Board Meeting, International Board of Directors: Joanne N. reports.

New Business

Share Your Holidays will be Friday, Dec. 13, at KSBW. We can donate both toys and cash for the food bank.

Chapter Christmas party and white reindeer gift exchange will be 6:00 p.m., Wednesday, Dec. 18.

Laura Barnett is selling raffle tickets for a quilt.

Announcements

Joanne N.: The Air Race Classic will be 16 June 2014 to 19 June 2014.

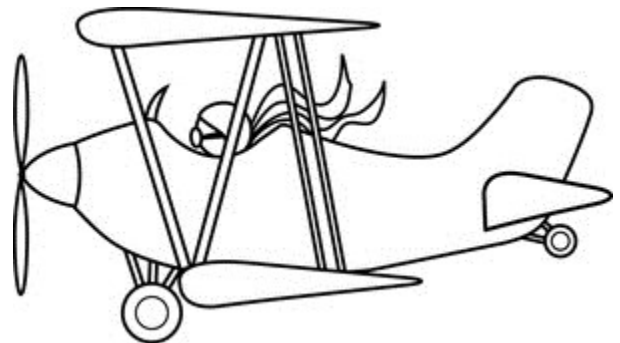
Meeting adjourns

8:15 p.m.

Program:

There is no program tonight.

Submitted by Mona Kendrick, Secretary



How's the Weather?
Notice Number: NOTC5091
For more info, go to FAASafety.gov

Weather is an important aspect of any flight.

Pilots must know and understand all weather associated with their flight, both as a preflight action and as the flight progresses.

Fortunately, there are many new sources of aviation weather to help pilots. Providers are now making weather data available in the cockpit and on many smart devices. These include government and private weather providers and most have explanations of how their products work on their associated websites. The FAA cannot recommend what weather provider a pilot should use but does stress that pilots must validate that whatever weather provider they choose bases its weather data on official government weather data.

Once the weather data is collected, pilots need a strategy to integrate the weather information into their planning and go-no-go decision making before and during flight.

To improve these weather related skills, all pilots are invited to take the FAASTeam's new online course - "Aviation Weather Data – A Targeted Approach". The course can be found on FAASafety.gov (ALC-322) at the following link:

https://www.faasafety.gov/gslac/ALC/course_catalog.aspx

Lightspeed Foundation

Nominations for the 2014 Lightspeed Aviation Foundation grant competition are now open. I would very much appreciate it if you would nominate Ninety-Nines Inc. The Lightspeed competition has inspired the 99s to broaden their outreach and talk to many new friends and supporters about aviation and the 99s. I hope the 99s are chosen as a finalist in next year's competition. Nominations from several people in the aviation community will improve our chances of being selected as one of the finalists in the 2014 competition. Thank you very much!

<http://www.lightspeedaviationfoundation.org/content.cfm/Nominate>

All you need is the following info:

Organization you want to nominate: Ninety-Nines, Inc.

Organization email address: President@ninety-nines.org or 99s@ninety-nines.org (pick one)

Organization Phone 405-685-7969

Organization Contact Name: Martha Phillips or Susan Liebler (pick one)

Why are you nominating them? Whatever you think is appropriate or any of the following

- ♦ 99s do great work in the aviation community and provide dozens of annual flight training scholarships.
- ♦ 99s help to grow the pilot community by providing scholarships to pilots and student pilots.
- ♦ 99s help spread the word about the benefits of general aviation and are active in their local communities, providing pilot proficiency classes to the entire aviation community and aviation speakers to civic groups.
- ♦ 99s are involved in all phases of aviation and provide mentoring and financial assistance to student pilots.
- ♦ 99s are active and support other aviation organizations and provide volunteers resources and support at aviation events throughout the country. They help increase the pilot population with their scholarship programs and make the skies safer with their Pilot Proficiency Classes.

On Speed, On Spot

Bob Martens:

"Wally, I think that pilots at almost all levels seem to always be carrying extra speed on final, and they use the excuse that it's a wider safety margin. How would you address that subject?"

Wally:

"Well Bob, I feel it's important to land on speed, on spot. And if you're making the approach at the improper air-speed, you're not going to land where you think you will land. It's important to pick the appropriate speed for the approach given the weather and the wind and the conditions you have for the day. To arbitrarily add additional speed does not enhance safety - it merely results in a longer landing.

We should touch down as slow as possible because we then have dissipated as much energy as we can. We eliminate the bounces; we eliminate the hard braking and the wear and tear on our airplane that a fast landing causes. We also want to keep the nose wheel light if we can. Again, not banging it on the runway to scare our passengers saves wear and tear on the nose wheel and it also helps provide aerodynamic braking."

Bob Martens:

"Obviously many of our General Aviation airports will accommodate us landing well down the runway, and we can consider that a safe landing. But at any time in our flying career we may be literally called upon to put an airplane down on speed, on spot due to a short field environment, an obstacle or worse yet, an engine failure. So we're talking about discipline and establishing a way of doing it all the time as opposed to taking the easy way out."

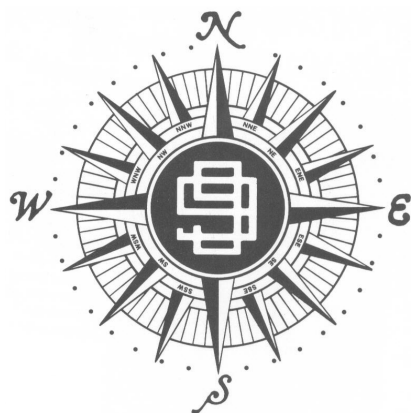
Wally:

"You make a great point, Bob. If we practice on speed, on spot all the time it will become our habit and we'll be confident that we can do it on the day we need it. If we haven't practiced it in a long time, we probably won't do it very well and that may be a day when we really need to do it."



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Logbook



Mailing
Address
Goes
Here

*January 15, 2014 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*

*January 25, 2014 ————— Winter Workshop, Carlsbad, CA
Hosted by Coyote Country Chapter*

*February 19, 2014 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*

*April 25-27, 2014 ————— Spring Section Meeting
Ontario, CA*

*July 8-13, 2014 ————— International Conference
New Orleans, LA*

*September 5-7, 2014 ————— Fall Section Meeting
Reno, NV*

*July 7-9, 2015 ————— International Conference
Munich, Germany*