



Monterey Bay Ninety-Nines

# LOGBOOK

Next General Meeting:

**Wednesday, January 18th, 2023 at 7:00 pm**

**Salinas Airport Admin Office, Salinas, CA**

Established August 14th, 1965  
[www.montereybay99s.org](http://www.montereybay99s.org)

January 2023  
Volume 27, Issue 1



**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.”

### What's Inside

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- 6 - Kay's Skydive!
- 7-9 - WINGs Seminar / Xmas Party 2022
- 10 - Salinas Airshow Announcement / Trivia
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- 12 - GA Activities / Trivia Answers
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- 14 - Calendar

## Member Activities

**Michael Serasio:** Completed Phase 8 FAA WINGS, volunteer at Bob Hoover academy and EAA Kids can Fly, touch and goes in Salinas

**Kay Harmon:** Breakfast at Hollister

**Jeanne Sabankaya:** landings, local skydive, WINGS workshop, tour of Joby Aviation in Marina

**Mona Kendrick:** reading aviation history

**Theresa L.B.:** PUA Meeting, Joby Aviation tour

**Bridgett Higgins:** tailwheel intro at RHV

**Nikki Fryn:** \$200 Hamburger at Harris Ranch

**Guest - Cynthia Armentrout:** IFR ground school

## Monterey Bay 99's Chapter Officers

**Chair:** Michael Serasio

**Vice-Chair:** Jeanne Sabankaya

**Secretary:** Carolyn Dugger & Mona Kendrick

**Treasurer:** Alice Talnack

### Committee Chairs

**Aerospace Education:** Alice Talnack

**Air Marking:** Michael Serasio

**Scholarship:** Alice Talnack

**Membership:** Mercedes Eulitt

**Historian:** Laura Barnett

**Aviation Activities:** Jeanne Sabankaya

**Legislative:** Alice Talnack

**Web Mistress:** Gabrielle Adelman

**Public Relations:**

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**Hospitality Chair:** Mona Kendrick

**Logbook Editor:** Bridgett Higgins

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### Behind-the-scene committees

WAAC—???

WEACT—Theresa L/Byers, Jeanne Sabankaya

SPA—Kay Harmon, Sophia Taylor-Home  
Hollister Airport—Kay Harmon

**The 5th of the month is a soft deadline to submit articles, photos, notes for the current month's publication. Send info to [higgins.bridgett98@gmail.com](mailto:higgins.bridgett98@gmail.com)**

# PROP WASH

By Michaela Serasio  
January 2023

Happy New Year to all!!

A New Year and New Start to get our Resolutions to Be Healthy and keep our Flying skills active!

In November, Kay Harmon, Carolyn Dugger and Jeanne Sabankaya did a Skydive out of Marina from 15,000 feet. Audrienne, Sophia and Michaela from the 99s came to watch!!

In December, we had a very nice Holiday Party with Cynthia Armentrout from Mid-Columbia Chapter, Northwest Section visiting. White Elephant Exchanges were done and fabulous food.

In February, We give the cookies to the towers and FBOs to thank them for their support throughout the year. Also we have the Digitalizing our MB99s history to finish.

California now has the much needed rain we need to get out of the drought.

Tough on us Pilots to get out there and fly!!

The Southwest Section Winter Workshop is January 28, 2023, Saturday. Topic is Aviatrrix Wellness Retreat: A guide to Personal Growth and Chapter Health. Deadline for Virtual attendees (I plan to attend virtually) is January 25, 2023. Deadline for In-person Registrations is January 10, 2023.

Looking forward to seeing everyone January 18, 2023 7pm for our meeting located in Salinas. I have a great speaker lined up. Come one and all!! Bring your new found friends who want to learn about aviation.



## 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? – Use [Smile.Amazon.com](https://smile.amazon.com) to place your order.**

Select the Monterey Bay Chapter of the Southwest Section of the Ninety-Nines as your charity to support. Once you select Monterey Bay as your charity all future Smile.Amazon purchases will automatically be credited to our chapter. Spread the word about this chapter fundraiser to family members, companies, etc. for their purchases.



# **MONTEREY BAY 99'S PERPETUAL CALENDAR**

## **January**

- South West Section Winter Workshop Meeting

## **February**

- Cookies for the Towers & Airport Staff
- Digitalize 99 Photos at Carolyn's

## **March**

- MB99s Nominating Committee (Biannual)
- WIA

## **April**

- MB99s ballots distributed for new officers (Biannual)
- 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
- AirVenture/OshKosh

# KAY HARMON: SKYDIVE AT 90

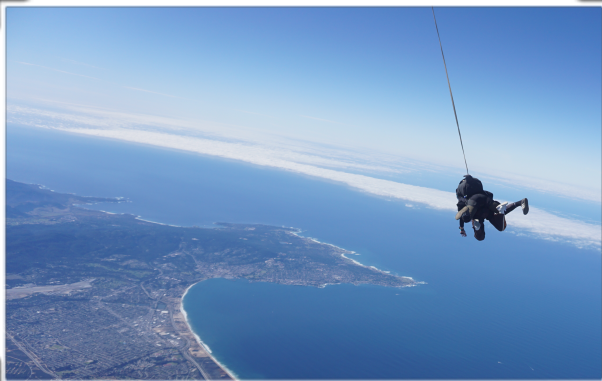
KSBW Link :<https://www.ksbw.com/article/ninety-year-old-skydiver-takes-to-the-skies-above-marina/42074366>



Kay Harmon, a thrill seeker, took her 3rd jump from a perfectly working airplane, for her 90th birthday. Surrounded by family, friends, and the KSBW crew, Kay went up to 15,000 feet to celebrate another year kicking butt!



MB99 Chair Michaela Serasio joined to cheer on Kay, Jeanne, and Carolyn!



# WINGS SEMINAR:

## CROSS COUNTRY PLANNING + MORE!

Hosted by Aerodynamic Aviation at Reid Hill-View  
Airport in San Jose, CA Dec 3rd, 2022

This WINGS Seminar taught by CFI Graham Harbman went through common check ride mistakes like “What is pressure altitude?” and “What is center of gravity?”. Think about your answer while you read on.

When conflicted on aerodynamic principles, it is important to know the why. To an examiner, it is not enough to say “When I am under 110 knots, I can input my first 10 degrees of flaps.”

“Why?”

“Load factor....”

“Oh, please explain.”

### FLIGHT LOAD FACTOR LIMITS

#### NORMAL CATEGORY

Flight Load Factors (Maximum Takeoff Weight - 2400 lbs.):

\*Flaps Up . . . . . +3.8g, -1.52g  
\*Flaps Down . . . . . +3.0g

\*The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.

#### UTILITY CATEGORY

Flight Load Factors (Maximum Takeoff Weight - 2100 lbs.):

\*Flaps Up . . . . . +4.4g, -1.76g  
\*Flaps Down . . . . . +3.0g

\*The design load factors are 150% of the above, and in all cases, the structure meets or exceeds design loads.

2-8

12 May 1981

Above: Example from Cessna 172 P POH

$$LF = L / W, \text{ or } L = LF \times W$$

If  $W = 2400\text{lbs}$  and  $LF = 3.8$ ,  
then  
 $L = 9120\text{lbs}$

But wait!...

Design LF is 150%  
more:

If  $W = 2400\text{lbs}$  and  $LF$   
 $= 5.7$   
 $L = 13,680\text{lbs}$

When our plane  
weighs 2400 lbs,  
the wings can  
support up to  
13,680 lbs!

### Inoperative Instruments and Equipment

The next topic brought up by Harbman is “How do I know if I need specific instruments or equipment to conduct my flight?” Unlike bigger commercial airplanes, Cessna 172 pilots are not required to have a flashlight to takeoff like B-757’s on United, having you sit on the tarmac for 2 hours (yes, over a flashlight, and it was terrible and hot). Regardless, it might seem obvious you need a working tachometer to take off, but CFR 91.213 helps us get specific.



**§ 91.213 Inoperative instruments and equipment.**

(a) Except as provided in paragraph (d) of this section, no person may take off an aircraft with inoperative instruments or equipment installed unless the following conditions are met:

(1) An approved Minimum Equipment List exists for that aircraft.

(2) The aircraft has within it a letter of authorization, issued by the responsible Flight Standards office, authorizing operation of the aircraft under the Minimum Equipment List. The letter of authorization may be obtained by written request of the airworthiness certificate holder. The Minimum Equipment List and the letter of authorization constitute a supplemental type certificate for the aircraft.

(3) The approved Minimum Equipment List must -

(i) Be prepared in accordance with the limitations specified in paragraph (b) of this section; and

(ii) Provide for the operation of the aircraft with the instruments and equipment in an inoperable condition.

(4) The aircraft records available to the pilot must include an entry describing the inoperable instruments and equipment.

(5) The aircraft is operated under all applicable conditions and limitations contained in the Minimum Equipment List and the letter authorizing the use of the list.

(b) The following instruments and equipment may not be included in a Minimum Equipment List:

(1) Instruments and equipment that are either specifically or otherwise required by the airworthiness requirements under which the aircraft is type certificated and which are essential for safe operations under all operating conditions.

(2) Instruments and equipment required by an airworthiness directive to be in operable condition unless the airworthiness directive provides otherwise.

(3) Instruments and equipment required for specific operations by this part.

(c) A person authorized to use an approved Minimum Equipment List issued for a specific aircraft under subpart K of this part, part 121, 125, or 135 of this chapter must use that Minimum Equipment List to comply with the requirements in this section.

(d) Except for operations conducted in accordance with paragraph (a) or (c) of this section, a person may takeoff an aircraft in operations conducted under this part with inoperative instruments and equipment without an approved Minimum Equipment List provided -

(1) The flight operation is conducted in a -

(i) Rotorcraft, non-turbine-powered airplane, glider, lighter-than-air aircraft, powered parachute, or weight-shift-control aircraft, for which a master minimum equipment list has not been developed; or

(ii) Small rotorcraft, nonturbine-powered small airplane, glider, or lighter-than-air aircraft for which a Master Minimum Equipment List has been developed; and

(2) The inoperative instruments and equipment are not -

(i) Part of the VFR-day type certification instruments and equipment prescribed in the applicable airworthiness regulations under which the aircraft was type certificated;

(ii) Indicated as required on the [aircraft's](#) equipment list, or on the Kinds of Operations Equipment List for the kind of flight operation being conducted;

(iii) Required by [§ 91.205](#) or any other rule of this part for the specific kind of flight operation being conducted; or

(iv) Required to be operational by an airworthiness directive; and

(3) The inoperative [instruments](#) and equipment are -

(i) Removed from the [aircraft](#), the cockpit control placarded, and the [maintenance](#) recorded in accordance with [§ 43.9](#) of this chapter; or

(ii) Deactivated and placarded "Inoperative." If deactivation of the inoperative [instrument](#) or equipment involves [maintenance](#), it must be accomplished and recorded in accordance with [part 43](#) of this chapter; and

(4) A determination is made by a pilot, who is certificated and appropriately rated under [part 61](#) of this chapter, or by a [person](#), who is certificated and appropriately rated to perform [maintenance](#) on the [aircraft](#), that the inoperative [instrument](#) or equipment does not constitute a hazard to the [aircraft](#).

An [aircraft](#) with inoperative [instruments](#) or equipment as provided in [paragraph \(d\)](#) of this section is considered to be in a properly altered condition acceptable to the Administrator.

(e) Notwithstanding any other provision of this section, an [aircraft](#) with inoperable [instruments](#) or equipment may be operated under a special flight permit issued in accordance with [§§ 21.197](#) and [21.199](#) of this chapter.

[Doc. No. 18334, [54 FR 34304](#), Aug. 18, 1989, as amended by Amdt. 91-280, [68 FR 54560](#), Sept. 17, 2003; Amdt. 91-282, [69 FR 44880](#), July 27, 2004;

Docket [FAA-2018-0119](#), Amdt. 91-350, [83 FR 9171](#), Mar. 5, 2018]

## MORE PHOTOS FROM THE CHRISTMAS PARTY







## 2023 Salinas Airshow Special Line-Up

Another year of aviation excitement for the Monterey Bay! The 2023 Salinas Airshow Line-up will be sure to impress with 2 headliners; The Canadian Forces Snowbirds and the United States Air Force Thunderbirds.

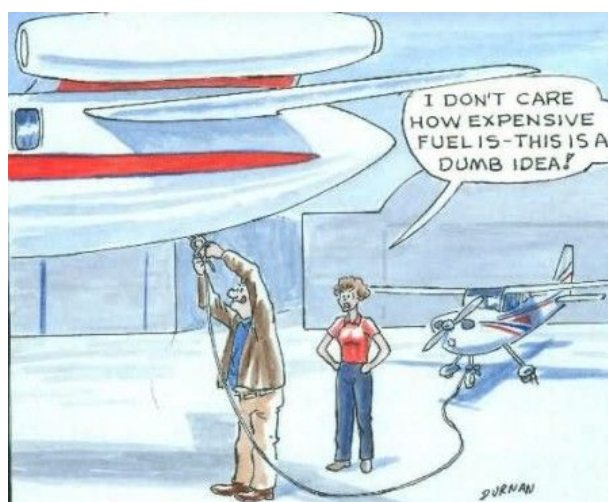
Mark off your calendar for **October 7th and 8th** in 2023 as this will be another amazing event you will not want to miss.

<https://salinasairshow.com/news/the-california-international-airshow-to-host-two-military-jet-teams-in-2023/>



## TRUE OR FALSE?

- 1) You need to fly through visible moisture to get carb ice.
- 2) You see a steady green light signal while in-flight, you've been cleared for takeoff.
- 3) When approaching a mountain range, you should approach at a 45 degree angle.
- 4) My cross-country cruise altitude is 13,500 ft. I do not need to wear oxygen.



(Pulled from quizzes on [boldmethod.com](http://boldmethod.com))

# Benefits of a Spot Landing Contest

with Tom Turner on [pilotworkshop.com](http://pilotworkshop.com)

## Subscriber question:

*"Other than bragging rights at a local fly-in if you win, is there any real-world benefit to spot landing contests?" Sam Y.*

**Tom:**



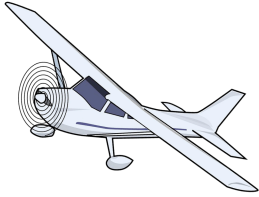
"It's fun to be the ace of the base and win a spot-landing contest. But being good at accuracy landings has benefits far beyond winning the adoration of your fellow fliers. To be consistently good at spot landings you must master three skills: airspeed control, glide path control, and the timing of the landing flare.

Any maneuver requiring precision, including obstacle takeoffs, high density altitude, aerial photography, flight near or at maximum weight, and emergencies, requires accurate airspeed control. A few knots here or there makes the difference if an engine fails, in singles as well as twins. Master airspeed control in spot landings and you can apply it to all phases of flight.

Flying a consistent glide path to arrive at a precise touchdown spot is great practice in what is called flight path management. That's a fancy way of saying the ability to make the airplane go precisely where you want. There are few more obvious ways of detecting the effect of your control inputs on your flight path than a chalk line marking where you'll win the spot landing contest. But with this practice you can also learn to manage the airplane's flight path through normal maneuvers and critical survival skills like an engine-out glide to an off-airport landing.

Mastering flight path management does you no good if you can't make a smooth transition to the next phase of flight. In an engine-out emergency, you only have one chance to get it right, avoiding a stall into your emergency field by flaring too soon, or impacting hard, or running off the end of the field by flaring too late. Even normal landings often come up short or end up running off the end of the runway.

Spot landing contests are fun. They're also great preparation for all your flying."



# AVIATION ACTIVITIES

Date	Activity	Time/Location
Tuesday, January 10th, 2023	"ABS - Why The Engine Quit!" FAASTeam Webinar	7 pm CST Select Number: CE03119390 on <a href="https://faasafety.gov">faasafety.gov</a>
Wednesday, January 11th, 2023	99's Webinar "Air Race Classic"	8 pm EST <a href="https://us06web.zoom.us/j/6025680270">https://us06web.zoom.us/j/6025680270</a>
Saturday, January 14th, 2023	WINGS Seminar "Medical Certification Q&A"	12 pm at Aerodynamic Aviation San Jose

## True or False Answers!

- 1) False - You don't need to be in visual moisture to pick up carb ice. You only need humidity in the air, and a temperature above freezing.
- 2) False - a steady green light means you are cleared to land
- 3) True - By approaching at a 45 degree angle, you can more safely turn away from the ridge if you get into reverse turbulence or an intense downdraft
- 4) False -According to 91.211, you'll need it (oxygen) if you're above 12,500' for more than 30 minutes. You don't need to provide it to your passengers unless you go above 15,000'.

# BOOK REVIEW

## *An Illustrated Guide to Flying*

by Barry Schiff



Inspired by the effortless soaring of birds, humans have taken to wing as the safest, fastest, and most enjoyable way to travel. *An Illustrated Guide to Flying* explains the principles and practice of flying with concise critical facts, supported with prolific illustrations and photographs, covering basic flight maneuvers, aircraft engines and flight instruments, navigation, weather, types of aircraft, traffic control, flight rules, and more. This is an exciting introduction to flying for aspiring pilots of all ages, revealing the mysteries of flight and explaining how pilots deal with their aircraft and the elements through which they fly. Either as a student, passenger, or future pilot, the reader will enter a fascinating new world that offers challenge, fun, and adventure. Just in time for the holidays, a perfect gift for young readers to adults!

## Sign-Up for Hospitality

- |                   |                   |
|-------------------|-------------------|
| - January - KSNS  | Alexandria Shairo |
| - February - KWVI | Theresa           |
| - March - KSNS    | Nikki Frynn       |

Monterey Bay Chapter 99s  
% Michaela Serasio  
flyingnurse@aol.com



## LOGBOOK

### Calendar of Events

- |              |   |
|--------------|---|
| Jan 28, 2023 | -Winter SWS Workshop - South Valley Aviatrix (LA Chapter)<br>Wellness Retreat   |
| Feb 25, 2023 | -Potluck, BBQ & Scrapbook work @ Carolyn's  |
| Pending      | -2023 Spring SWS Meeting - Long Beach Chapter   |
| Fall 2023    | -99s International Meeting - Jordan<br>-Vancouver, British Columbia International Meeting<br>-Fall SWS Meeting - Ventura County Chapter |





Eddie Maciel Jr. 41 of Chualar, CA passed away December 21, 2022.

You would have a hard time finding a person that met Eddie that didn't like him. He had the biggest heart. He was kind, funny and generous.

For about 2 years Eddie has been fighting infections, infections in different areas of his body. He has always been able to beat them enough to continue to live his life as he wanted. Unfortunately this last one was more than he could handle and his body finally gave in.

Eddie has always been a fighter since he was younger. He fought a courageous and valiant battle throughout his 41 years. The strength and courage it took to withstand things would be unmatched by any other man or woman out there.

Being in a wheelchair didn't stop Eddie from doing anything he wanted to do. He rode motorcycles, he played baseball, and basketball. He even volunteered for the Los Banos police department and loved going out on calls. He also loved playing the guitar and was a member of a band for many years. His love for music led him to start his own business. He became an entrepreneur and started his own DJ business out of Los Banos. No job was too small for him he would work anywhere he was asked to play.

He leaves behind his wife Claudia, his two sons Nicolas and Nathaniel. His father Ed Sr. and his brother David. He is preceded in death by his Mother Susan, his maternal grandparents George and Peggy, his paternal grandparents Antonio and Laura.

He will be missed by many aunts, uncles, cousins, and many, many friends he made throughout his life.