

**Monterey Bay 99s**

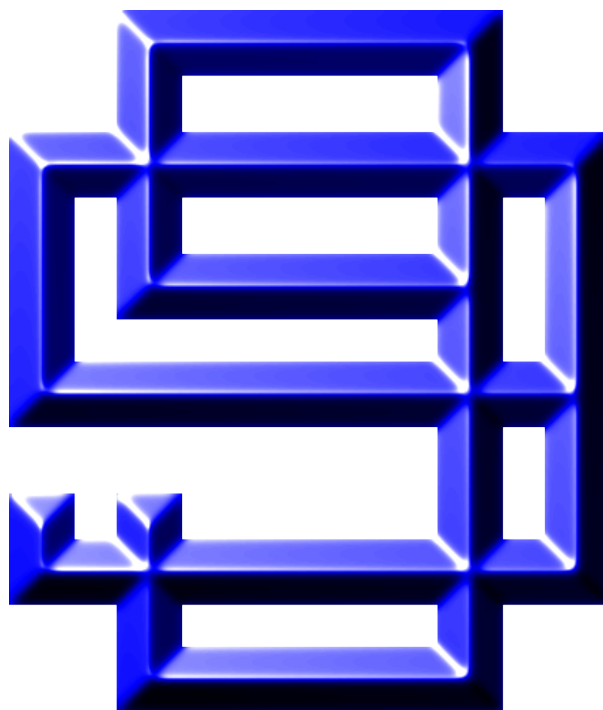
*established August 14, 1965*

# Logbook

Volume 15, Issue 7

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

**July 8, 2012**



"Any pilot can describe the mechanics of flying. What it can do for the spirit of man is beyond description."

*- Barry M. Goldwater, US senator*

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## July Chapter Meeting

The July meeting will begin at 7pm on Wed. July 18 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:** Michael Serasio  
**Logbook Editor:** Claudia Contreras  
 Phone: 831-776-9972  
 Email: [clc\\_80@yahoo.com](mailto:clc_80@yahoo.com)  
 Deadline: 25th of each month for the next month's publication.

### Committee Chairs

#### Aerospace Education:

Carolgene Dierolf  
 Alice Talnack

#### Air Marking:

Michael Serasio

#### Scholarship:

Alice Talnack

#### Membership:

Donna Crane-Bailey 688-9760

#### Historian: OPEN

#### Librarian:

Laura Barnett

#### Scrapbook:

Theresa Levandoski-Byers

#### Aviation Activities:

Lori Ledford

<[Loli191@yahoo.com](mailto:Loli191@yahoo.com)>

#### Legislative: Alice Talnack

#### WebMistress: Gabrielle Adelman

#### Public Relations Coordinator:

Carolyn Dugger

#### Hospitality Chair:

Joanne Nissen



## Member Activities



Marjorie Bachman

Instructing, ATP Prep

Laura Barnett

Sarah Chauvet

WPA meeting/ P

Claudia Contreras

Big Sur, Right Seat Flying, IMC flying alone.

Donna Crane-Bailey

Taxied the airplane, Soon to be in the air!!

Carolyn Dugger

Kay Harmon

Young Eagles, SOPA

Mona Kendrick

Commercial Training

Theresa Levandoski-Byers

WVI—Local

Jeanne Sabankaya

Landings and Takeoffs

Alice Talnack

## 27 Sharp MB99s!

Listed below are 27 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 Sarah Chauvet, 147 Mesa Verde Dr., Watsonville CA 95076.** Our local dues run from June 1, 2011 to May 31, 2012. You'll be in the company of these great women:

Gabrielle Adelman

Mona Kendrick

Earline Arnold

Theresa Levandoski-Byers

Margery Bachman

Joanne Nissen

Laura Barnett

Zoe Dell Nutter

Olive Bungard

Pam O'Brien

Sarah Chauvet

Sandra Pratt

Donna Crane-Bailey

Jody Roberts

Kryss Crocker

Ann Sanchez

Carolgene Dierolf

Mary Saylor

Jo Deiser

Michael Serasio

Mary Ellen Eisemann

Jill Smith

Ann Goldsmith

Alice Talnack

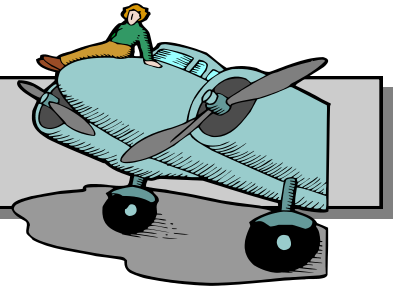
Kay Harmon

Dena Taylor

Jeanne Hendrickson

# Prop Wash

By Alice Talnack



*The results are in for the 2012-2014 MB 99s new officers!*

## ***Congratulations to;***

*Chapter Chair – Claudia Contreras  
Chapter Vice Chair – Lori Ledford  
Treasurer – Jeanne Hendrickson  
Secretary – Mona Kendrick - incumbent*

*This is my last Logbook article as your current chapter chair. First, I would like to say that I have enjoyed serving the chapter (again) as chair.*

*The second time was so much easier and all of you are so committed to the chapter and the work we do to promote aviation and women in aviation.*

*Huge thanks to my fellow officers. Donna for serving as vice chair. Sarah, treasurer, getting us through all the paperwork that the state of California decided to put us through. Mona, Secretary, assembling all of our meeting chit-chats into professional looking minutes.*

*Many thanks to all of the committee chairs and activity volunteers. We won the Southwest Section Aero Space and Education 2012 Award because of all of your hard work. It is amazing what we accomplish each year when I tally the activities.*

*Most of us have served in some officer position over the years and know what the new officers will learn over their terms of office. Give them all of your support and assistance.*

*It has been a pleasure and honor to serve you.*

*Alice*

# What Your Aircraft Feels

Claudia Contreras

When was the last time you performed a density altitude calculation? We don't think much of it here in the central coast as it doesn't get hot enough to be an issue. But what if you decided to fly to Big Bear city airport, it is a beautiful place. Big Bear City Airport has published specific flight rules for aircraft. The established procedure is for inbound traffic to fly in over the ski slopes at 9,500 feet, and for departing traffic to fly at or below 8,500 feet. As this airport is at fairly high altitude and routinely experiences density altitudes of 9,000 feet or higher, it's important (perhaps more than usual) for pilots to double-check the performance tables in their aircraft manuals to ensure that they will be able to take off.

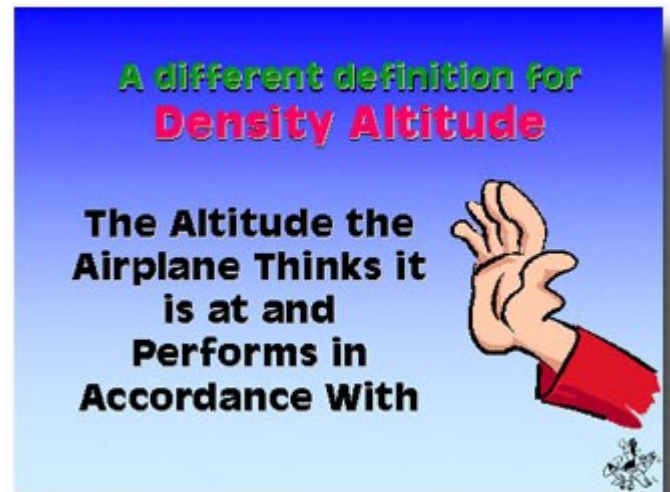
The calm wind runway (26) ends at the eastern terminus of Big Bear Lake. There is no suitable landing area for several miles, as the terrain is covered almost completely with coniferous trees and houses. If an airplane can make it over the lake and past the dam, its pilot will enjoy "instant altitude" - there is a deep fissure between mountain ridges that leads roughly south towards San Bernardino

Density altitude is pressure altitude corrected for non-standard temperature. Of all your various altitudes that you'll learn about (absolute, true, or pressure), density altitude is the most important when it comes to aircraft performance. It's the altitude your aircraft "feels" while flying. The aircraft feels or behaves as if it were at its density alti-



tude because hot days with high density altitude adversely affects the performance of the wings, the propeller, and the engine (rule of thumb: add about 12% to your takeoff distance for every 1000 feet density altitude, about 36% for the flight we've discussed). Added to this, the pilots had no headwind to help decrease their takeoff distance (10 knot headwind decreases distance by about 10%), and they were taking off uphill (1% upslope increases takeoff distance about 8%). You can see how this adds up.

Now that summer is here, it only takes a few minutes to check your performance calculations. See how the hotter temperatures affect your airplane's performance in all phases of flight. Note that most operating handbooks base their takeoff and landing distances on shortfield technique. If you plan a normal takeoff roll, the numbers in the POH will not work. Also, try to plan your flights earlier in the day when you can take advantage of the cooler temperatures and better performance.





## **Monterey Bay 99's Membership Meeting June 20, 2012**

Tonight's business meeting is held at Jet West, SNS airport.

### **Attendance:**

Donna Crane-Bailey, Laura Barnett, Mona Kendrick, Theresa Levandoski-Byers, Carolyn Dugger, Sarah Chauvet, Claudia Contreras, Kay Harmon, Alice Talnack, Jeanne Sabankaya, Marjorie Bachman,

Guests Nicolas Contreras, Lynne Harmon, Kassie Avilez, Pam Downing

### **Reports and Unfinished Business:**

*Treasurer's Report:* Sarah C. gives the End of Year Chapter Financial Report. A copy is attached.

*Secretary's Report:* May minutes approved as submitted.

*Human Race:* Marjorie B. reports approximately \$1300 earned from this year's Human Race. Alice T. presents a T-shirt to Marjorie in recognition of her work.

### *Proposed Bylaws:*

Amendment 1: Our delegates will make a determination on this amendment after hearing input from the floor at the Conference in Providence.

Amendment 3: Carolyn D. proposes that the amendment be adopted, and Kay Harmon seconds. Motion passes.

*MB 99s 2012-2014 Elections:* The election results are as follows:

Chair: Claudia Contreras

Vice-Chair: Lori Ledford

Treasurer: Jeanne Hendrickson

Secretary: Mona Kendrick

### **Announcements:**

Alice T.: Ninety-Nines Headquarters sent our chapter a thank you note for our \$50 donation to Headquarters.

Theresa L-B: WVI fuel island is 100% operational and the notam is gone.

Meeting adjourned at 7:45 p.m.

**Program:** Tour of Jet West facilities.

Submitted by Mona Kendrick, secretary

# Quiz

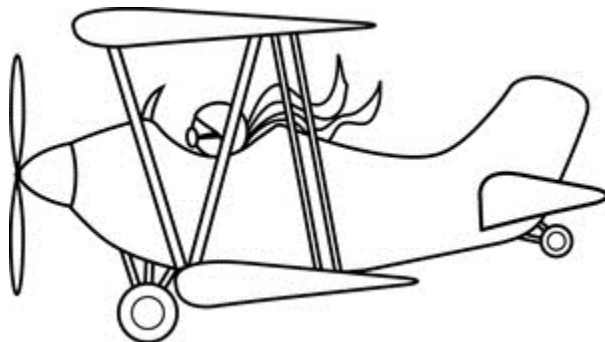
## Test your private pilot knowledge



- 1) Under what conditions may objects be dropped from an aircraft?
  - A) If precautions are taken to avoid injury or damage to persons or property on the surface.
  - B) Only in an emergency.
  - C) If prior permission is received from the Federal Aviation Administration.
- 2) In addition to a valid Airworthiness Certificate, what documents or records must be aboard an aircraft during flight?
  - A) Aircraft engine and airframe logbooks, and owner's manual.
  - B) Operating limitations and Registration Certificate.
  - C) Radio operator's permit, and repair and alteration forms.
- 3) Completion of an annual condition inspection and the return of the aircraft to service should always be indicated by
  - A) the relicensing date on the Registration Certificate.
  - B) an appropriate notation in the aircraft maintenance records.
  - C) an inspection sticker placed on the instrument panel that lists the annual inspection completion date.
- 4) Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over other than a congested area?
  - A) An altitude of 500 feet AGL, except over open water or a sparsely populated area, which requires 500 feet from any person, vessel, vehicle, or structure.
  - B) An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
  - C) An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.
- 5) What action is required when two aircraft of the same category converge, but not head-on?
  - A) The faster aircraft shall give way.
  - B) Each aircraft shall give way to the right.
  - C) The aircraft on the left shall give way.
- 6) What minimum visibility and clearance from clouds are required for VFR operations in Class G airspace at 700 feet AGL or below during daylight hours?
  - A) 1 mile visibility, 500 feet below, 1,000 feet above, and 2,000 feet horizontal clearance from clouds.
  - B) 3 miles visibility and clear of clouds.
  - C) 1 mile visibility and clear of clouds.
- 7) An operable 4096-code transponder and Mode C encoding altimeter are required in
  - A) Class B airspace and within 30 miles of the Class B primary airport.
  - B) Class D airspace.
  - C) Class E airspace below 10,000 feet MSL.
- 8) An aircraft had a 100-hour inspection when the tachometer read 1259.6. When is the next 100-hour inspection due?
  - A) 1349.6 hours.
  - B) 1369.6 hours.

## Quiz Continued

- C) 1359.6 hours.
- 9) An approved chair-type parachute may be carried in an aircraft for emergency use if it has been packed by an appropriately rated parachute rigger within the preceding
- A) 365 days.
  - B) 180 days.
  - C) 120 days.
- 10) No person may operate an aircraft in acrobatic flight when
- A) flight visibility is less than 5 miles.
  - B) over any congested area of a city, town, or settlement.
  - C) less than 2,500 feet AGL.
- 11) During operations outside controlled airspace at altitudes of more than 1,200 feet AGL, but less than 10,000 feet MSL, the minimum distance below clouds requirement for VFR flight at night is
- A) 500 feet.
  - B) 1,500 feet.
  - C) 1,000 feet.
- 12) 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 flying away from you.
  - B) The other aircraft is crossing to the right.
  - C) The other aircraft is crossing to the left.
- 13) What is the lowest altitude permitted for acrobatic flight?
- A) 1,500 feet AGL.
  - B) 1,000 feet AGL.
  - C) 2,000 feet AGL.
- 14) Which records or documents shall the owner or operator of an aircraft keep to show compliance with an applicable Airworthiness Directive?
- A) Aircraft maintenance records.
  - B) Airworthiness and Registration Certificates.
  - C) Airworthiness Certificate and Pilot's Operating Handbook.
- 15) Prior to starting each maneuver, pilots should
- A) visually scan the entire area for collision avoidance.
  - B) check altitude, airspeed, and heading indications.
  - C) announce their intentions on the nearest CTAF.



# FAA Safety Seminars

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

**Title:** Sound like a Pro on the Radio

Wednesday July 11, 2012 at 7:00 PM

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

**Select Number:** WP2745203    **Description:** You have heard pilots on the radio sounding polished and professional, and others who need a little practice. Presenter Bennett Taber, a check airman and training captain with over 20 years and 12,000 hours experience in California and the western US

**Title:** Changes to Private & Commercial PTS (effective 6/1/12)

Monday July 16, 2012 at 6:30 PM

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

**Select Number:** WP2745334    **Description:** 1An overview of the changes to the Private & Commercial PTS presented by Jim Currier, a Designated Pilot Examiner (DPE) & FAAS Team Rep assigned to the San Jose FSDO. Other local DPEs and FAA representatives may also be in attendance.

Tasks incorporated in the Private Pilot PTS; emergency descents (PVT); Accelerated Stalls (COMM); Runway Intrusion Avoidance (PVT/COMM), and Single Pilot Resource Management a Human Factors Task incorporated into both Practical Test Standards that is a skill set applied to all tasks.

## FLY-OUT ACTIVITIES

**July 21:** Enjoy a great lunch at **Harris Ranch's Steakhouse** (308)

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

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

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

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

- To keep your instrument skills sharp, it's a good idea to practice regularly with a simulator. Quick training tips that highlight the value of simulators.  
[http://www.pilotworkshop.com/tips/flight\\_simulator\\_training.htm](http://www.pilotworkshop.com/tips/flight_simulator_training.htm)
- The secrets to making a successful off-field landing when your engine quits.  
[http://www.pilotworkshop.com/tips/emergency\\_landing\\_pattern.htm](http://www.pilotworkshop.com/tips/emergency_landing_pattern.htm)
- If you experience an in-flight emergency, ATC can be your best resource. The various ways ATC can assist you and why you should always "fess up", even if it isn't an immediate emergency situation.  
[http://www.pilotworkshop.com/tips/atc\\_emergency\\_assistance.htm](http://www.pilotworkshop.com/tips/atc_emergency_assistance.htm)



## Cork Board.

### What Does Roger Really Mean?

Notice Number: NOTC3893

For most of us, we learned to use the word "Roger" early in our aviation career. We learned that it simply means that we heard and understand what the other person said. We were clearly taught that it connotes no permission or authorizations. For whatever reason, we then go through our career or hobby of flying and hardly ever use that word. And we seldom hear it spoken by ATC!

So what happens when we have a problem on the airfield and we tell ATC that we need to do something and they say "Roger?" What does that mean? Let me give you a recent example.

*A C-210 received ATC clearance to taxi via Taxiway Juliette and to cross Runway 1/19. En-route, the C-210 pilot advised ATC that the aircraft just blew a tire. The pilot requested to exit the aircraft to inspect the wheel. The Tower authorized the pilot's request and asked the pilot to advise if he needed help.*

*At this time, a C-172 reported inbound with a request for full stop landings or touch and go's on Runway 1. The tower cleared the C172 as requested. (Can you see the Runway Incursion scenario developing?)*

*The C-210 pilot came back on the frequency stating he had a wheel come apart. The Tower asked his intentions, and the C210 pilot said if he moved the aircraft it would do damage and requested to go to an FBO. (Getting to the FBO from the damaged C-210 would require a runway crossing.) The Tower responded Roger. The pilot responded, "Thank you very much."*

*The Tower then observed two men on foot walking towards the runway. The tower called the C-210 several times with no response. The Tower, after observing the men crossing the actual runway told the inbound C-172 to go around and enter right traffic for Runway 1, later changing clearance to land on Runway 5.*

It appears to me that with the additional stress caused by the blown tire, when the pilot made his request to go to the FBO, he expected the Tower to give him a "Yes" or a "No", and when the Tower replied with a simple, "Roger," he forgot his early training that "Roger" is not an authorization -- and started hiking!

Fortunately, the pilot of the C-172 executed a proper go-around and landed safely on another runway.

The Aeronautical Information Manual is the authoritative source for proper aviation communications. You might want to take an opportunity to review communication procedures in the AIM: [http://www.faa.gov/air\\_traffic/publications/atpubs/aim/](http://www.faa.gov/air_traffic/publications/atpubs/aim/). But most of all, remember your early training - "Roger" only means that someone heard what was said; it does not give authority to do something.

Remember that crossing any runway, whether in an airplane, a vehicle, or on foot, always requires a specific authorization from ATC.

Have a safe and enjoyable Summer of Flying!

### 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  
c/o Claudia Contreras  
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Chualar CA 93925

# Logbook



Mailing  
Address  
Goes  
Here

*July 11-15, 2012———99s International Conference  
Marriott Providence Downtown, Providence, RI*

*July 18, 2012———MB99s Chapter Meeting  
7pm, EAA Hangar, WVI*

*July 21, 2012———Harris Ranch Steakhouse Fly-out  
Meet at KWVI at 10am, depart at 10:30am*

*August 15, 2012———MB99s Chapter Meeting  
7pm, EAA Hangar, WVI*

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

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

Keep Learning!!!!

Quiz Answers: 1. A, 2. B, 3. B, 4. A, 5. AC, 6. BC, 7. A, 8. C, 9. C, 10. B, 11. A, 12. A, 13. A, 14. A, 15. A.