

Monterey Bay 99s

established August 14, 1965

Logbook

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**Flying is learning how to throw
yourself at the ground and miss.**

Douglas Adams



June Chapter Meeting

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The May meeting will begin at 7 pm on Wed., June 18 at the EAA Building in the Watsonville Airport, 60 Aviation Way.

From CA-1 N take the Airport Blvd/Freedom Exit. Merge onto Larkin Valley Road. Turn left onto airport Blvd. Turn Left onto Aviation Way.

From CA-1 S take Airport Blvd/Freedom Exit. Turn left onto Ranport Rd. Turn left onto Airport Blvd. Turn left onto Aviation Way.

Monterey Bay Chapter Officers

Chair: Claudia Contreras
Vice-Chair: Lori Ledford
Secretary: Mona Kendrick
Treasurer: Jeanne Hendrickson
Past Chair: Alice Talnack
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Alice Talnack

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Legislative: Alice Talnack

WebMistress: Gabrielle Adelman

Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



Member Activities



Monterey Bay Chapter meeting and tour of Chaminade Hotel and Spa on May 21 in preparation for the Fall 2015 Section Meeting.



Membership Donations

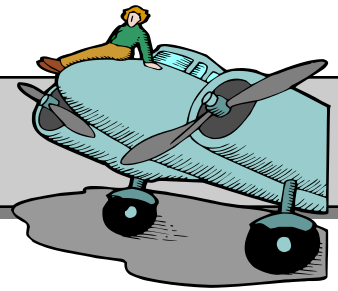
If you haven't please make your membership donations minimum of \$20 please do so. **Make check payable to Monterey Bay 99s and send to Jeanne Hendrickson, 1071 Elkhorn Road; Royal Oaks, CA 95076.** Our local dues run from June 1, 2013 to May 31, 2014.

Gabrielle Adelman
Earline Arnold
Marjorie Bachman
Laura Barnett
Sarah Chauvet
Claudia Contreras
Donna Crane Bailey
Kryss Crocker
Carolgene Dierolf
Anna Dieser
Carolyn Dugger

Kay Harmon
Leritha 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



In the next few months we will be working to put the section meeting together. Last month we went and saw the hotel where we will be hosting our event. It is a very relaxing and luxurious hotel. If we had nothing else to offer but the beauty of the Santa Cruz bay our guests would be happy. However we will have tours and activities to keep everyone entertained and wanting more.

I am looking forward to working with all of you and making this happen. If you have not already signed up to help in a certain area or would like to do more please let me know. The more we do as a group the less each individual has to make.

In the next page you will see some of the pictures from our tour at the Chaminade. If you were not able to make it and would like to go see it, please let Alice or myself know and we will set a date aside for you to visit.

Fly Often, Fly Safe.

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

June—Open
July—Open
August—Open
September—Open
October—Open
November—Open
December—Holiday Party
January—Open
February—Open
March—Open

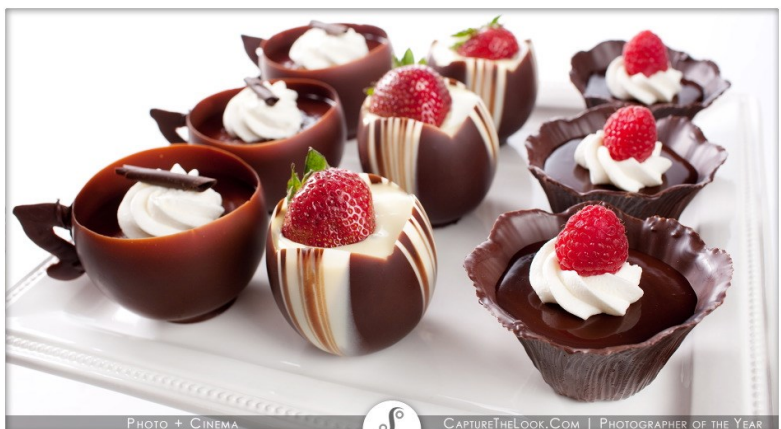


PHOTO + CINEMA



CAPTURETHELOOK.COM | PHOTOGRAPHER OF THE YEAR

**May Meeting at Chaminade
with Alice Tainack as tour guide.**



Monterey Bay 99's Membership Meeting

May 21, 2014

Attendance

Laura Barnett, Jeanne Hendrickson, Alice Talnack, Theresa Levandoski-Byers, Mona Kendrick, Serena Whelchel, Carolyn Dugger, Jeanne Sabankaya, Pam Downing, Claudia Contreras, Michael S. Sersio, Carolgene Dierolf

Guests Wesley Whelchel, Nic and Nate Fender

Tonight's business meeting is preceded by a tour of the Chaminade facilities.

Treasurer's Report

Jeanne H. will provide a summary.

Secretary's Report

Michael S. notes a correction to the April minutes: she attended the Ontario section meeting.

Reports and Unfinished Business

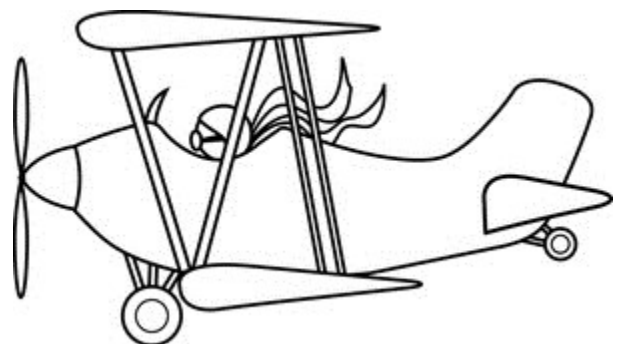
WVI Open House: Jeanne S.: Open House will be June 28, 10 a.m. to 3 p.m. She is signing up volunteers. Volunteer pilots will be reimbursed for their fuel.

Southwest Section Meeting: We begin signing up volunteers for the various organizational tasks.

Girl Scouts Day: Carolyn D. reports that she has received a letter indicating that the Girl Scouts want to have an Aviation Day. By unanimous assent, Carolyn will move forward with organizing it.

Meeting adjourns at 8:00 p.m.

Submitted by Mona Kendrick, Secretary



NTSB Record: CEN10LA381



The 48 year old Airline Transport Pilot with 8,165 hours of flight experience was seriously injured in a takeoff accident in a Cessna 172. The accident happened in Kansas in July of 2010.

The NTSB report summarizes the accident as follows: "The pilot departed from a 2,200-foot grass strip with an 8-knot tailwind. There were 35-foot high power lines at the departure end of the airstrip, the grass was wet, and the first third of the runway sloped uphill. The pilot stated that the airplane became airborne further down the runway than he originally expected. He was concerned that he would not clear the power lines and initially attempted to fly under

them; however, when the pilot saw a road grader driving across his flight path, he pitched up, added an additional 10 degrees of flaps, and attempted to fly over the power lines. After clearing the power lines, the airplane entered an aerodynamic stall, descended, and collided with the ground in a nose-low attitude. No pre-accident mechanical malfunctions or failures were found that would have precluded normal operation. Performance calculations showed the airplane would have required 2,181 feet of runway to clear a 50 foot obstacle for an 8 knot downwind takeoff on a dry grass runway. Because the runway was wet and the first third was uphill, the required distance would have been longer."

The NTSB probable cause finding states, "The pilot did not maintain airspeed during takeoff, which resulted in an aerodynamic stall. Contributing to the accident was the pilot's poor preflight planning."



Taking off toward power lines from a wet, turf runway with a tailwind just doesn't seem like a good idea. The takeoff was from a private airport. It is not known if the pilot was familiar with the airport or not. It was not his home base. Given the pilot's experience it seems very possible that there was some complacency involved here. The laws of physics are not impressed by our certificates or our logbooks.



"I don't think he is a confident flyer."

The NTSB Pilot/Operator Report completed by the pilot asks if seat belts and shoulder harnesses were available and if they were used. The pilot indicated that they were available but that neither was used. It cannot be known for sure, but perhaps the pilot's injuries would have been less severe had he used the installed restraints.

Before leaving this accident I would like to add that tailwinds, even light ones, seem to be bad news. The tailwind was most certainly a factor here, but I have studied many accidents in which the tailwind should not have caused a problem, yet there was an accident. So anytime a takeoff with a tailwind is considered, let's be extra vigilant.

Using TAF's



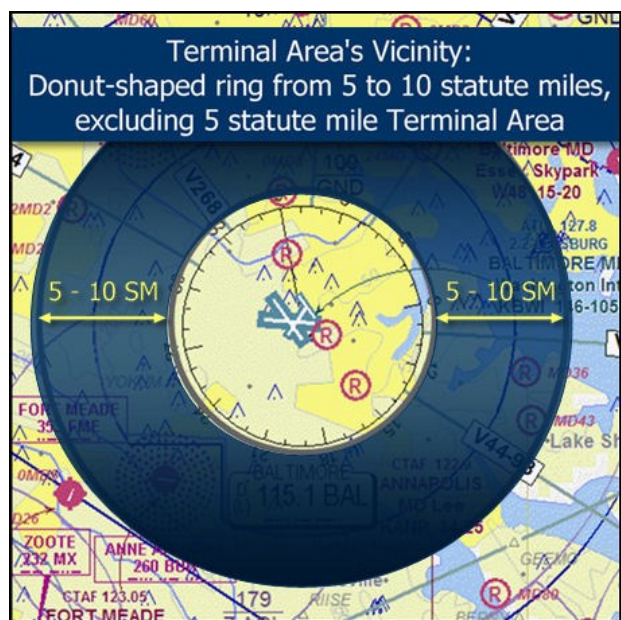
"I teach my students that all weather products have important limitations. In other words, they are created with very specific assumptions and guidelines in mind. If you are not aware of these limitations, you will mostly likely misuse the product some day.

Terminal Aerodrome Forecasts, better known as TAFs, have some important limitations especially when associated with forecasts for thunderstorms. TAFs along your route of flight show up on DUATs briefings and will also be provided to you when you call Flight Service for a standard briefing.

Despite these limitations, it is very common for a pilot to use TAFs as if they were an area forecast. They simply bounce through all of the TAFs along their route of flight looking for a forecast for thunderstorms. We'll see why this isn't such a good idea for determining thunderstorm potential along your route.

One of the first words that should come to mind when using a TAF is the word "tiny." The terminal area is defined as the cylindrical volume of airspace from the center of the airport's runway complex to a radius of five statute miles. It is basically like a forecast for a college campus.

Even the terminal area's vicinity is also very small representing the donut-shaped ring ranging from 5 to 10 statute miles excluding the 5 statute mile terminal area. This includes a forecast for thunderstorms in the vicinity, showers in the vicinity or fog in the vicinity.

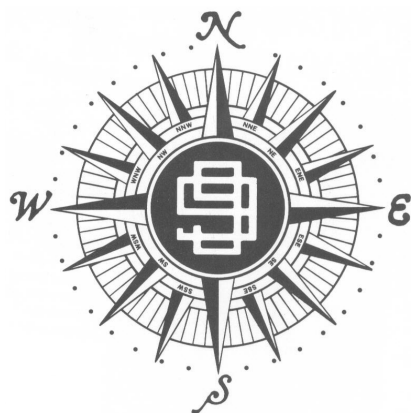


The moral is that TAFs are not intended to forecast weather beyond 10 statute miles; they are a "point forecast" and not a zone or area forecast. Therefore, it is not a good idea just to "scan" the TAFs and assume that the lack of a forecast for thunderstorms in the TAFs mean an absence of thunderstorms en route. The area forecast, on the other hand, will have an indication when pulse or air mass thunderstorms are possible even when the TAFs are indeed silent on the issue. As a result, it is very common in the summer for terminal forecasts to be void of thunderstorms when the area forecast has a clear indication of isolated or widely scattered thunderstorms."

Pilot Tips
From Pilot Workshops
<http://www.pilotworkshop.com/index.php>

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Logbook



Mailing
Address
Goes
Here

June 18, 2014 ————— MB99s Chapter Meeting
7pm, EAA Building

June 21, 2014 ————— Tenant Appreciation Day
Salinas, CA

June 28, 2014 ————— Open House
Watsonville, CA

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

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

January 31, 2015 ————— Winter Business Meeting
Ventura, CA

October 22-25, 2015 ————— Fall Section Meeting
Santa Cruz, CA

January 30, 2016 ————— Winter Business Meeting
Santa Clara, CA