

Monterey Bay 99s
established August 14, 1965

Logbook

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March 11, 2013



What's Inside

Current Membership / Member Activities	2
Prop Wash	3
Kayaking	4
February Meeting Minutes	5
Checklists	6
Pilot Tips	7
Stabilized Approach and Landing	9
Calendar	10

March Chapter Meeting

The **March meeting** will begin at **7 pm on Wed. March 19** 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
 Phone: 831-776-9972
 Email: clc_80@yahoo.com
 Deadline: 30th 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: *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:

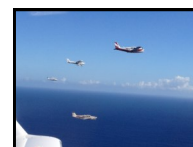
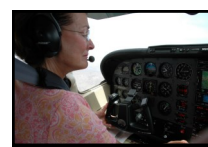
Joanne Nissen



Member Activities



- ♦ Alice Talnack—Local Flying, SOPA, Winter Business Meeting
- ♦ Christine Carrie—Media/Web/Photo
- ♦ Claudia Contreras—Instructing, Delano, Los Banos, ATP studying
- ♦ Jeanne Hendrickson—Local Flying
- ♦ Kay Harmon—SOPA, cookies to SNS tower and managers office
- ♦ Laura Barnett—Cookies to Watsonville
- ♦ Lupita Jaime—Self Study
- ♦ Marjorie Bachman—Instructing
- ♦ Michael Serasio—Touch and Gos, Cookies to Tower SNS and OAR
- ♦ Mona Kendrick—Hood work
- ♦ Serena Whelchel—Lessons :-) Xctry/night flying
- ♦ Theresa Levandoski-Byers—Working on Fly in



Membership Donations

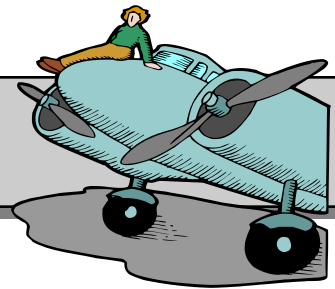
If you haven't already made your membership donations of \$20, please do so. **Make check payable to Monterey Bay 99s and send to Jeanne Hendrickson, 1071 Elkhorn Road; Royal Oaks, CA 95076.** Donations to our Chapter support our day to day activities and run from June 1, 2013 to May 31, 2014.

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



It's that time of year when our activities start to take place. We have a busy few months ahead of us, we have upcoming elections for new officers please check your schedules and see which events and/or officer responsibilities you can take on for the Chapter. None of these positions take a lot of time we just need members that will attach the tasks to their names. I need an Election Chair to send out the ballots in the next few month. Please vote and volunteer.

ARTICLE IV

Officers

Sec. 1 The elective officers shall consist of a Chairman, Vice-Chairman, Secretary, and Treasurer.

(A) Officers shall be members in good standing.

ARTICLE V

Duties of Officers

Sec. 1 The Chairman shall preside at all Chapter meetings and enforce due observance of the Constitution and By-Laws; see that all officers and members of committees perform their respective duties as enjoined by the laws of the organization; receive and put all motions; appoint all committees, unless otherwise specified; inspect and announce the results of the balloting or other votes by the Chapter; preside at all the meetings of the Board of Directors; and perform such other duties as usually appertain to the office or as otherwise directed by the members in meeting. In case of the absence of any officer at any meeting, the Chairman shall appoint a member in good standing to act for such absent officer.

Sec. 2 The Vice Chairman shall assist the Chairman in the performance of her duties; preside at Chapter meetings or meetings of the Board of Directors in case of the absence, resignation or removal from office of the Chairman, and do such duties as may be assigned.

Sec. 3 The Secretary shall keep in a file for that purpose, an accurate account of all transactions of the Chapter meetings and meetings of the Board of Directors; write all communications; file all papers and documents pertaining to Chapter transactions, issue all notices as directed by the members in meeting or the Chairman; and perform such other duties as usually appertain to the office.

Sec. 4 The Treasurer shall receive all monies due the Chapter, giving a receipt for same. She shall pay out the same, only on authorization of the Board of Directors or as directed by the members in meeting. She shall give, when requested by the Chairman, a statement in writing of monies on hand and shall at the June meeting, make a financial report of the year's receipts and expenditures.

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

March—Michael Serasio
 April—Brittany Pickard
 May—Open
 June—Open
 July—Open
 August—Open
 September—Open
 October—Open
 November—Open
 December—Holiday Party/Potluck





**Brittany Pickard set up a very fun kayaking trip in Elkhorn Slough.
Thank You, Brittany!**

Monterey Bay 99's Membership Meeting

February 19, 2014

Attendance

Claudia Contreras, Jeanne Hendrickson, Alice Talnack, Michael Serasio, Mona Kendrick, Theresa Levandowski-Byers, Kay Harmon, Laura Barnett, Brittany Pickard, Marjorie Bachman, Lupita Jaime

Guests Serena Whelchel and Wesley, Christine Curie, Olivia Hicks

Program:

Rayvon Williams gives a presentation about the WVI Emergency Airlift Command Team.

Treasurer's Report

Jeanne H. gives mid-year report. Summary attached.

Reports and Unfinished Business

WVI Open House: Date is changed to 28 June 2014.

Cookies for the Tower: Laura B. took cookies to WVI, and Claudia C. to MRY.

Forest of Friendship: Alice T. moves that we allocate \$400 for the induction of Dell Hinn into the Forest of Friendship. Kay H. seconds. Motion passes.

Santa Clara 99s Pasta Dinner Fundraiser: Claudia C.: It will be March 6.

Safety Seminar at SNS: Claudia C.: Presentation by James Vawter at SNSTerminal, Feb. 20 at 7p.m., on aero-medical issues.

Announcements

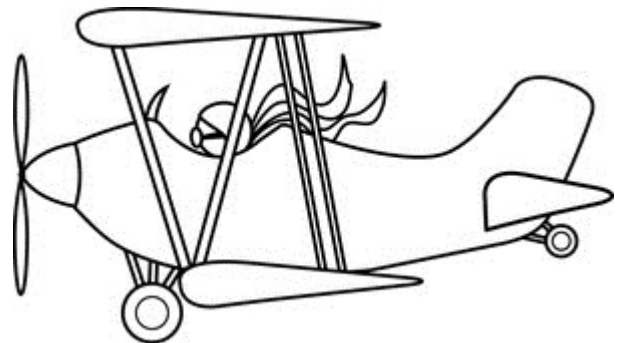
Foster Anderson of Shared Adventures solicits volunteers for the Day in the Sky at WVI, 3 May 2014.

Marjorie B.: Safety Seminar at Specialized Helicopters Feb. 25 on CRM and ADM.

Brittany P.: Kayaking date changes to Sunday Feb. 23.

Meeting adjourns at 8:55 p.m.

Submitted by Mona Kendrick, Secretary



One checklist that works in every airplane

Reprinted with permission from Sportys

Do you fly the airplane, or is your checklist really the PIC?

It may sound funny, but an awful lot of pilots are slaves to their checklists, blindly following them as if it's a set of assembly instructions for a piece of furniture. If the checklist said, "Airplane – Crash Into Ground," some pilots might follow those directions right to the ground. You can and should do better.

Let's be clear: there's nothing wrong with checklists. On the contrary, they are a critical part of safe flying, and even airline pilots with 25,000 hours still religiously follow one on every flight. In fact, pilots' checklist obsession is starting to be copied by other professions. An influential book, *The Checklist Manifesto*, argues that checklist discipline can improve safety and efficiency in fields as diverse as banking and medicine.

While checklists are important, it's critical that you use them the right way: as a check or a backstop against error. It is not a "do list" where you read, then do, then verify. This approach makes you an unthinking computer, instead of an airman with critical thinking skills and context. So next time you're running a checklist, think—don't just do. But that's just a start. I think there's an even better way to use checklists: the flow check.

Printed checklists are a good way to stay disciplined, but sometimes they can get in the way. You may get overloaded because of weather, Air Traffic Control, passengers or some mechanical anomaly. At these moments, it's important to be able to think about your airplane and understand the big picture. That's why I like flow checks so much; you think about every system in the airplane, but in an organized way.

Start at the left side of the panel and work your way all the way across to the right side, pausing on each switch or gauge to think about what it does and which way it should be set. Check the engine gauges: everything green? Check all the light switches: where they should be? How about the GPS and radios: are they set up properly? I like to do this after leveling out in cruise, when I have plenty of time to move deliberately. It's a great way to double check my previous checklist usage and make sure nothing was overlooked. I also do a flow check after shutdown, right before I leave the airplane for the day. It can take 10 minutes or 30 seconds, depending on your airplane and your experience.

What's so helpful about the flow check is that it can be used in almost every airplane, from a J-3 Cub to a King Air. Especially as you transition into more complex airplanes, it's easy to get confused or overwhelmed by everything that's new—avionics, controls, instruments and systems. But the principle of the flow check still holds. The single level throttle may be replaced by six levers in a turboprop, but you do the same procedure: pause and make sure each is where it should be.

The left-to-right flow is a great starting point, but you can also make up your own abbreviated flow checks, too. When I used to fly a Cessna 210, I used a "1, 2, 3 check; 1, 2, 3 check" after takeoff. This meant: gear up, flaps up, cowl flaps open (these three handles were close to each other); and throttle



(Continued on page 8)

Military Operations Area



Bob: "Many Military Operations Areas exist in the US - where high-speed jets routinely practice high-speed aerobatic maneuvers.

How do we find out their locations? How do we find out whether they are active? How do we find out restrictions associated with the areas? Who do we talk to when approaching these areas? Unless you can answer each and every one of these questions, you are setting yourself up for the *thrill of your life*."

Mark: "Specifically, what kind of activity might I expect in a Military Operations Area and I am prohibited from operating there?"

Bob: "Aerial refueling, formation flying and tactical training are common in these areas. While the military shares the responsibility to see and avoid, we must acknowledge the distractions involved in their activities. Yes, they need to be looking outside their aircraft but much of their focus is inside and also on the aircraft that they are working with.

Pilots flying IFR will be kept clear of conflicting traffic by Air Traffic Control. And while VFR Pilots are not prohibited from flying in Military Operations Areas, they certainly should keep an active scan for traffic. The local Air Traffic Sector or Flight Service Station will be a valuable resource as to their current activity. If you are not talking to these sectors, you are going to lose this information and they can't help you a bit.

Once again, you have to think about placing yourself in this military aircraft and acknowledge the fact that they are probably not looking for you as actively as you can be looking for them."

Mark: "How can we find out about these MOAs, or other airspace that might be restricted by the military?"

Bob: "Mark, special use airspace areas are depicted on your aeronautical charts. The areas are identified by type and identifying number or name, their effective altitudes, their operating times, weather conditions during which the area is in operation and the voice call of the controlling agency. This information is located on the back or front panels of the chart."



Pilot Tips
From Pilot Workshops

<http://www.pilotworkshop.com/index.php>

(Continued from page 6)

reduced, propeller control reduced, mixture leaned (these three controls were all in a row). If those six things were done, the rest could wait. This easy-to-remember flow saved me more than once in busy airspace, because it was quick and intuitive.

Beyond using flow checks as an everyday procedure, they also make a great training exercise. Sitting in the cockpit—even with the engine off—and going over every part of it in a disciplined way is an excellent way to learn the systems and the layout of the switches.

It's also a good opportunity to practice your emergency procedures. As you check the ammeter, consider what you would do if it showed a discharge. How about an overcharge situation? This type of “what if” planning isn't paranoid, it's safe flying.

Just remember that flow checks are a complement, not a replacement, for printed checklists. Regardless, they can be a great addition to your flying tool kit. More than anything, they keep your head in the game.

So next time you're droning along with nothing to do, perform a quick flow check. You may catch a mistake, but you're almost guaranteed to learn something.

<http://learntoflyhere.com/2013/11/27/one-checklist-works-every-airplane/>



As a pilot only two bad things can happen to you (and one of them will):

- a. One day you will walk out to the aircraft, knowing it is your last flight.
- b. One day you will walk out to the aircraft, not knowing it is your last flight.

Stabilized Approach and Landing

Notice Number: NOTC4888

FAASafety.gov

The General Aviation Joint Steering Committee Safety Enhancement Topic of the Month

Focusing on establishing and maintaining a stabilized approach and landing is a great way to avoid experiencing a loss of control. A stabilized approach is one in which the pilot establishes and maintains a constant angle glide path towards a predetermined point on the landing runway. It is based on the pilot's judgment of certain visual clues, and depends on the maintenance of a constant final descent airspeed and configuration. Whether you're a CFI, a student pilot, or anything in between the GAJSC's Loss of Control Working Group has some teaching points to help brush up on stabilized approach and landing techniques.

One area where airmen seem to be experiencing loss of control is while flying in the pattern. A key factor may be crossed flight controls exacerbated by the effect of wind during the turn from base to final. Pilots tend to over shoot the extended centerline and increase bank to realign with the runway. This bank is combined with increased back pressure which is needed to maintain the desired descent rate. The increased bank and back pressure can put the airplane dangerously close to exceeding the critical angle of attack.

To prevent this there are a few things we can do. Create your own personalized guidelines for a stabilized approach based on your skill and your aircraft (i.e. approach speeds, wind limits, a predetermined point to be stabilized on final). Next, take care to note the winds around the airport and consider how they will affect your pattern and approach. Also, try to get the aircraft properly configured for landing as early in the approach as practical. Next, try to focus on making small corrections to get on and stay on final. Also, set a point on the approach by which time you should be at a predetermined speed and altitude. Finally, if something's not right, at any time, GO AROUND! There's no shame in going back up to take another shot at it.

Tips:

- Pay attention to the wind in traffic pattern operations, especially on the base to final turn.
- Adjust your stabilized approach guidelines to your type of aircraft based on manufacturer's guidance.
- Aircraft should be configured for landing at some predetermined distance from the airport or altitude, after which only small corrections to pitch, heading and power setting should be made
- If not stabilized, go around!

Reference:

- Airplane Flying Handbook http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/

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Logbook



Mailing
Address
Goes
Here

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

*March 21, 2014 ————— Tenant Appreciation Day, WVI
Watsonville, CA*

*April 16, 2014 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*

April 25-27, 2014 ————— Spring Section Meeting

*June 21, 2014 ————— Tenant Appreciation Day, SNS
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