

Monterey Bay 99s
established August 14, 1965

Logbook

Volume 15, Issue 3

www.montereybay99s.org

March 4, 2012

2012 Scholarship Winner Celeste Hadley



This year's winner of the Monterey Bay Chapter flight training scholarship is Celeste Hadley. She was inspired by her firefighter mother to pursue a career as a fire suppression aviator, and is working toward that goal at Embry-Riddle University in Prescott, where she is a sophomore. She just passed her commercial rotary-wing checkride on January 31 and plans to obtain her CFII. She works as a life-guard in the summer, so she is saving lives already.

Celeste writes, "I am thrilled to be chosen and really appreciate your very generous gift toward my aeronautical education! Thank you so much for bestowing this honor on me! I hope to make you all proud and continue to inspire girls and women to pursue careers in aviation!"

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March Chapter Meeting

The March meeting will begin at 7pm on Wed. March. 21 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: Alice Talnack
Vice-Chair: Donna Crane-Bailey
Secretary: Mona Kendrick
Treasurer: Sarah Chauvet
Past Chair: Michael Serasio
Logbook Editor: Claudia Contreras
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 Deadline: 25th of each month for the next month's publication.

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Carolgene Dierolf
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Air Marking:

Michael Serasio

Scholarship:

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Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



Member Activities



Marjorie Bachman	Flt Instructing—WVI
Sarah Chauvet	Winter Business Meeting
Donna Crane-Bailey	Winter Business Meeting
Carolyn Dugger	Winter Business Meeting
Jennifer Garner	Flight Student
Jeanne Hendrickson	Local—Winter Business Meeting
Mona Kendrick	Commercial Training
Theresa Levandoski-Byers	New Annual—Local—Winter Business Meeting
Michael Serasio	Touch and Go's SNS
Alice Talnack	Winter Business Meeting—WVI-CVH—Eagle

27 Sharp MB99s!

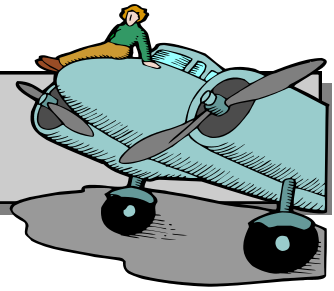
Listed below are 27 brilliant, wonderful women who paid their dues to the Chapter. If you haven't paid your \$15 please do so now. **Make check payable to Monterey Bay 99s and send to Sarah Chauvet, 147 Mesa Verde Dr., Watsonville CA 95076.** Our local dues run from June 1, 2011 to May 31, 2012. You'll be in the company of these great women:

Gabrielle Adelman
 Earline Arnold
 Margery Bachman
 Laura Barnett
 Olive Bungard
 Sarah Chauvet
 Donna Crane-Bailey
 Kryss Crocker
 Carolgene Dierolf
 Jo Deiser
 Mary Ellen Eisemann
 Ann Goldsmith
 Kay Harmon
 Jeanne Hendrickson

Mona Kendrick
 Theresa Levandoski-Byers
 Joanne Nissen
 Zoe Dell Nutter
 Pam O'Brien
 Sandra Pratt
 Jody Roberts
 Ann Sanchez
 Mary Saylor
 Michael Serasio
 Jill Smith
 Alice Talnack
 Dena Taylor

Prop Wash

By Alice Talnack



So you know how it goes when you start spring cleaning. You get more involved than you think you were going to get. And one project leads to another. That is what I have been going through this past month. I was only going to take some recent donations from former MB99s and put them in our chapter history storage. Needless to say one thing led to another and I am still at it.

The thing that is great about this project has been enjoying looking through all of the boxes and seeing all of the activities, adventures and commitment of our chapter members over the past forty-six years. I also realized that I should not be the only member that gets to look at these wonderful relics. And certainly not just every ten years when we celebrate an anniversary.

Any suggestions? Well, back to work on the next box.

Alice

It is with great sadness that we mark the passing of Diana Peterson on March 2, 2012 in Sonora, California. Diana joined the Monterey Bay Chapter in 1982. The April issue of the Logbook will feature a retrospective of Diana.

Pilots in Pacific Northwest could face \$100,000 fines

By Jim Moore (AOPA)

AOPA and EAA have joined forces seeking to at least delay implementation of a new rule that could bring six-figure fines to pilots who traverse airspace that federal officials have yet to depict in graphic form.

Both organizations remain committed to protecting wildlife and educating pilots about noise-sensitive areas. Absence of clear graphic depictions of the newly regulated areas has made that task impossible.

In a joint Feb. 21 letter to the FAA and the National Oceanic and Atmospheric Administration, the organizations noted NOAA's refusal to provide a map of affected wildlife sanctuary boundaries in the Pacific Northwest. Slated to take effect Feb. 27, the new regulation would enable NOAA to impose fines of up to \$100,000 for flying at low altitude (1,000 to 2,000 feet msl) over sanctuaries in the Channel Islands, Monterey Bay, and Gulf of the Farallones National Marine sanctuaries in California; and the Olympic Coast National Marine Sanctuary in the state of Washington. The boundaries of the new protected areas—effectively regulated airspace though both agencies deny that is the case—differ from the boundaries depicted on current charts.

In response to a request for a graphic depiction of the new protected areas, NOAA on Feb. 7 stated that the agencies are still working to develop the charts.

"We are working with the FAA and are in the process of determining the best way to depict these zones on their charts, and expect that the FAA will update them according to their regular schedule," NOAA wrote. NOAA also promised future "press releases" to educate the pilot community. In the Feb. 21 letter, AOPA Vice Presi-

(Continued on page 4)

Pilot Fine (continued)

(Continued from page 3)

dent of Air Traffic Services and Modernization Heidi Williams and EAA Vice President of Advocacy and Safety Sean Elliott protested NOAA's refusal to clarify boundaries and facilitate pilot education efforts.

"Pilots simply cannot be expected to avoid marine sanctuaries if NOAA is unwilling to share the boundaries of the sanctuaries in their rule that do not align with currently charted boundaries," Williams and Elliott wrote. "A federal register notice and press release does not constitute proper education or adequate outreach—especially when neither includes a graphic depiction." AOPA and EAA continue to oppose the regulation for other reasons; including the dangerous precedent it sets of ceding authority over airspace to agencies other than the FAA.

AOPA and EAA remain committed to helping NOAA educate pilots to "fly friendly" over sensitive areas, provided that safety of flight remains the top priority. The organizations also opposed the final rule's provision that pilots who stray into the ill-defined airspaces are presumed to have disturbed wildlife, a presumption that, in practice, is impossible to disprove.

The Feb. 21 letter urges both agencies to work collaboratively with the aviation community, delay implementation of the final rule, and for NOAA to pledge—in writing—that no enforcement action will be taken until proper education and mitigation of remaining concerns are addressed.

Moore, Jim. (2012. February 23). Pilots in Pacific Northwest could face \$100,000 fine. Aircraft Owners and Pilots Association. Retrieved. March 05, 2012. From: <http://www.aopa.org/advocacy/articles/2012/120223pilots-in-pacific-northwest-could-face-steep->

Interview with New Local Private Pilot Pam Downing



1. What is next after your Private license, will you go on to become instrument rated?

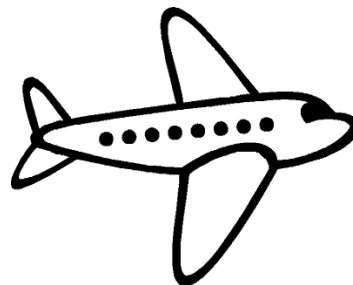
I want to get some IFR training, though I am not sure I will complete the IFR rating as it is reputed to be one of the harder ratings to obtain. As it took me over three years and seven months to get the Private license, it might take the rest of my life to get the IFR!

2. What are your aviation goals?

My goals are to fly to many places and visit friends in Arizona, Oregon, and Texas, as well as to fly in to see my relatives who live near Modesto.

3. Who was or will be your first non-instructor passenger?

My first passengers will probably a friend or my sister and her husband.



Monterey Bay 99's Membership Meeting

February 15, 2012

Attendance:

Michaele Serasio, Donna Crane-Bailey, Ann Goldsmith, Laura Barnett, Mona Kendrick, Theresa Levandoski-Byers, Carolyn Dugger, Sarah Chauvet, Jeanne Hendrickson, Jeanne Sabankaya, Joanne Nissen, Alice Talnack

Guests Jennifer Garner, Katie Garner

Reports and Unfinished Business:

Treasurer's Report: Sarah Chauvet gave the mid-year financial report, and a review of current funds to be designated to scholarships. A copy of the financial report is attached. Carolyn Dugger and Theresa Levandoski-Byers will form a sub-committee to explore additional fund-raising activities for the scholarship fund.

Secretary's Report: January minutes accepted as submitted in *Logbook*.

Winter Business Meeting: Alice Talnack, Theresa Levandoski-Byers, Jeanne Hendrickson, and Michaele Serasio give reports. Jeanne Sabankaya commented that she got a lot out of the meeting as a first-time attendee.

Girl Scout Day: Carolyn Dugger and Michaele Serasio report that an outline of activities has been drafted. The event will be April 28 at SNS.

Airmarking OAR: Michaele S. reports that OAR is ready for us. Date will be March 24, with March 31 as the rain date.

Sarah Chauvet proposes Oct. 14 as the date for the 2012 WVI Open House. No objections.

New Business:

First Annual WVI Swap Meet & Fly Market: Marjorie Bachman moves that our chapter spend \$7.00 to have a booth at the meet. Joanne Nissen seconds. Motion passes.

Human Race: Marjorie Bachman volunteers to be coordinator.

Election Chair: We need a volunteer.

Announcements:

Carolyn Dugger notes that Diane Peterson has sent memorabilia to the chapter. Carolyn and Theresa L. have recently visited with Diane in Sonora.

Laura Barnett posts the phone number of the Dallas TX Independent School District for those who would like to comment on the recent boys-only field trip to see the *Red Tails* movie.

Meeting adjourned at 8:45 p.m.

Program:

Discussion of tonight's bio question: "What do you consider to be essential in your flight bag?"

Submitted by Mona Kendrick, secretary

Private Pilot Questions

How many of us would be able to pass a Private Pilot knowledge exam. Test your skills below and find out. Answers are on the back of the newsletter.



FIGURE 4.—Airspeed Indicator.

1. What is the full flap operating range for the airplane?

- A - 60 to 100 MPH.
- B - 60 to 208 MPH.
- C - 65 to 165 MPH.

2. If an altimeter setting is not available before flight, to which altitude should the pilot adjust the altimeter?

- A - Pressure altitude corrected for nonstandard temperature.
- B - The elevation of the departure area.
- C - The elevation of the nearest airport corrected to mean sea level

3. How is engine operation controlled on an engine equipped with a constant-speed propeller?

- A - The throttle controls power output as registered on the manifold pressure gauge and the propeller control regulates engine RPM.
- B - The throttle controls power output as registered on the manifold pressure gauge and the propeller control regulates a constant blade angle.
- C - The throttle controls engine RPM as registered on the tachometer and the mixture control regulates the power output.

4. If an in-flight emergency requires immediate action, the pilot in command may

- A - Deviate from any rule of 14 CFR part 91 to the extent required to meet the emergency, but must submit a written report to the Administrator within 24 hours.
- B - Not deviate from any rule of 14 CFR part 91 unless prior to the deviation approval is granted by the Administrator.
- C - Deviate from any rule of 14 CFR part 91 to the extent required to meet that emergency.

5. Thunderstorms which generally produce the most intense hazard to aircraft are

- A - squall line thunderstorms.
- B - steady-state thunderstorms.
- C - warm front thunderstorms.

6. If the pitot tube and outside static vents become clogged, which instruments would be affected?

- A - The altimeter, airspeed indicator, and turn-and-slip indicator.
- B - The altimeter, airspeed indicator, and vertical speed indicator.
- C - The altimeter, attitude indicator, and turn-and-slip indicator.

7. When must the battery in an emergency locator transmitter (ELT) be replaced (or recharged if the battery is rechargeable)?

- A - After one-half the battery's useful life.
- B - During each annual and 100-hour inspection.
- C - Every 24 calendar months.

Private Questions (Continued)

8. If the aircraft's radio fails, what is the recommended procedure when landing at a controlled airport?

- A - Observe the traffic flow, enter the pattern, and look for a light signal from the tower.
- B - Enter a crosswind leg and rock the wings.
- C - Flash the landing lights and cycle the landing gear while circling the airport.

9. How can a military airport be identified at night?

- A - Alternate white and green light flashes.
- B - Dual peaked (two quick) white flashes between green flashes.
- C - White flashing lights with steady green at the same location.

10. How do variations in temperature affect the altimeter?

- A - Pressure levels are raised on warm days and the indicated altitude is lower than true altitude.
- B - Higher temperatures expand the pressure levels and the indicated altitude is higher than true altitude.
- C - Lower temperatures lower the pressure levels and the indicated altitude is lower than true altitude.

Cross Country Tip: Descending with a plan By: Claudia Contreras



Many pilots struggle with planning their descents from cruising altitude and arrivals after a cross-country flight. It doesn't need to be a struggle. A little planning and some basic math can help.

When approaching your destination on a VFR cross-country flight, plan your descent to arrive at pattern altitude 3 to 5 miles from the field. This gives you ample time to locate the airport visually, scan for other traffic in the pattern right at the horizon, where it's easiest to see, and plan your arrival.

Begin your descent with the knowledge that you need 4 miles for each thousand feet you have to lose with a groundspeed of 120 knots and a 500-foot-per-minute descent rate. If you're flying at 8,500 feet, and the field elevation is 1,500, you have to lose 6,000 feet to get to pattern altitude. Six (thousand) times 4 miles equals 24 miles, so begin your VFR descent 27 miles from the field to arrive at pattern altitude when you're 3 miles out.

To determine the proper rate of descent to remain on a 3-degree glideslope, multiply your groundspeed in knots by five; this will give you the proper descent rate in feet per minute. If you fly the glideslope at 90 knots, the correct descent rate will be 450 feet per minute.

A few moments spent planning your descent while still at cruising altitude will pay major dividends for you and your passengers' smooth, no-fuss arrivals at your destination. And the math necessary to make it happen shouldn't require much thought.

FAA Safety Seminars

For more info, go to FAASafety.gov

- 1) **“Surviving Gyro Failure in IMC”** Topic: A new, effective and systematic method for recognizing and diagnosing flight instrument failures.

Thursday March 8, 2012 at 7:00 PM

Location: Trade Winds Aviation, 2500 Cunningham Ave. Terminal Building, San Jose, CA 95148

Select Number: WP1543014 **Description:** Studies show that vacuum failure is one of the most difficult in-flight emergencies for pilots to recognize and correctly diagnose. This seminar presents a new, unique and systematic method for recognizing, diagnosing and recovering from flight instrument failure, including but not limited to the failure of the engine-driven vacuum pump.

- 2) **'Expecting the Unexpected' - Be Prepared for the unexpected** Topic: Emergency Maneuver Training and Controlling Your Aircraft During a Crisis

Thursday, March 27, 2012 at 7:00 PM

Location: **Watsonville Aviation Education Center (WAEC)**, 60 Aviation Way, Watsonville, CA 95076

Select Number: WP1543135 **Description:** Erik Fleming will discuss keys to teaching precision flight, stall/spins, unusual attitudes, and emergency procedures, as well as aerobatic sequences plus the critical sequence of events needed to recover from various unusual attitudes.

FLY-OUT ACTIVITIES

March 17, 2012 Historic Gold Rush Town Walk around the cute town of Columbia! All flights will take off out of Salinas (KSNS). The activity will be canceled if weather is less than VFR conditions. We will meet at the Terminal at 10AM and take off 30 mins after.

April 21, 2012 Dream Machine Show KHAFF. ! All flights will take off out of Salinas (KSNS). The activity will be canceled if weather is less than VFR conditions. We will meet at the Terminal at 9AM and take off 30 mins after.

If you plan to fly or want to be a passenger, please contact Lori Ledford.

831-578-7610

Loli191@yahoo.com

Pilot Tips

- This tip is from National CFI of the Year, Doug Stewart. He tells you the most important word in your pilot vocabulary when talking with ATC.
http://www.pilotworkshop.com/tips/atc_pilot_communications.htm
- Which wind condition requires maximum caution with regard to wake turbulence on takeoff?
 - No wind
 - Light crosswind
 - Strong crosswindhttp://www.pilotworkshop.com/tips/wake_turbulence_takeoff.htm
- The focus is on wake turbulence and landing. Bob Nardiello explains a technique he uses in the absence of visual glide path indicators to ensure he is above the glide path of the aircraft in front of him.
http://www.pilotworkshop.com/tips/wake_turbulence_landing.htm

Cork Board

Human Race

I wanted to let everyone know about the Human Race. We will be participating this year at the Santa Cruz Human Race on May 12, 2012. I will have race entry forms and sponsor information at our next meeting. If anyone is interested in participating in the race but can't be at the meeting or has any questions, please call me (Marjorie) at (831) 722-5138 and I will get the forms to them.

2012 Scholarship \$250

Bay Cities Chapter of the 99s Aviation Scholarship 2012

Purpose: The Bay Cities chapter of the Ninety-Nines is proud to announce our 2012 scholarship to provide funding toward student pilot training materials, ground school or exams. The purpose of this scholarship is to provide a little extra monetary assistance to someone just getting started on their Private Pilot or Sport Pilot license.

Award Amount: \$250

Eligibility:

- Any female student pilot residing within 99 nautical miles of Oakland Airport.
- Applicant must be at least 16 years of age.
- Applicant must be eligible for a Private Pilot or Sport Pilot license within the USA.
- Applicants must provide a one page letter introducing themselves and their goals, their proposed budget for flight training and a recommendation letter, preferably from a CFI or other aviation professional. (Three documents in total.)
- Applicant does not need to be a member of the 99s.

Guidelines:

- The application must be *received online by midnight on March 30, 2012.*

Email the 3 items, clearly identified to **scholarship@baycities99s.org**.

- Funds must be claimed within 1 year of the date the scholarship is issued.
- A receipt will be required for reimbursement and must be signed by both the student and a CFI.
- Note that flight lessons are not eligible for reimbursement.

Dates:

- Applications are due March 30, 2012.

International Forest of Friendship

The 36th anniversary ceremonies at the International Forest of Friendship will be held in Atchison on June 15 (Fri) and 16 (Sat), 2012. **Come join us to make new friendships, renew old ones, and have a great time.** Honorees will be inducted to join the nearly 1400 individuals who are enshrined along the Forest's pathways.

The Forest's overall theme is "World Friendship through Flying." Candidates for induction can be anyone who has contributed, or is contributing to all aspects of aviation and aerospace. Honorees need not be pilots. In 2012, the specific focus is on: "Flying, Forests and the Future." Candidates are particularly encouraged who:

- have contributed to the promotion of aviation and aerospace, or who
- have helped preserve or explore forests and natural habitats through aviation and aerospace (support of state and local units fighting forest fires, aerial resource surveys [domestic or overseas], environmental work, etc.)

One of the 2012 themes is to emphasize achievements by younger honorees, so candidates who are under 35 are preferred, but this is not mandatory.

There will be a special ceremony to honor Dr. Wangari Maathai, who graduated from Mt. St. Scholastica College (now Benedictine College) in Atchison in 1964 and who passed away in September 2011. She founded the [Green Belt Movement](#), an environmental non-governmental organization focused on the planting of trees, environmental conservation, and women's rights. In 2004, she became the first African woman to receive the Nobel Peace Prize for "her contribution to sustainable development, democracy and peace."

The Forest would very much like to strengthen its ties with the Ninety-Nines in 2012, and hopes to induct twenty-five honorees sponsored by Ninety-Nines chapters. More information about the Forest, as well as sponsorship, registration and lodging information, is at the www.ifof.org website.

New San Francisco VFR Chart

This is a quick reminder that the current **San Francisco VFR Sectional Chart** will be expiring on March 8th.

Monterey Bay Chapter 99s
c/o Claudia Contreras
P.O. Box 400
Chualar CA 93925

Logbook



Mailing
Address
Goes
Here

Mar. 17, 2012—Fly-out to Columbia
Contact Lori Ledford, Loli191@yahoo.com

Mar. 21, 2012—MB99s Chapter Meeting
7pm, EAA Hangar, WVI

Apr. 18, 2012—MB99s Chapter Meeting
7pm, EAA Hangar, WVI

Apr. 21, 2012—Fly-out to HAF
Contact Lori Ledford, Loli191@yahoo.com

May 4-6, 2012—SWS Meeting
May 4 - May 6 , North Hollywood, CA
Hosted by San Fernando Valley 99s

Quiz Answers
1. A, 2. B, 3. A, 4. C, 5. A, 6. B, 7. A, 8. A, 9. B, 10. A.
Keep Learning!!!!