



LOGBOOK

Next General Meeting:

Wednesday, March 15th, 2023 at 6:30 pm

Salinas Airport Admin Office, Salinas, CA

Established August 14th, 1965
www.montereybay99s.org

March 2023
Volume 27, Issue 3



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."

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Member Activities

-**Nikki Fryn** - Flew KHAf + KCVH
-**Adeline Ochoa** - Signed w/ Horizon Air for Dev Program, hit 25 CX hours, began instrument training
-**Mona Kendrick** - 3 T/O's and Landings
-**Mercedes Eulitt** - WAAC Meeting, ferry plane from KSJC to KGJT
-**Kay Harmon** - cookies to TWR and airport manager @ KSNS
-**T L. Byers** - Meetings for WEAfT, 99's and PVA
Alice Talnack - cookies for KWVI, etc.
Claudia Maciel - SOPA meeting and flight instruction
Michele Serasio - fly Citabria to KOAR and KSNS, cookies to TWR and airport manager @ KSNS
Rayvon Williams - not as much as I'd like...
Anna Gooding - Instructing, Citation SIC training
Zoe Freilich - instrument training

Monterey Bay 99s Chapter Officers

Chair: Michael Serasio

Vice-Chair: Claudia Maciel

Secretary: Carolyn Dugger & Mona Kendrick

Treasurer: Alice Talnack

Committee Chairs

Aerospace Education: Alice Talnack

Air Marking: Michael Serasio

Scholarship: Alice Talnack

Membership: Mercedes Eulitt

Librarian: Laura Barnett

Aviation Activities: Jeanne Sabankaya

Legislative: Alice Talnack

Web Mistress: Gabrielle Adelman

Public Relations: _____

Hospitality Chair: Mona Kendrick

Logbook Editor: Bridgett Higgins

Behind-the-scene committees

WAAC—???

WEACT—Theresa L/Byers

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

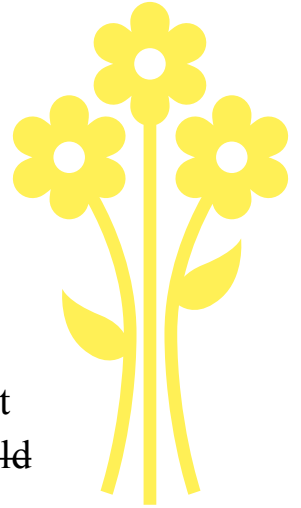
The 5th of the month is a soft deadline to submit articles, photos, notes for the current month's publication. Send info to higgins.bridgett98@gmail.com

PROP WASH

By Michaela
Serasio
March 2023

Welcome to March! We have had snow in the mountains and it looks so beautiful. Spring to begin March 20th. I for one cannot wait until the warm weather is back!!

Several of us met at Carolyn's house on Feb 25 to digitalize our Chapter History. Carolyn made a fabulous lunch and we got to work. Very fun reminiscing about Powder Puff Derby's, the matching outfits, past members, etc... Now this information will be placed on our website once completed for all to see. We have not decided what to do with the actual Memorabilia.



We have a lot of activities coming up: 4th Grader Field Trip to KWVI airport (contact is Theresa). ~~Looking forward to the Joby Tour on March 10. I am told to DRESS WARM!!! I am the contact for the Joby tour.~~

Please adjust your calendars as our April meeting will be at Jeanne S. home in Bonny Doon 11-3 on Sunday April 16. Many of us can Car Pool there. If you have not seen her place I will give you a hint. It was designed by Julia Morgan (Architect for the Hearst Castle!) Figure about an hour travel time from Salinas. Jeanne's Brother in law plans to make us Pizza in an Outside Pizza oven!! We are to bring Side Dishes, Drinks and Desserts. I can provide a sign up sheet for those Potluck items at the March meeting.

We also are preparing for the Palms to Pines Air Race in August. Date is the 11th . Please provide your availability to Mercedes/Claudia. More information to follow.

See you at the March 15, 2022 meeting in Salinas at 6:30pm (New Time).



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** 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 99S PERPETUAL CALENDAR

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

August

- International 99 Conference Jordan

September

- SWS Fall Section Meeting Ventura Chapter

FREEZING RAIN: HOW DOES THAT HAPPEN?

Full Article: <https://www.boldmethod.com/learn-to-fly/weather/how-freezing-rain-forms-icing-conditions/>

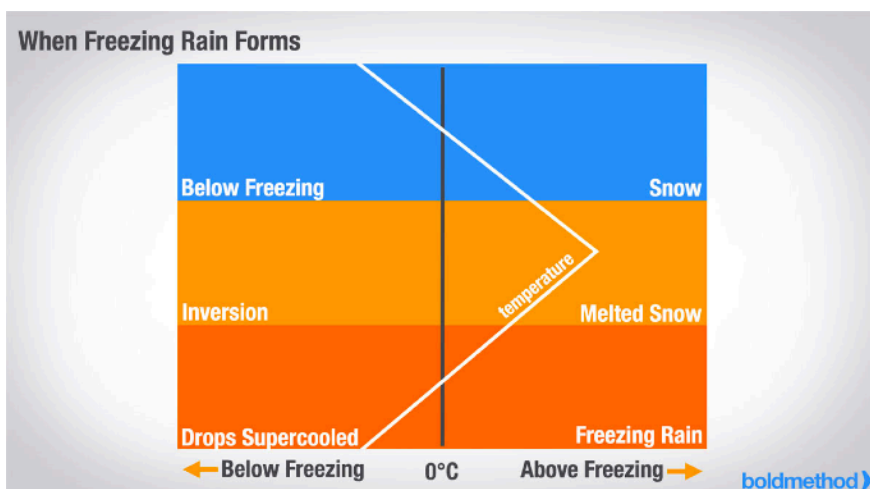
How Freezing Rain Forms

According to the FAA, freezing rain is created when snow falls through a warm layer, then through a sub-zero layer of air. This temperature profile is known as a temperature inversion. Looking at the diagram below, there are three basic layers of air in this scenario. A below-freezing layer aloft, an above-freezing layer in the middle, and another below-freezing layer of air at the surface.

As the melted drops exit the middle (above-freezing) layer and fall through the lower-freezing layer, they move so quickly that they don't have time to completely freeze before they get to the ground.

So what happens to these cold water drops? They become supercooled, creating a [significant icing risk](#) to aircraft. What is supercooling though?

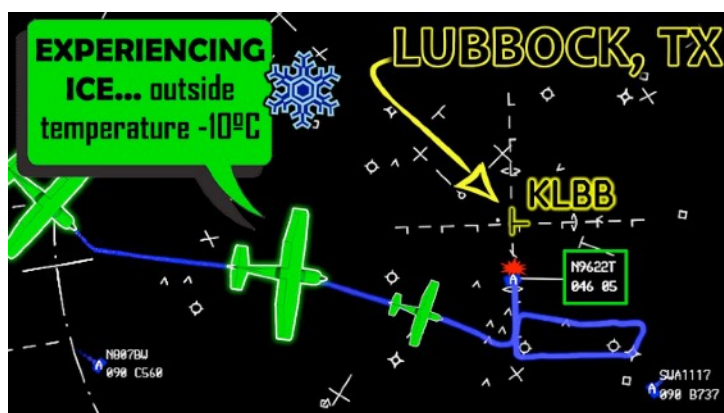
Supercooling is a state where a liquid is below freezing but isn't a solid (in this case, ice), meaning that as the droplets fall through the atmosphere they can't crystalize. But when supercooled droplets impact the surface of your aircraft, they stick and freeze.



Why Are Supercooled Large Droplets Dangerous?

Large drops, like you'd expect with freezing rain, can form a heavy glaze on your airframe (clear ice) that can be difficult to remove, especially if ice forms aft of de-icing equipment. Clear ice can also be hard to see because of its smooth, transparent appearance.

See Cessna Cinturion ATC transmissions during crash probably due to freezing rain.
<https://youtu.be/4s9G3WH-esl>



Have you Heard?

Joby Aviation Tour

The 99s have been invited by the Watsonville Pilot Association to join them on their Joby Aviation facility tour.

Please contact Michael Sersasio to grab a spot on this tour. It will be fun to see the next chapter for aviation history being written!

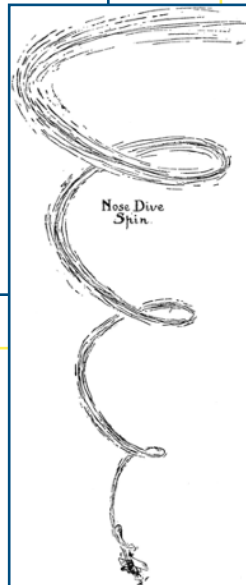
Contact Michael Sersasio
flyngnurse@aol.com

Monterey Tower Tours

Tower tours at the Monterey Regional Airport have started up again! Because of the small space, groups are limited to 3 people max.

Please let me know if you and a few friends want to do this and I can set this up. The ATC up there is kind and understanding in this relatively simple Class C airspace.

Contact Bridgett Higgins
higgins.bridgett98@gmail.com
or
mry@aerodynamicaviation.com ATTN: Bridgett



SOPA Scholarship Application

Have you applied for the SOPA scholarships yet?

They are offering a \$2,000 scholarship for general aviation training. This could be for your private, advanced rating, or for mechanic training.

<http://www.salinaspilots.org/#scholarship>

MB99 Section Meeting Scholarship

The Monterey Bay Chapter offers one registration fee award to Chapter Members and/or Student Pilot members. The award is to be used to attend either the next scheduled Fall or Spring Southwest Section meeting and is offered prior to each section meeting registration. The award shall cover the Section Meeting registration cost only. The award application is due two months prior to the section meeting registration deadline. The application is available through our MB 99s website under Scholarships or contact:
Alice Talnack
atalnack@comcast.net
831-332-3549
Award Chair

TAILWHEEL OVER THE BAY

Once you finish your private pilots license, what do you do next? During my interview with Pilot Beth Welliver, we see the limited possibilities to fly different aircraft locally as well as the challenges of learning a new airframe.



Flying the Luscombe over KSNS

-What inspired you to start your aviation journey?

I've been curious about flying ever since college (graduated from the Air Force Academy in 2002), but never had the time to learn. During COVID, I found myself with a little more flexibility in my schedule (for a few months I didn't spend the regular two hours each day I'd spent commuting to Morgan Hill for work), and decided I needed to explore a new hobby. Once I started doing a few lessons, I was hooked!

-What are your current hours?

I'm still a baby pilot, only 125 hours!

-What are your short-term aviation goals?

Continue to build hours and most importantly, proficiency. Flying out of Salinas, I know that an instrument rating is going to be valuable to ensure I can regularly fly, especially with my schedule....I have a busy job with a good amount of international travel, and a five-year-old who loves sports...I can't always dart off to the airport when the skies are clear and the winds are calm!

This year I'd like to get tailwheel proficient and also work toward a high-performance endorsement. Along the way, I'd also build up the cross-country hours required for my instrument rating...that rating my 2024 goal.

-What are your long-term aviation goals?

Someday, I want to own a Cessna 180 and explore all the airports in California. We have friends in Oregon and family in Washington, and would love to take some long weekends to visit them, too...so many airports with camping available to explore! And hopefully get my son excited about aviation.



Focus in the rudder!

-How are the tailwheel opportunities in Monterey Bay?

To be honest, I didn't know that there were any good options for learning tailwheel at either KSNS or KMRY until Sophia told me about North Aero and introduced me to Erick Teeters. Before that time, I'd been on a wait list with Aerodynamic Aviation to learn at Reid-Hillview (KRHV) for over a year.

I can't say enough about North Aero and Erick as an instructor. The Luscombe I'm learning in is fun to fly, and well maintained. Add in a patient instructor with a light-hearted coaching style and its a blast!

-What are the main differences between the tailwheel plane and the other aircraft you've flown?

The first difference is the stark contrast in how the plane maneuvers on the ground vs. a tricycle gear plane. Heavy rudder inputs during taxi, with turns feeling very different.

On takeoff, the first few times I pushed the stick forward while still on the ground in order to get the tail off the tarmac was a strange sensation and felt like a really weird attitude in which to put the plane, but i got used to that fairly quickly.



On landing, you have two options – the three point landing, and the wheel landing. Three point landings are not unlike landing a tricycle gear plane; success comes from carefully managing speed on final (no flaps to help out!), though you really have to be ready for far more rudder input once on the ground. The wheel landing (landing on the front two wheels and as the plane slows, the tailwheel settles down) is a bigger challenge to learn...flying down through ground effect and essentially flying the plane right onto the ground is a very different sensation than what I was taught to flare / round out in ground effect when landing a tricycle gear. But, every time I get the wheel landing right, I feel like a real (badass?) pilot! In the air, its a plane like any other plane. Keeping it coordinated takes some practice, and you're always on the controls with little corrections, but its pretty straightforward at that point.

-In your opinion, what is the most challenging task when flying taildraggers?

You are ALWAYS actively flying the plane. I feel like there are moments in an 172 or the Warrior in which you can level out, set a heading, and the plane will more or less fly itself with little input. In the Luscombe, there's always a sensation you need to pay attention to, and be active on the controls, especially rudder inputs!

-How has the 99s impacted your aviation journey?

I'm incredibly grateful to Sophia for introducing me to Erick. I had no intention of getting my tailwheel endorsement right away, but after flying together once in North Aero's Piper Warrior, he suggested trying the Luscombe. If Sophia hadn't made this connection for me, I never would have even known such an accessible option existed for me! I also have to thank Kay and Michaele for regularly checking in, commenting on my different aviation posts on Instagram and Facebook, and encouraging me to keep flying.



Valentine cookies delivered to CalStar and a personal “thank you.” This is Dave working the the maintenance hangar. Jimmy was the pilot that transported me to Natividad Medical Hospital after my crash... I was very lucky that they were in the air when they received the emergency call. Service was very quick.

-Jeanne



MB 99s Mercedes E. and Adeline O. enjoying the high clouds!

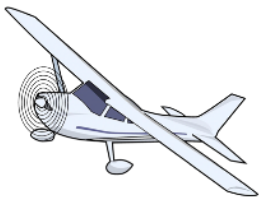


PILOT PICTURES

This February, our 99s gifted cookies to the Salinas Tower, Salinas Administration office and the Watsonville airport staff!

Without these people, aviation would be a lot harder for our community and the 99s are forever grateful.





AVIATION ACTIVITIES

Date	Activity	Time/Location
March 8th, 2023	99s Webinar "Volunteer Flying" with Pilots n Paws, PALS, and Angel Flight	8 pm Webinar https://us06web.zoom.us/j/6481234567
March 11th, 2023	Big Bear City Fly-In with Las Vegas Chapter	10 am arrival at L35
March 12th, 2023	Catalina Fly-In With the San Diego Chapter	10 am arrival at KAVX
March 18th, 2023	Orange County Fly-In with San Diego Chapter	10 am - 2 pm KSNA

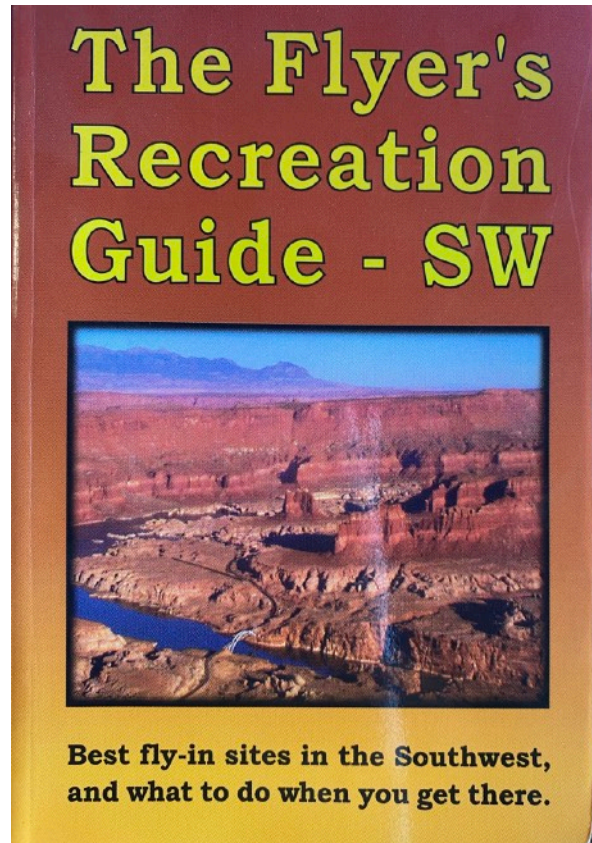


BOOK REVIEW

Have you seen all the cool spots around your neck of the woods? Soon to be donated to the MB99 library, see the best places to fly, hike, and camp in California, Arizona and Utah to name a few.

Note that this book was written in 1999, and I could already spot one airport that has closed since then (Carmel Valley).

Please send pictures if you have already been to some of these airport!



Written by Reed I. White

Sign-Up for Hospitality

-March KSNS
-April KWVI

Nikki Fryn
????

MB 99s Memorabilia



Here is a sneak peek of the wonderful memories our chapter has created since 1965. Look out for these digitalized relics when they become available.



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



LOGBOOK

Calendar of Events

Spring 2023 -2023 Spring SWS Meeting Virtual- Long Beach Chapter

Fall 2023 -99s International Meeting - Jordan
 -Vancouver, British Columbia International Meeting
 -Fall SWS Meeting - Ventura County Chapter

