



Established August 14, 1965
www.montereybay99s.org

May 2017 Volume 21, Issue 5

LOGBOOK



"Flying Ship" as seen in Indiana Jones movies

Theresa & George

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Our general meeting is Wednesday, **May 17, 2017 at 7 p.m.** in the EAA Building at Watsonville Airport, 60 Aviation Way.

Directions: **Coming From CA-1 North** take the Airport Blvd/Freedom Exit. Merge onto Larkin Valley Road., Turn left onto Airport Blvd. Turn left onto Aviation Way.

Coming from CA-1 South take Airport Blvd/Freedom. Turn left onto Ranport Rd., Turn left onto Airport Blvd. Turn left onto Aviation Way.

Chapter meeting— May 17, 2017

Monterey Bay

Chair: Joanne Nissen

Vice-Chair: Mona Kendrick

Secretary: Kay Harmon

Treasurer: Alice Talnack

Past Chair: Claudia Contreras

Logbook Editor: Jeanne Sabankaya

Deadline: 5th of each month for the current month's publication. Send info to jeannesabankaya@gmail.com

Committee Chairs

Aerospace Education:

Alice Talnack

Air Marking:

Michael Serasio

Scholarship:

Alice Talnack

Membership: Carolgene Dierolf

Historian: ?????

Librarian: Laura Barnett

Scrapbook: ?????

Aviation Activities: ?????

Legislative: Alice Talnack

WebMistress: Gabrielle Adelman

Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



Member Activities



Sue Purvis—back in currency!, airport commission, SOPA, lunch fly-out to PRB, SOPA movie night

Carolyn Dugger

Theresa L-B—Long Beach Girl Scouts presentation, WEACT meeting, EAA presentation Sean Tucker

Carolgene Dierolf

Joanne Nissen—SOPA, Ventura Co 99 seminar

Claudia Macial—fly-out lunch PRB w/ SOPA, career day @ La Paz Middle School, weekend lunch @ KHAf, Flight instructing

Sophia Taylor-Home—SOPA movie night, Minden Scholor ship winner, soaring lesson @ Hollister, Kids Fly Free, Russian Yak, Bi-Plane

Kay Harmon—SOPA flight to Columbia, SOPA movie night

Michael Serasio - SOPA meeting, SOPA movie night (Barnstormers)

(continue on page 4)

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 Alice Talnack, 140 Dovewood Ln, Aptos, CA 95003 OR**, bring your chapter donation to the next MB Chapter meeting.

. Our local dues run from July 1, 2016 to June 30, 2017.

Monterey Bay Yearly Chapter Members Donations 7/1/2016–6/30/2017

Below is the latest list of members who have paid dues / made a yearly donation to the MB 99s.

Adelman, Gabrielle	Arnold, Earline	Bachman, Marjorie
Barnett, Laura	Chauvet, Sarah	Contreras, Claudia
Dierolf, Carolgene	Dugger, Carolyn	Eisemann, Mary Ellen
Fagan-Smith, Barbara	Harmon, Kay	Harris, Leritha
Hendrickson, Jeanne	Kendrick, Mona	Lewendoski-Byer, T
Mendelsohn, Stephanie	Nissen, Joanne	Pratt, Sandy
Purvis, Sue	Sabankaya, Jeanne	Serasio, Michael
Talnack, Alice	Taylor-Home, Sophia	

Friends of the 99s
Katrina Espinoza

Prop Wash

By Joanne Nissen



Well, Spring is certainly here and it seems lots of things are speeding up. The Section in Oakland, put on by Bay Cities Chapter was great. Some of us took in Beach Blanket Babylon on Thursday night...driven by Bay Cities Chapter members, the drive was half the thrill. Saw the light display on the Bay Bridge on the way back to the Hilton (just across from the Oakland airport where we were all staying.) I had always wanted to see that show, and loved it. Next morning was the tour of the USS Hornet tied up at the former Alameda Naval Station. Sitting alongside were several ships of the Ready Response Fleet. Manned by civilians and under the Department of Transportation, these ships can respond in 5 to 7 days to a disaster or other emergency....who knew, but they are ready, engines running, gangplank lowered! The Hornet is a rather famous ship, all of them. The first Hornet was a sailing ship and several have come along. I may be corrected, but we were on the 8ththis is the ship when it had a straight deck launched the Doolittle raid to Japan. That was a very short runway because all of those planes were tied down on deck, so the first to go had just about a third of the deck. She also picked up a number of the Apollo space crafts, noticeably Apollo 11 with Neil Armstrong, Mike Collins and Buzz Aldrin. It did received war damage, was sunk, another was built, this one with the new carrier design of a slanted as well as a straight deck....one for landing, one for launch. Our docent had flown off the Hornet. Afternoon seminars were offered, that evening was a reception at the Oakland Air and Space Museum where we all visited the plane built by Gabby Adelman and donated to that museum. Governor Alice had a long business meeting to oversee. Sat. morning, more seminars offered in the afternoon, we enjoyed a nice banquet receiving the Air and Space award. We are a small chapter, but in the big chapter grouping. But as the lady from San Diego sitting next to me said..."We don't enter, so we don't win." Keep telling Alice every time you visit a museum, go to an aviation event!! It works!!

May is filling up with activities...Marjorie will be telling us about WEACT (to be held May 20th) at the upcoming meeting as well as bringing up to date with the new flight plan format, the Salinas SOPA is having a mystery overnight flight (May 20 - 21st contact Sue Purvis for details), Salinas EAA has invited us to hear Alan Brown (from Watsonville) talk about designing stealth aircraft on June 1st and that EAA also is having a Young Eagles event on May 6th....can use help!

BEST OF ALL....our nominee for a 99 Award of Merit, Sean D. Tucker, was notified of success...after a bit of tracking to get the correct phone number... The Awards Chair cornered him at Sun n' Fun in Florida. 99s are brave and can track air show pilots!! The Awards Committee will plan some sort of reception for him once his show season concludes in the fall. Yea Sean!!!

Marjorie Bachman submitted the following items. If you have questions about them, ask her. (831) 722-5138

1. WEACTION (see enclosed flyer)
2. **July 4th @ KWVI** - The Watsonville Municipal Airport will have an open house on July 4th with fireworks as the sun sets. The 99s are welcome to have an informational booth if they desire.
3. **May 17** Marjorie will give a presentation about using the ICAO Flight Plan (Form 7233-4) for domestic flights. She will also give a short introduction to the new NWS Graphic Area Forecast.

(continue from page 2)

Member Activities

Alice Talnack— International Board Meeting @ Okla. City, long Beach chapter's 65th anniversary party, SWS section "stuff"

Jeanne Sabankaya - Logbook, studying

Mona Kendrick— local flying

Jill Smith— Pima Air & Space Museum, Arizona

Guests— Nicholas & Nathaniel Fender, Audrienne Taylor & Emily Taylor-Home (SOPA movie night)

Three poems were given to Sarah from Dell. I'm not sure who penned them. Here's one of them; other poems appear throughout this newsletter. Enjoy!

IF YOU HAVE FLOWN

There are no words that can express the magic of that wilderness
That wilderness way up high where banks of clouds float softly by
And hide the problems of earth below —but then you know—*if you have flown*.

If you have flown, then you know the beauty of the world below.
The meadows green, the waters sapphire blue, you've felt it belonged alone to you.
And as your ship obeyed your slightest will you've felt a thrill—*if you have flown*.

To those who sail the skies above comes peace of mind—and understanding love
There is no bitterness in the sky as gently earth and clouds drift by
All if beautiful, serene—you know exactly what I mean—*IF YOU HAVE FLOWN*.

WEACT Exercise
Saturday, May 20, 2017
9am–2pm

The Watsonville Emergency Airlift Command Team will be conducting an exercise on Saturday, May 20, 2017 from 9am to 2pm at the Watsonville Municipal Airport. Meet at the EAA 119 Hangar and you will be assigned a job. Bring sun screen, snack, and water.

WEACT has been established to provide first response emergency airlift resources during various disasters in support of the Emergency Operations Command (EOC). WEACT has developed operating procedures to utilize during future disasters in the Santa Cruz County region and outlying areas.

During the May 20th exercise, WEACT will simulate an earthquake in the Santa Cruz mountains which closes off the local access roads and potentially damages the levee system on the Pajaro River. Numerous flight operations will be launched to outlying airports to pick up supplies and personnel. WEACT will also coordinate reconnaissance flights to provide damage assessment. We hope to demonstrate the important role the Watsonville Municipal Airport can provide to the Santa Cruz County community during times of natural disasters

WEACT is an all volunteer organization. We need pilots who can fly their aircraft and ground workers who can help organize the logistics of the flights. These ground jobs include volunteer staffing, materiel/passenger receiving/shipping, flight operations administration, ramp operations, emergency radio communications and numerous other duties. We would also welcome pilots from outlying airports to fly into KWWI to participate and/or observe our operations.

If you are interested in volunteering with WEACT for the May 20th exercise and/or for the future, please go to www.emergencyairlift.org to sign up and get more information. Even if you cannot help out with the exercise, we invite everyone to come out to the airport on May 20th to observe our operations and learn about WEACT. For questions, please call Marjorie Bachman at (831) 722-5138. Thanks in advance for everyone's support!

GONE FLYING

The dishes aren't washed—the beds aren't made,
Where the clothes were dropped—is where they've stayed;
For the winds are calm—and the weather's fine
And Mother's gone flying with the 99's.

The houseplants are droopy, the dog has no meal,
The kitchen floor has a gritty feel.
But the ceiling is high and the weather's fine
And Mother's gone flying with the 99's.

She felt this morning (before 8 o'clock)
Her system was in a state of shock -
For she's never really awake 'til half-past nine
Except when she goes with the 99's.

Here she comes home to the dust and the mess,
Which she won't even notice or I miss my guess.
Her eyes have a sparkle that's not from the wine.
She must've had fun with the 99's.

Flying the airplane is more important than radioing your "plight" to a person on the ground incapable of understanding or doing anything about it.

Sean D. Tucker wins the Ninety Nines Award of Merit

Monterey Bay Chapter of The Ninety Nines offered Sean D. Tucker for recognition by a 2017 Award of Merit for his contributions to aviation.

Congratulations, Sean!

Bottom photo— Joanne next to Gabby Adelman's donated Kitfox. Gabby put together this plane in 1998 which was considered the most successful kit on the market. Artist Darren Silver spent over a year painting the aircraft. He wanted the aircraft



to "disappear" in the sky & turn into graceful flying dragon.

Wingspan—32'
Wings folds
Empty wt 650lb
Powerplant -
1x Rotax 912;
80 hp

Guest Speaker

7:00PM Thursday June 1 SNS- Alan Brown, Skunk Works & the F-117

Guest Speaker: Alan Brown, Skunk Works & the F-117

Alan Brown, former Director of Engineering at Lockheed will be speaking on the history of the famous Lockheed Skunk Works and the development of the F-117 Stealth Fighter.

Alan Brown retired in February, 1992, as Director of Engineering at Lockheed Corporate Headquarters. His two principal concerns there were the promulgation of Concurrent Engineering and Stealth Technology throughout the Corporation. He has given invited papers on both these subjects at national and international levels.



From 1975 to 1989 he was a member of the Lockheed Advanced Development Projects, colloquially known as the "Skunk Works". He served first as the deputy program manager for the Have Blue low-observable research aircraft. He then became program manager and chief engineer for the F-117A Stealth Fighter from initial concept until the first production aircraft was built, 1978 to 1982, and from 1982 to 1989 was Director of Low Observable Technology.

He joined Lockheed in 1960, starting in the physics laboratory of the Lockheed Missiles and Space Company in Palo Alto. He moved to the aircraft company in Burbank in 1966, working on propulsion installation on the Supersonic Transport and the FX and VSX aircraft (which later became the F-15 and S-3A respectively), and was engineering manager for the Lockheed group at Rolls-Royce on the L-1011 commercial transport program.

He began his aeronautical career with an engineering apprenticeship at Blackburn Aircraft in England from 1945 to 1950. After obtaining a Diploma of the College of Aeronautics, Cranfield, in 1952, he worked at Bristol Aeroplane Company as an aerodynamicist prior to going to the United States in 1956. He worked as a research associate and lecturer at the University of Southern California, and as a research associate at Wiancko Engineering Company before joining Lockheed.

Education Hull Technical College, England, Diploma in Aeronautical Engineering, 1950, Cranfield Institute of Technology, England, Diploma of the College of Aeronautics, 1952, Stanford University, USA, MS, Aeronautical Engineering, 1969, **Honors and Awards** Fellow, American Institute of Aeronautics and Astronautics, Fellow, Royal Aeronautical Society, England, Member, National Academy of Engineering, USA., Recipient, AIAA Aircraft Design Award, 1990, Honorary Doctor of Science, Cranfield University, 2001

Why Are There So Few Female Pilots?

Identifying Barriers that stop women from flying

There are 599,086 pilots in the United States (as of December 2013), but only 6.61 percent—or 39,621—are women. But the numbers are somewhat misleading. Of *that* number, just 25,216 have an “other-than-student” pilot certificate, just 4.21 percent of the total of all U.S. pilots.

In late 2011, Mireille Goyer, founder of Women of Aviation Worldwide Week, contacted the FAA and obtained [certificate statistics from 1960 through 2010](#). She determined that there was an increase in the number of female pilots during the 1960s, 1970s, and 1980s, when the numbers rose from 4,218 to 26,896. But since 1980, the percentage of pilot’s licenses earned by women has stayed flat.

Why are so few women becoming pilots? For answers, we looked at some of the studies in [Absent Aviators: Gender Issues in Aviation](#) edited by Donna Bridges, Jane Neal-Smith, and Albert Mills (Ashgate, 2014). One study conducted by Deanne Gibbons, a sociologist and member of the Royal Australian Air Force, indicated that young girls view piloting as difficult, dangerous, and “more of a man’s job.” Additionally, “Views about what constitutes a ‘typical pilot’ were extremely strong,” writes Gibbons. “A number of participants expressed a belief that they wouldn’t suit flying because they lacked the *typical* pilot traits of arrogance, overt confidence and a lifelong obsession with aviation.”

There is evidence, says Gibbons, that girls who become either commercial or military pilots have had an early association with flying, something Gibbons labels “an epiphany moment.” These were triggered by direct exposure to flying: either visiting the cockpit during a commercial flight, watching aircraft take off from an airfield, or taking a joyride during a vacation. Most of the women interviewed experienced their epiphany moment between the ages of 5 and 10. These childhood experiences were then bolstered by hands-on flying experience during the girls’ teenage years. The participants also described having “aviation-obsessed” fathers who encouraged their interest, although the fathers were only rarely pilots themselves.

Absent Aviators includes the results of a two-year U.S. study by Penny Rafferty Hamilton, a Colorado-based pilot and aviation educator. Hamilton surveyed female flight students in an effort to identify barriers that stop women from earning a pilot’s license. The top reason given was lack of money for flight training, followed by “instructor-student communication incompatibility”; instructors leaving flight instruction to take airline or charter service jobs, requiring the flight student to start over with another instructor; and a lack of female mentors. Other barriers include lack of experience with, and knowledge of, mechanical systems, and a lack of map-reading experience.

These obstacles can be overcome, says Hamilton, in a variety of ways. General aviation training scholarships could be expanded for women over 50 who want to start or complete flight programs. (Most current funding targets a younger demographic, she says.) Female flight students could be encouraged to build confidence with more simulator time, and those with weak map-reading skills and little mechanical experience could be directed to online tutorials and hands-on workshops. Flight schools can create a more “female-friendly” atmosphere simply by posting photographs of pilots of both genders.

AOPA SPECIAL REPORT (from AOPA website)

FAA releases BasicMed checklist, approves AOPA course

The FAA on April 24 released the official BasicMed Comprehensive Medical Examination Checklist that pilots who wish to fly under BasicMed need to fill out and have completed by the state-licensed physician performing the medical examination. The agency also published a link to AOPA's Medical Self-Assessment: A Pilot's Guide to Flying Healthy online aeromedical course that satisfies the requirement for pilots to complete a medical education course prior to operating under BasicMed. Although qualified pilots cannot fly under BasicMed until May 1, they can go ahead and make a doctor's appointment, have the checklist filled out by the physician, and complete the online medical course.

Access the course and checklist by going to AOPA website.

Download the BasicMed Comprehensive Medical Examination Checklist

Complete AOPA's "Medical Self-Assessment: A Pilot's Guide to Flying Healthy"

Medical Regulation Highlights

Pilot Eligibility

Aircraft Specifications

Up to 6 seats, up to 6,000 lbs (no limitations on horsepower, number of engines, or gear type)

Flight Rules

Day or night, VFR or IFR

Altitude Restriction

Up to 18,000 feet msl

Geographic Limitation

Within the United States (unless authorized)

Speed Limitation

250 knots indicated airspeed

Operating Limitation

Cannot operate for compensation or hire, except for flight instruction and as permitted by 14CFR 61.113

Aeromedical Training

Free online course required every two years (24 calendar months)

Physician Visit

Every four years (48 months)

Crowdrise Fundraising

Audrianne Taylor has been working hard to help our chapter find other means of raising scholarship money since the decision to not continue participating in the Human Race and the decision of the Watsonville Airport/City of changing the Fly-in and Open House activities has affected out fundraisers such as no longer having the dime a pound rides.

Kay Harmon submitted this message from Audrianne regarding the fundraiser that she has set up so you can share it on your Facebook pages or with your friends/family. She asks you to be sure to read the updates section also. So far she just posted a couple of pictures of Sophia, but if she has pictures of the group or of other people, she could post those too.

Audrianne says, "If anyone has suggestions for what I should say, or how I should change what I have on there, I would appreciate the input. I am not an aviator, and freely admit I don't know exactly what to say!" So far \$50 has been raised.

Thank you Audrianne for all that you are doing to help us. Kay, thank you for this submission.

<https://www.crowdrise.com/flight-training-scholarships-for-women2/fundraiser/southwest-section-of-the-ninety-nines-inc#the-story>

SPRING SECTION REPORT

The Spring section meeting was held in Oakland from April 26 through the 29th. There were many tours and seminars to keep everyone occupied. Tours and activities included Medic First Aid CPR course, Beach Blanket Babylon musical, USS Hornet (aircraft carrier) tour, Oakland Tower tour, Night at Oakland Aviation Museum (included entertainment and heavy hors d'oeuvres and a tour of the "Flying Boat"). The seminars included Flying the San Francisco Bay, IFR Refresher, Women in Air Racing, Aviation Adventures, Rosie the Riveter, and Professional Pilot Panel. Transportation to-and-from activities was efficient. The section meeting was very long but there was much to discuss and to hear. The next section meeting will be this fall in Redding. The International meeting is this July. (below left –old hotel, right is original tower during Amelia Earhart's flight out of Oakland, new tower in bkgnd).



MONTEREY BAY 99s

Perpetual Chapter Activities Calendar

May

Southwest Spring Section Meeting

MB99s Scholarship Award & Luncheon

June

Chapter Reports Due to International

MB99s—History & Scrapbook Remembrance/Updates

Identify pilots for Section Award @ Fall SWS meeting

July

International Conference

Officer Installation—Bi-annual

Installation—Forest of Friendship

Membership donations due

Share the Holidays—start collecting toys

August

Chapter Anniversary—August 14, 1965

National Aviation Day—Orville Wright's birthday August 19th

September

WVI Airshow—Pilot Registration Committee

Salinas Air Show

October

Southwest Section Fall Meeting

November

December

Holiday Potluck/Party

“Share the Holidays” aviation related toys for children drive

Deadline for Scholarship Applications

Day-after-Christmas, aviation toy shopping

January

Southwest Section Winter Workshop Meeting

February

Cookies for the towers

March

MB99s Nominating Committee—Bi-Annual

WIA

April

MB99s ballots distributed for new officers—Bi-Annual

HOSPITALITY for 2017 meetings — Please sign-up and let Joanne know

May — Mona

Sign-up to bring snacks

June - Kay

Home-Home In My Plane

(to be sung to the tune of “Home On the Range”)

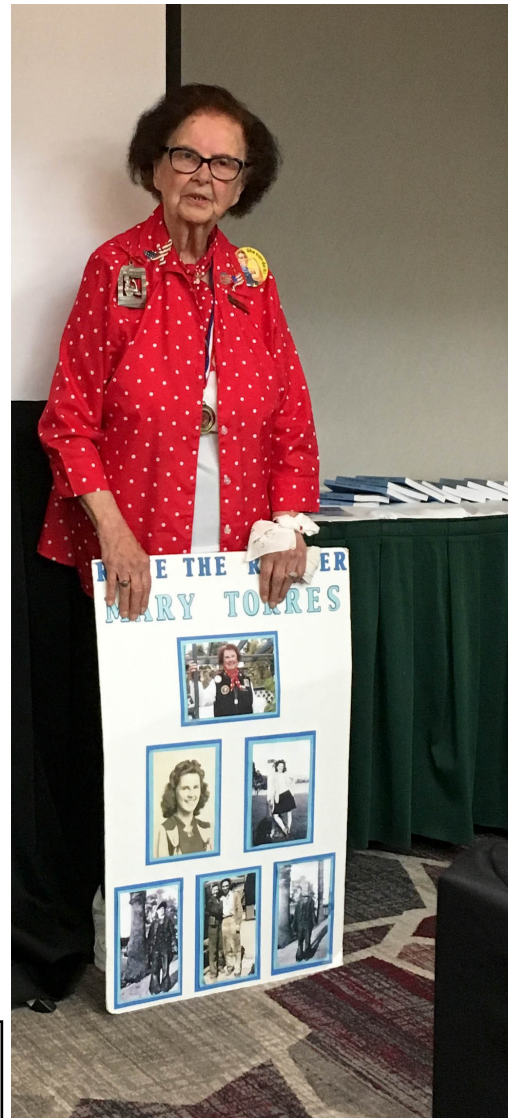


Oh give me a plane—and a day with no rain,
And a husband to pay for the gas.
Where there’s not a cloud, or the old freeway crowd,
And the birds one-by-one I will pass.

Home, home in my plane,
Where I feel like a queen on a throne.
Where never is heard, a discouraging word,
And I don’t have to answer the phone.

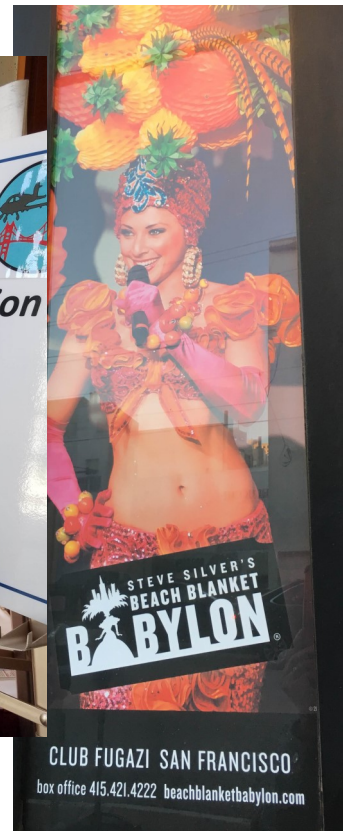
Oh give me some wings, and an engine that sings,
And I’ll soar like an eagle in space,
And when I do land, if things go as I’ve planned,
All my parts will still be in one place.

Home, home in my plane,
Where I pilot my way to the stars,
But if I’m not there, you’ll find me somewhere
Planning my very first trip up to Mars.



Picture on right is Mary Torres—one of the original “Rosie the Riveter”

More April photos



Top row

L-R

USS Hornet Museum, Alice @ Registration table, Beach Blanket Babylon advertisement,

Middle row – Inside Oakland Tower talking to female controller

Bottom Row L-R

Mona Kendrick tagging items to be scanned. Sue Purvis & Joanne Nissen going through photo albums.



Tour of the USS Hornett ↓



Theresa, Michael, George, Jeanne,
Joanne on the USS Hornet

FAAST Blast — Week of Apr 17, 2017 – Apr 21, 2017 ***Biweekly [FAA Safety Briefing](#) News Update***

AD Issued for Certain Decathlon/Super Decathlon Aircraft

On April 12, the FAA issued an Airworthiness Directive (AD) that requires fabrication and installation of a placard to prohibit aerobatic flight, inspection of the aileron hinge rib and support, and a reporting requirement of the inspection results to the FAA. This AD was prompted by a report of a cracked hinge support and cracked hinge ribs, which resulted in partial loss of control with the aileron binding against the cove. If no cracks are found during the inspection, the placard prohibiting aerobatic flight may be removed. If cracks are found, no further flight is permitted until an FAA-approved repair has been accomplished. For more information, [click here](#).

Getting Your ADS-B Installation Right

The [March/April](#) 2017 issue of FAA Safety Briefing is focusing on ADS-B. One of the biggest challenges to equipping with ADS-B is making sure your installation is done correctly. Errors can result in everything from minor annoyances to major safety issues. Associate Editor James Williams explores what can go wrong, what to look for in an avionics shop, and how to make sure your installation is right in “Getting it Right: What You Need to Know about ADS-B Installation Errors.” To dive in, [click here](#).

Produced by the *FAA Safety Briefing* editors, http://www.faa.gov/news/safety_briefing/

Address questions or comments to: SafetyBriefing@faa.gov.

Follow us on Twitter @FAASafetyBrief or <https://twitter.com/FAASafetyBrief>

BasicMed

A few highlights from Lisa Cotham who works for the FAA. (sent April 6, 2017)

- Records retention: to operate under BasicMed, you must have the Comprehensive Medical Examination Checklist (CMEC) and medical education course completion certificates, and they must be kept to provide to FAA or other entities if required.
- New student pilots must obtain a medical if one would otherwise be required.
- A current medical does not substitute for CMEC.
- You can't just start flying without a 3rd class medical. If your medical expires April 30, you must have the CMEC and the online medical education course completed before you go punching holes in the sky under BasicMed. (Watch for the CMEC and online course announcements.)
- Good news for CFIs: we're covered under BasicMed.
- Bad news for safety pilots: you're not covered since BasicMed only applies to the PIC, not the required crewmember.
- If you've had a medical suspended and later reinstated, you still must obtain a 3rd class medical to start the BasicMed cycle.

ADS B rebate available

Last fall the FAA announced a program offering a \$500 rebate for the first 20000 aircraft owners who install ADS B out. There are still over 14000 reservations available. The program ends on September 18, 2017. 99s that own aircraft should consider this. ADS B out is mandatory for flying in most airspace by 2020. You can get the information by searching on FAA ADS B.

Attachments with this newsletter (not included in this newsletter)

- ♦ Karen Johnson Solo Scholarship
- ♦ Air Race Classic ticket sale
- ♦ Adrian Eichhorn guest speaker
- ♦ Mary Ellis—100 years-old pilot
- ♦ Millicent Bryant—Auzzie pilot

Aviation scarves available from San Diego 99s chapter

This chapter was selling jet pattern scarves and aviation pashima wraps during the conference. Here is their website if you are interested. Go to www.sd99s.org and go to



Oakland 99s Spring Section Meeting



Michaela Serasio & one of the original Rosie the Riveter



Joanne Nissen accepting the air & space award

Back row L →R

Alice Talnack

Claudia Macial

Theresa Lewandoski-
Byers

Michaela Serasio

Front L → R

Joanne Nissen

Carolyn Dugger

Jeanne Sabankaya

Awards Banquet



Monterey Bay Chapter 99s
c/o Joanne Nissen
Rt. 1 Box 99
Soledad, CA 93960

Logbook



Calendar of Events (There are details of some events in the Logbook)

May 5/6, 2017	California Aircraft Expo in Palo Alto—10 am-4 pm (www.caaaircraftexpo.com)
May 11, 2017	Moffett Field: 6pm to 9:30 pm FAAS Team “Accident Wise 2017” NASA Ames Conference Center, Bldg. 3, 500 Severys Road, Moffett Field Note: Driver must show valid US driver license or other proof of identity at Moffett Field gate on Moffett Field Blvd. to enter
May 17, 2017	99s general meeting @ WVI—7 p.m. EAA Hangar
May 20, 2017	WEACT—9 a.m.—2 p.m. @ WVI—EAA Hangar
June 1, 2017	Alan Brown, project manager at Skunk Works is guest speaker—SNS 7 p.m.
June 16-17, 2017	International Forest of Friendship @ Atchison, Kansas
June 20-23, 2017	Air Race Classic from Fredrick, Maryland to Santa Fe, New Mexico
July 4, 2017	Fireworks @ WVI
July 11-16, 2017	International 99 Conference—San Antonio, Texas
July 24-30, 2017	EAA AirVenture/OshKosh, Wisconsin