

**Monterey Bay 99s**  
*established August 14, 1965*

# Logbook

Volume 11, Issue 11

[www.montereybay99s.org](http://www.montereybay99s.org)

November 4, 2008



*Hangar Queen becomes Museum Piece: After trying and failing in several schemes to find her severely under-flown Kitfox a new home, MB99 Gabrielle Adelman finally found a hangar roof to shelter its wings—the Oakland Aviation Museum. Although it is located in a hangar, the OAM is not directly accessible from the airport, so it took some coordination to get the Kitfox there.*

## What's Inside

PPT	2
Prop Wash / SCV99s Annual Mystery Flight	3
Holiday Lunch Buffet / AOPA Breakfast	4
Ireland by Gabrielle Adelman	5-6
Chapter Dues/Member Activities	7
Refreshment Schedule / Scholarship info	7
Calendar	8

## November Chapter Meeting

The MB99s November meeting will begin at 7pm at the EAA hangar on Wed., Nov. 19. Exit Hwy 1 at Airport Blvd., go toward hills, turn left after 3rd stop-light (Hangar Way) onto Aviation Way, proceed past WVI terminal and Zuniga's restaurant. EAA hangar is on the left.

## Monterey Bay Chapter Officers

**Chair:** Michael Serasio  
**Vice-Chair:** Donna Crane-Bailey  
**Secretary:** Carolyn Dugger  
**Treasurer:** Sarah Chauvet  
**Past Chair:** Sarah Chauvet  
**Logbook Editor:** Dena Taylor  
Phone: 831-462-5548  
Fax: 831-477-5632  
E-Mail: [detaylor@cabrillo.edu](mailto:detaylor@cabrillo.edu)  
Deadline: 25th of each month for the next month's publication.

### Committee Chairs

#### Aerospace Education:

Theresa Levandoski-Byers  
Alice Talnack

#### Air Marking:

Michael Serasio

#### Scholarship:

Gabrielle Adelman, Theresa L-Byers

#### Membership & Future Women

##### Pilots:

Donna Crane-Bailey 688-9760

#### Historian: OPEN

#### Librarian:

Laura Barnett

#### Scrapbook:

Theresa Levandoski-Byers

#### Aviation Activities:

Kryss Crocker

<[daytripper12@sbcglobal.net](mailto:daytripper12@sbcglobal.net)>

#### Legislative: Alice Talnack

#### WebMistress: Pam O'Brien

#### Public relations coordinator:

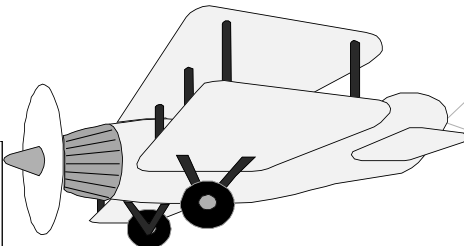
Carolyn Dugger

#### Hospitality chair:

Jody Roberts

#### Proficiency chair:

Carolgene Dierolf



# ARE YOU PPT?

Use this Proficiency Training Program form to register your activities. Awards will be based on the total number of members who participate, not just how many active pilots take part, so as not to penalize chapters with non-flying members. So let's document all those activities and get the forms in to Carolgene Dierolf, our Proficiency Training Coordinator.

### Southwest Section Ninety-Nines Proficiency Training Program

1/1/08 to 12/31/08

NAME \_\_\_\_\_

Ninety-Nines Chapter \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

#### Qualifying Activities:

Ground Activity Type:

Flight Activity Type:

\_\_\_\_\_  
\_\_\_\_\_

Date \_\_\_\_\_ Date \_\_\_\_\_

Instructor Signature: \_\_\_\_\_ Instructor Signature: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

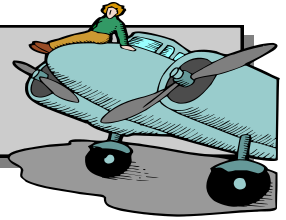


Return this completed form to:

Carolgene Dierolf  
652 San Mateo Pl.  
Salinas, CA 93901  
Phone: 831-422-2331

## Prop Wash

By Michael Serasio



Let's hear it for Rayvon Williams!! His talk at our meeting on what is new about the Wings program was very educational. More information can be found on the website: <http://www.faasafety.gov/files/articulate/wings/default.htm> about the Wings program.

Our own Carolgene has stepped up to monitor Aerospace Education *and* Pilot Proficiency Training. Thank you!! I realize that this is Turkey month but our plans for a Christmas Party, cookies to the towers and donating aviation related toys to the KSBW Share your Holiday are just around the corner. I'm looking forward to the fellowship, dressing up and decorations.

We also need to get ready for the Flying Companion Seminar in February, We have the location, co-chairs and speakers just about set. Start passing the word around to your friends, family and co-workers that have an interest in being a more educated right seat companion.

Eat well, enjoy family and friends. Have a safe holiday also.

In good health,  
Michael

Rayvon Williams' contact information:

Website: [www.straight-and-level.com](http://www.straight-and-level.com)

Email: [cfii@straight-and-level.com](mailto:cfii@straight-and-level.com) or [fly@straight-and-level.com](mailto:fly@straight-and-level.com)

Telephones: 831 212 4891 or 831 438 3159

FAA website with all of the info about the new Wings program:

<http://www.faasafety.gov/files/articulate/wings/default.htm>

## SCV99s ANNUAL MYSTERY FLIGHT

It's time to dust off your navigation skills and join us for a delightful, fun mystery flight on Saturday, November 15. We'll start at RHV between 10 and 11am and end at ? - It's a mystery! Just follow the clever clues and you'll be able to join us for lunch and prizes.

This is a perfect opportunity to take one of your FWPs along to help with the clues. So, if you have seats or need a ride, contact Pat Gregory at [plowers@pacbell.net](mailto:plowers@pacbell.net) and she'll arrange for you to join in on the fun.

Here's how it works:

Be sure to have one or more passengers in your plane for safety reasons

Follow the clues to each mystery spot, then answer the question about that spot

While you are flying, also answer the General Aviation Knowledge questions

If you are truly lost, you may open your 'Last Resort' envelope and it will tell you where to meet us for lunch (however, it disqualifies you from prizes)

The team with the most accurate answers on both sheets wins the top prize

Many prizes will be awarded, so don't despair

REMEMBER TO SMILE ALL THE WAY?

Be there or be square!

Your Mystery Fliers – Pat and Candice



## MB 99s Holiday Lunch Buffet



Join us on December 6, 2008, 12:00 noon, at the Green Valley Grill, 40 Penny Lane, Watsonville, CA. Cost is \$22.00, payment at door via cash or check (includes tax and tip).



Bring a wrapped, aviation related gift (\$15 or less) and participate in our infamous gift exchange! **Guests welcome.**

**RSVP to Carolyn Dugger by 12/2/08: [cdugger@earthlink.net](mailto:cdugger@earthlink.net); 475-1640**

Lunch Buffet includes: Wood Grilled Chicken Breast with classic chicken parmesan; Roasted Choice Tri-Tip of Beef with bleu cheese crumbles and balsamic grilled onions; Wood grilled Fresh Salmon Filet with tomato lime salsa fresca & lemon beurre blanc. Also fresh bread, Caesar salad, baby greens salad, saute of local vegetables, basmati rice, coffee, tea, water. Dessert—Chocolate Mousse.

### 99s Breakfast Social at AOPA Expo Nov. 8, 2008

An invitation is extended to 99s and guests to attend our annual breakfast held in conjunction with AOPA's Expo, this year in San Jose, California, November 6-8. The breakfast will be held on Saturday morning, November 8, from 7:30 – 8:50, at Eulipia, a wonderful restaurant 1 block from the Convention Center at 374 S. 1st St., San Jose. Breakfast will be a buffet featuring scrambled eggs, bacon, home fried potatoes, assorted toast, bagels and cream cheese, with fresh fruit, coffee, tea, sodas, and orange juice.

Our speaker will be Max Trescott, **2008 National CFI of the Year**, author of G1000 Glass Cockpit Handbook, and Cessna and Columbia factory trained G1000 instructor. Max Trescott is a general aviation advocate and is passionate about preserving and growing general aviation in the U.S. so that it remains available for future generations. He is the President of the Silicon Valley GA, which protects and promotes General Aviation in California's Silicon Valley. Max is a frequent speaker on aviation topics and speaks to capacity audiences each year at AirVenture, Sun 'n Fun, and to other aviation groups.

Registration will be accepted on the Santa Clara Valley Website at <http://www.santaclaravalley99s.org/>, and until Friday 12 noon at the booth at the Expo. The cost is \$25.00. Cancellations will be accepted no later than Nov. 5.

Come join in the fun and a chance to network with old and new friends. A fantastic time and delightful camaraderie are in store for all! For more information contact Sue Ballew at skytrek-ker10@sbcglobal.net

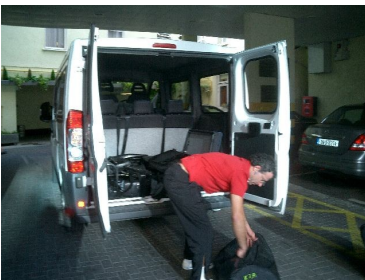


# Ireland

By Gabrielle Adelman (continued from last month)

Day Three: Good weather and quick customs made our trip across the North Atlantic a fast one; lots of preparation and Jill's previous experience made it not overwhelming. There are so few choices for landing spots between North America and Europe, that you run into a lot of other people doing the same thing. The Red Arrows aerobatic team did a low pass, with smoke, while we were fueling in Greenland, before coming into land in pairs (it would take too long to land all ten aircraft otherwise). The mosquitoes did some refueling too, despite our desperate swatting. It took about a half-hour after takeoff to clear them out of the cabin. Incidentally, the name of the airport, Kangerlussuaq, is pronounced "Sondrestrom."

After a bumpy stop in Iceland (the windshear warning system triggered on takeoff), we were finally in Ireland as the sun set, and landed five minutes after the airport opened. The airport's limited hours of operation was a surprise we had discovered about a month before the trip: there is so little general aviation (into Galway Airport at least), that the tower is manned solely to serve the airline flight schedule. It was strange, during our trip, that not one single "small" airplane crossed the skies. Quite a cautionary tale, reminding us that general aviation is not so fundamental that it can't be wiped out by factors such as fuel prices or other anti-aviation forces.



Our rental car and the after-hours dinner I had arranged at the hotel both had been lost, but the disappointment was quickly erased by everyone's cheery willingness to fix everything, even though it was very late on a weekday. Our "car," which had to be large enough to fit a tandem bike, scuba gear and bags for two weeks, was immediately christened the Schoolbus. It was a good thing that we ended up driving to the hotel after midnight, so there was a lot of room on the empty roads to adjust to a mirror-image road system and left-handed shifting.

Day Four: All the early-morning rising we had done in anticipation of this trip paid off, as we were able to get up at 8 and be reasonably coherent. It was good to be able to partake of the full Irish breakfast that I had heard so much about, knowing we were going to be biking and diving, both of which annul a lot of calories. We wandered around town, which, like Iqaluit, had no regular street pattern, or many street signs, and was almost equally hard to navigate; but, since it was laid out in medieval times, it wasn't very large and could easily be navigated on foot from one end to the other. Everything was pricey, except for the wool sweaters, which I love.

On the edge of town was a pasture with cows, surrounded by buildings on all sides. Clearly the town had spilled over into the surrounding countryside and left area that has very few buildings older than the age of, say, a 16th-century building that had a bank). Hmm. Shakespeare was still alive, yet, twenty generations would be born before the world... no... will have to wait on that one. any of the rooms we stayed in while here; time thousands of weeks.



these occasional rural islands. Coming from an Gold Rush, it was hard to really comprehend the been in continual use its whole life (most lately as even the oldest parts of Boston hadn't been built the people walking around me would come into Maybe that's why we never saw any clocks in just flows in bigger blocks, hundreds of seasons,

Day Five. Up at 6:30 to a really quiet town (we found the Irish don't care for early mornings, at least where we traveled; ok, that's my excuse, it's in my genes!), and out to find the scuba dive center. Even with our early start, by the time we fixed getting four miles lost, it was past the 9:30 time for our appointment. Now, back home, if the boat's leaving time is listed as 9:30, and you arrive even a minute late, you will be looking at an empty dock; but as we slid into the dive center's driveway in our awkward bus, the staff was still getting organized and admiring the nearly cloudless day. It took about two hours or chatting and milling around before we were on the small inflatable; and the afternoon dive was equally relaxed. It's not like the fish go home at five and the corals pack up. We dove a wreck, saw a conger eel about the length of the dive boat, and had a hand-made sandwich and a packet of shortbread biscuits for lunch from the local gas station convenience store. Wish I could dive this way all the time!

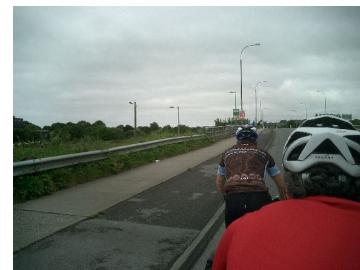
Day Six. We had chosen an oversized room at the hotel in anticipation of having to reassemble the tandem, which had been in pieces for travel. A good thing, as every surface was completely filled with drying scuba gear. We managed to get it all packed up and loaded for transport, rearranged our clothes bags for easier transport on the bike tour, and dropped the whole heavy, awkward load at the airport, along with the Schoolbus, and felt light enough to zip dozens of miles on the bike.

More exploring around Galway found us some nifty gable-end art and one nice old lady and a pack of schoolboys who were as lost as we were. Some history reading I had done previously explained the portrait of Charles I at the King's Head Pub, where we had a good early dinner (or, in Irish time, a late lunch).

Days Seven though Twelve. I've only been exercising regularly the past



five years or so, but I've gotten to the point where it feels worse not to do it than do it (a happy state of affairs). The tour was originally going to start in Ballynahinch, in Connemara, on the west coast, but we both had had enough of sitting and therefore began biking right from the hotel parking lot, in Galway, about forty miles to the south. We met our three guides, Aoife (pronounced ee-fah), John, and Dave, and after squeezing our bags into what space was left in the support van, the two guys and we set off. The route was close to the one we had traveled earlier to the dive center, but now we had time to look around, and a guide to make sure we didn't get lost, again. The tandem is inherently a fast bike, with two riders' effort but only about one and a half riders' drag; so we made the journey in only a half-hour's more time than the Galway bus (according to a waitress at Ballynahinch Castle). John was a racer by hobby, so he enjoyed the pace, but Dave, who normally tours in Italy at a pace more suited to the warmer climate, had to work pretty hard.



Other than raining a lot, the Irish weather is perfect for biking, at least in the season we were there. It was cool, but not as cold as it can get in Monterey when it's foggy, and not too breezy. The roads are tiny, but drivers are almost invariably careful and courteous when passing. The sheep, which also share the road, seem to know what to do. Also, unlike in the US, businesses don't often have a "customers only" attitude about the use of their facilities, which is pretty critical to biking comfort!

Ballynahinch Castle, our first hotel on the tour, had a gracefulness you sense American hotels are trying to copy when they do their very best. After disappointing the flyfishing instructor who came to greet us (I would have thought the Spandex and bike helmets would have told him we were visiting for a very different reason), we met Jan, the only other biker on the tour (the other two had canceled). She was a bit apprehensive. Apparently Aoife had pointed us out, from the support car as we all traveled on the road from Galway, as her tourmates, just at a point where we had temporarily pulled away from both John and Dave at a quick pace. Jan was fit, but not a regular biker. However, we quickly settled into a routine where we would wait at a convenient point with one guide, taking pictures or just getting off the bike for a break, and Jan and the other guide would pedal up behind, and we would join in again. She had a great sense of humor about it all that made the smallness of the group no problem.

The tour was very enjoyable. Occasionally there would be midges, or rain, or some wrinkle that kept us up a little later than we liked, yawning, but generally we were satisfied with all we experienced. The roses that grew in hedges everywhere always seemed to be the most fragrant varieties, the very opposite of the scentless bouquets that grocery stores sell. At the top of one hill was the memorial to Alcock and Brown's transatlantic flight in 1919, pointing at the bog where they eventually landed, out of gas, thinking it was Scotland they were flying over. We saw Patrick Pearse's summer cottage; his biography is a reminder that not all patriots live long lives and end up with their portraits on money. After reading Jane Austen's account of a fictional abbey, it was a thrill seeing a real one, Kylemore Abbey. There was a lot of time spent hunting for ice cream, and trading stories. The other two lodgings we stayed in were not as elegant as the first, but were just as tasteful and comfortable. The last, Delphi Lodge, had the usual English-style lumpy stuffed sofa with springs in the library, but the legs on it and the other chairs in the room were only eight inches high, inviting one to stretch out along the floor, at just the right height to pet the dogs that were resident there, or set a plate of cookies on the floor while you sipped the scalding hot chocolate that arrived on a rainy day. Charles & Camilla had visited, staying in the room next door to ours. The rooms were either unlocked or had old-fashioned bit and barrel keys. The hours, the climate, the food, the hospitality all suited me so well Ken wondered if the tiny slice of me that was Irish had maybe taken over the rest, shoved Germany, Spain, England, Scotland, and Holland out of the way and finally settled into home.



Day Thirteen. We had repeated the first ride from Galway in reverse, said goodbye to the guides and Jan, and had done a final repacking the previous day, so that we were able to leave fairly early in the morning. The good weather continued over the North Atlantic. The terminal in Iceland was beautifully decorated, with clean Danish lines, light wood floors, and original oils along the walls. We helped ourselves to some canned sodas from the courtesy bar, one of which may have been root beer. Back in Iqaluit, some sled dogs were being fed off in the distance as we unloaded the plane. Our plan was to stay on Irish time, and depart at 5am local (10am Ireland), to try to make it back all the way to Watsonville and land midday, giving us the best chances with the fog. But where would we find food and a taxi that early on a Sunday? The key was, very early Sunday morning is the same as

late Saturday night; the same taxi driver who picked us up mid-afternoon was still on shift to take us back, and the 24-hour food delivery company was equally able to provide a 3pm dinner as a 3am breakfast & lunch-to-go.

Day Fourteen. Customs in South Dakota is mercifully aid-back (we were dreading the possibility of having to haul every bit of luggage out of the plane, which can be required by Customs if they so choose), so we finally were in the last segment of our fourteen-segment, thirty-seven hour flight. The plane definitely had that lived-in look as we repeatedly pulled up the Watsonville weather, watching it go from 200 to 400 to 600 foot ceilings, to broken and finally CLEAR. We landed, staggered out, put all the right luggage in the right cars, did a quick rinse of the plane, put it away, had a fast dinner at lunchtime at Carpo's, and were dead asleep by 3pm. It takes several days to come round the easy way to be in synch with the local clocks, but a little bit longer to adjust to being home. I pass a historical building in Watsonville on my way to pick up my pent-up mail, and it looks so new - the local streets enormous - and there are clocks everywhere. Definitely time to start scheming how to go back.

**Chapter dues are \$15. Make check payable to  
Monterey Bay 99s and send to**

**Sarah Chauvet , 147 Mesa Verde Dr , Watsonville, CA 95076**

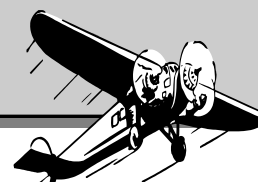
***If you don't see your name here, you haven't paid! Our local dues run from June 1, 2008 to May 31, 2009. (If you paid for two years last year, let Sarah know.)***

Gabrielle Adelman  
Earline Arnold  
Laura Barnett  
Olive Bundgard  
Sarah Chauvet  
Donna Crane-Bailey  
Kryss Crocker  
Carolgene Dierolf  
Anna Jo Dieser

Pam Downing  
Mary Ellen Eisemann  
Kay Harmon  
Jeanne Hendrickson  
Theresa Mantz  
JoAnne Nissen  
Zoe Dell Nutter  
Pam O'Brien

Diana J. Peterson  
Sandra Pratt  
Ann H Sanchez  
Mary Saylor  
Michaelae Serasio  
Jill Smith  
Alice Talnack  
Dena Taylor

## Member Activities



Earline Arnold  
Janet Baptista  
Sarah Chauvet  
Donna Crane-Bailey  
Mona Kendrick  
Theresa Levandoski-Byers  
Michaelae Serasio  
Alice Talnack  
Dena Taylor

Lots of local flying  
WVI  
Half Moon Bay, SNS, local  
Commercial to Alaska  
Local approaches & simulator  
Local, El Monte  
SNS Touch & Go's; WVI Open House  
Local flights; training; air cam experimental  
Commercial to Hawaii, San Diego

## MB99S REFRESHMENT SCHEDULE

Nov	Pam	March	Alice
Dec	99s Holiday Party	April	Michaelae
Jan '09	Sarah	May	99s Potluck
Feb	Dena	June	Nic

The Amelia Earhart Memorial Fund Scholarship Trustees are pleased to announce that the 2009 Scholarship and Awards Application forms are now on the 99s website. We've made changes based upon suggestions made by members in Anchorage. Please note the following important changes:  
All Chapters now have a DECEMBER 1 submission deadline, rather than choosing their own date.  
All submissions to Section Scholarship Chairs are due no later than DECEMBER 20.  
Both New Pilot Award and Maule Tailwheel Award submission deadlines are now the same as the Scholarship deadlines.

Monterey Bay Chapter 99s  
c/o Dena Taylor  
Cabrillo College, 6500 Soquel Dr.  
Aptos CA 95003

# Logbook



Mailing  
Address  
Goes  
Here

*November 6-8, 2008———AOPA Expo*  
*San Jose CA. See p. 4*

*November 19, 2008———MB99s Chapter Meeting*  
*7pm, WVI. See p. 1*

*December 6, 2008———*  *MB99s Holiday Party*   
*Green Valley Grill, Watsonville*  
*See p. 4*

*May 1-3, 2009———Southwest Section Meeting*  
*Glendale AZ*

*July, 2009———99s International Conference*  
*Chicago IL*