

Monterey Bay 99s

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Logbook

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2012 Fall Section Meeting—SMX

Sarah Chauvet, Donna Crane Bailey, Alice Talnack
Theresa Levandoski-Byers, Michaela Serasio, Claudia Contreras

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October Chapter Meeting

The October meeting will begin at 7 pm on Wed. October 17 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
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Treasurer: Jeanne Hendrickson
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Member Activities



Earline Arnold
 Marjorie Bachman
 Donna Crane Bailey
 Laura Barnett
 Claudia Contreras

Jennifer Delp-Mallet
 Kay Harmon
 Jeaane Hendrickson
 Lori Ledford
 Theresa Levandoski-Byers
 Michael Serasio
 Alice Talnak

Oshkosh, WI
 Flight Instructing
 Current at last
 Watsonville Fly-In
 Instructing, Section Meeting @ SMX, Santa Maria for lunch with Salinas Pilots
 Instructing
 727—OAK—SLC—OAK
 WVI Fly-In, Reno Air Races
 Local, Flight Training
 Section Meeting @ SMX, without radios
 Section Meeting @SMX, Watsonville Airshow
 WVI local—M6848U, WVI Airshow

23 Sharp MB99s!

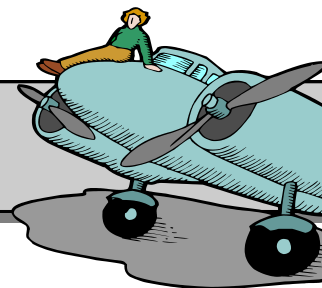
Listed below are 23 brilliant, wonderful women who paid their dues to the Chapter. If you haven't paid your \$15 please do so now. **Make check payable to Monterey Bay 99s and send to Jeanne Hendrickson, 1071 Elkhorn Road; Royal Oaks, CA 95076.** Our local dues run from June 1, 2012 to May 31, 2013. You'll be in the company of these great women:

Gabrielle Adelman
 Earline Arnold
 Laura Barnett
 Sarah Chauvet
 Claudia Contreras
 Donna Crane-Bailey
 Carolgene Dierolf
 Mary Ellen Eisemann
 Celeste Hadley
 Kay Harmon
 Jeanne Hendrickson
 Teresa Johnson

Mona Kendrick
 June Knapp
 Joanne Nissen
 Zoe Dell Nutter
 Sandra Pratt
 Jeanne Sabankya
 Mary Saylor
 Michael Serasio
 Jill Smith
 Alice Talnak
 Pat York

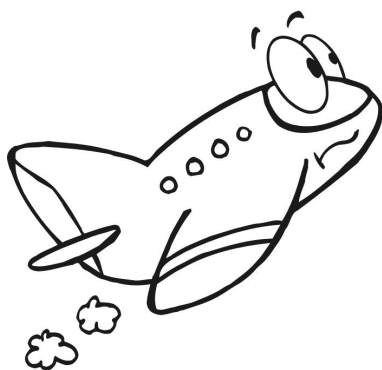
Prop Wash

By Claudia Contreras



Flying is a lot of fun, but it is not easy. I guarantee that there will be problems, issues, and roadblocks along the way. This is not negative it is reality. What make us better pilots is to prepare yourself to overcome any and all obstacles. Getting upset about it and over thinking the situation is not the way to go. You have to get ready and handle it quickly and decisively. Any issue from technical to emotional can be overcome as long as they are dealt with one step at a time. Almost every goal you pursue will have its obstacles. If you want to succeed, you must master the art of problem-solving. These tips will send you in the right direction. Move past the hurdles quickly to cross the finish line to victory!

1. **Listen to your gut instinct.** Most problems were discussed and practiced while in training. The flight instructor does what they do for a reason, every time they “pulled your throttle” and upset you after finally getting the plane trimmed. Was to build your confidence and to help you get a ready in case it ever happens to you in flight. There are no new problems in aviation, something has happened to someone else. Taking time to discuss problems with other pilots, while get you thinking about what you would do in that situation. Thinking and discussing about a problem on the ground, helps to know what to do in the air.
2. **Change your attitude toward the situation.** Sometimes we are the problem. Evaluate your attitudes and see if a change in the way you are looking at the situation might help to overcome the obstacle.



3. **Use trial and error.** This isn't the most efficient way to overcome an obstacle, but it may be your only option. Be as scientific in your approach as possible.
4. **Never give up.** Don't quit! You may have to back up, turn around, or take a completely different approach, but you can never stop trying. Perseverance is the what will lead to success.
5. **Start Over.** When all else fails, start over at the beginning.

Special Pattern Procedures

By: Lori Ledford



In our training, we learn to fly in the pattern, when and where we want to turn each leg, what altitude we should be at, but it's not the same at every airport or runway. Many airports have special pattern procedures when noise abatement procedures are in effect. For those who fly in and out of KWVI know when departing off of runway 20, you have to be at 900' or past the freeway before turning crosswind and should avoid flight over the high school.

One local airport's departure and pattern procedure that was very different and surprised me was E16, South County Airport in San Martin, CA. Crosswind turns are not permitted prior to reaching TPA (1300' MSL). The downside of this is it makes a

very long upwind leg, in the event you lost your engine on upwind, crosswind, or turning onto downwind, you would likely not be able to glide back to the airport. Therefore looking at the fields and possible places to land prior to departing is a good idea. Even though this has a downside, this procedure was put into place for a reason and if all traffic follows it, we will stay nicely spaced in the pattern.

How can you find out what the departure and pattern procedures are? Read signs at the hold short line, read the A/FD, and ask the local FBO. Many FBO's have hand outs or posters to graphically show the procedures.



Lori Ledford was a Mission Assistant on an Angel Flight taking 3 girls to deaf camp in Merced, CA. She co-piloted with her long time friend Bob McGregor who took her up on her first flight 11 years ago that got her hooked on flying.

Monterey Bay 99's Membership Meeting

September 19, 2012

Attendance:

Michaele Serasio, Laura Barnett, Mona Kendrick, Lori Ledford, Laura Barnett, Claudia Contreras, Kay Harmon, Jeanne Hendrickson, Alice Talnack, Earline Arnold, Donna Crane-Bailey, Theresa Levandoski-Byers, Joanne Nissen, Marjorie Bachman, Jen Delp-Mallet, Kryss Crocker, Rita Epling
Guests Lynne Harmon, Colton Hastie, Tina Arthur, Sue Purvis

Tonight's bio question: "Who was your first passenger?"

Reports and Unfinished Business:

Treasurer's Report: Jeanne Hendrickson gives report; attached.

Secretary's Report: Theresa L-B moves and Donna C-B seconds that the August 2012 minutes be approved as submitted. Motion passes.

Flying Activities: Lori L.: The date of the Bay Tour flyout is moved to Sept. 29.

Airshow: Alice T. reports approximately 150 pilots were registered.

Girl Scouts Career Day: Kay H.: Due to a schedule conflict, the event has been postponed again.

Southwest Section Meeting: Claudia C. and Theresa L-B report. Our chapter will do the goodie bags for the Fall Southwest Section Meeting 2013.

New Business:

Wings Pilot Proficiency Program: Claudia C., Lori L., and Marjorie B. can do Wings signoffs. Marjorie explains recent changes to the program.

WVI Open House: Claudia C. reports on behalf of Sarah Chauvet. WVI is not going to pay for fuel for the Dime-a-Pound this year. Joanne N. moves, and Kay H. seconds, that we form a committee to research how our chapter may conduct the event. Motion passes.

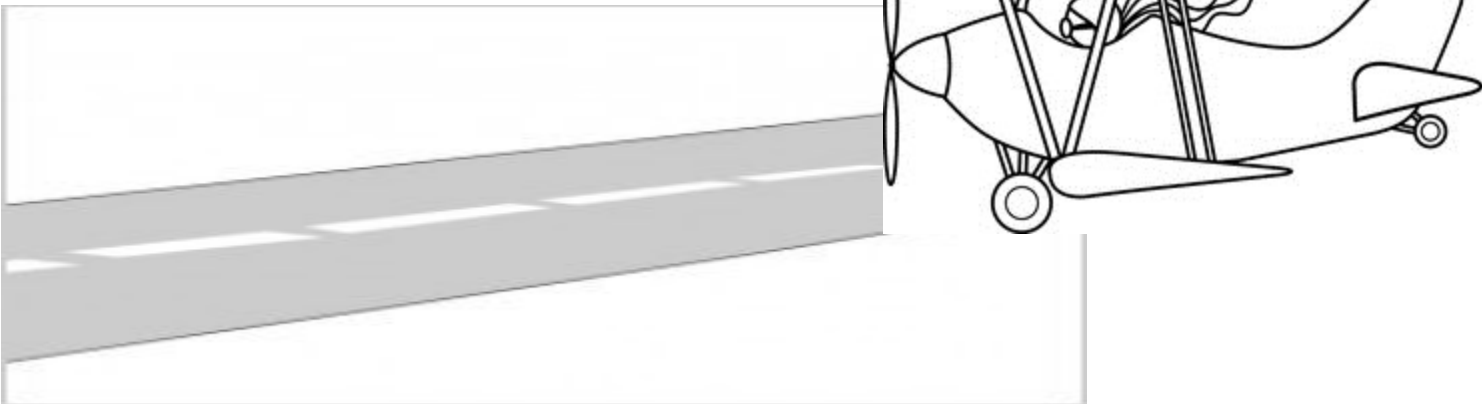
Logbook: Claudia C. solicits photos and short descriptions of our flights for the logbook.

International Quilt Project: Laura B. presents a piece of cloth which each chapter member should sign. The quilt will contain cloth pieces representing every 99 chapter in the world, with signatures of every living 99.

Other: Alice T. moves, and Joanne N. seconds, that our chapter buy a \$99 brick to represent our chapter in the Santa Maria Memorial Garden. Motion passes.

Meeting adjourned at 8:30 p.m.

Program: Scott Kathey from NOAA talks about overflight restrictions on the Marine Sanctuary.



Who is PIC?

By: Claudia Contreras

I took a flight with an instructor friend of mine, it was just a friendly flight to compare tips. It turned into a lesson about what not to do.

First thing that we should have done, especially with us both making our students do it before each flight. We didn't brief the flight, at no point before the flight did we state who would be PIC. Huge mistake, you always want to clear up who is in charge, especially with two experienced pilots. What sounds like a very simple thing to do, could have made the rest of the flight easier to deal with.

Flying out of Salinas, we picked up an IFR clearance to get into Monterey. One of us heard to fly runway heading, while the other heard to fly the Salinas Two Departure. If we had decided earlier in the flight who the PIC was we could have saved ourselves a lot of hassle. We flew the incorrect departure and got corrected by Approach. Lessoned learned right? No, it went on.

While flying IFR, the dreaded illusions of flight started to come in. First it was a case of the leans. The airplane was turning left but it felt as if it was turning right. Trust the instruments is what comes to mind, but what if the other person is feeling as if the climb is too steep and is correcting for that and the airplane is still turning to the left. Do you wait for the correction to be fixed or do you interject? Again who is PIC?

Two people in the cockpit working together — is one of the hardest concepts for general aviation pilots to get used to. It's difficult for many to relinquish what they consider control after so many hours of juggling the controls, the charts, and the checklists while tuning the radios, talking to ATC, and maintaining some measure of situational awareness. To be told to just fly the airplane and depend on a partner to take care of the details can be mind-boggling and difficult to deal with, but it must be done. Clear communication between the two pilots is important before, during, and after the flight.



Fall Section Meeting
Hosted by The Santa Maria 99s



What We Hear – Expectation Bias

A pilot calls the tower and reports ready for departure on Runway 10. The controller clears the pilot for takeoff on Runway 17. The pilot reads back his clearance for takeoff on Runway 10 – and then stops on the runway when he spots an aircraft inbound opposite direction for his runway.

The Air Traffic Control System is heavily dependent upon verbal communication to exchange information between controllers and pilots. Hearing what we *expect* to hear is frequently listed as a causal factor for pilot deviations that occur both on the ground and in the air. In the scenario above - the pilot expected to be cleared for takeoff on Runway 10 – and the controller expected to hear from an aircraft that had been taxied to Runway 17. These professionals were captured by their own expectations.

Eurocontrol defines ATC expectation bias as “Having a strong belief or mindset towards a particular outcome”. A recent analysis of runway incursion data shows that expectation bias is one of the most common causal factors for pilot deviations. Data from the Air Traffic Safety Action Program confirms this fact.

What can you do as a pilot to mitigate expectation bias? Understand that expectation bias often affects the verbal transmission of information. When issued instructions by ATC – focus on listening and repeat to yourself exactly what is said in your head – and then apply that information actively. Does the clearance make sense? If something doesn’t make sense (incorrect call sign, runway assignment, altitude, etc.) – then query the controller about it.

Don’t let your expectations lead to a pilot deviation. Listen carefully – and fly safe!

FLY-OUT ACTIVITIES

Oct 20: Try a delicious lunch at Tommy Tailspins in **Fresno** (KFCH)
Meet at KWVI at 10am, depart at 10:30am

Nov 17: Time change has occurred! Let’s practice some **night flying** at local airports!
Meet at KWVI at 7pm, depart at 7:30pm

If you plan to fly or want to be a passenger, please contact Lori Ledford.
831-578-7610 or Loli191@yahoo.com

Pilot Tips

- The key to safety at non-towered airports is effective communication
http://www.pilotworkshop.com/tips/airport_radio_communications.htm
- Which types of clouds are LEAST likely to cause structural icing?
A. Cumulus, B. Stratus, C. Cirrus
http://www.pilotworkshop.com/tips/aviation_weather_icing.htm
- Three things you must do during the takeoff roll to depart smoothly and safely.
http://www.pilotworkshop.com/tips/pilot_takeoff_safety.htm

Cork Board.

Monterey Bay 99s Facebook page.

The Monterey Bay 99s are now on facebook. I know that some of you are not on facebook, but you don't have to be to look at pictures and comments. You do have to be on facebook to contribute pictures, comments, stories, etc.

Please go and look and be a part of your facebook page. <http://www.facebook.com/MontereyBay99s>

One last thing if you want to add a comment or a picture without being a part of facebook. Give me a call or send me an email and I will post for you. clc_80@yahoo.com



Visit us on
Facebook

2013 Southwest Section 99s Winter Workshop

Saturday, January 26th, 2013

Hosted by the Mount Shasta Chapter

Location: Come to the beautiful northstate, to the **Hilton Garden Inn**. Our meeting will be held in their larger conference room.

Time: 9:00 am to 4:30 pm.

Rooms: The **Hilton Garden** has generously reduced their rates to \$99 per night plus tax for our group. We have set aside rooms for both Friday and Saturday nights.

For reservations call **530-226-5111** and let them know you are with 99s. That will insure you get the reduced room rate.

Educational Opportunities Abound at AOPA Summit

With 100-plus hours of safety seminars and workshops, more than 400 booths displaying the latest pilot gear and gadgets, and a host of exciting social events, this year's AOPA Summit promises to be memorable event for aviators worldwide. The AOPA Summit switches back to the west coast this year in Palm Springs, California, and runs Oct. 10-13. Among the scheduled keynote speakers are FAA Acting Administrator Michael Huerta, NTSB Board Member Earl Weener, and aviation author and humorist Rod Machado. For more information on the event, as well as how to register, go to www.aopa.org/summit. You can also catch a live broadcast of certain events by going to www.aopa.org/aopalive.

Monterey Bay Chapter 99s
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Logbook



Mailing
Address
Goes
Here

October 17, 2012 ————— MB99s Chapter Meeting
7pm, EAA Hangar, WVI

October 20, 2012 ————— Lunch @ Fresno
Meet at KWVI at 10am, depart at 10:30am

October 21, 2013 ————— Watsonville Airport Open House Informational Booth
Watsonville, CA

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

December 19, 2012 ————— MB99s Winter Potluck and Holiday Party
6pm, EAA Hangar, WVI

January 26, 2013 ————— 2013 Winter Workshop

May 3-5, 2013 ————— SWS Meeting
Bakersfield, CA