

Monterey Bay 99s

established August 14, 1965

Logbook

Volume 18, Issue 9

www.montereybay99s.org

October 2015



Monterey Bay 99s' conference photo @ Chaminade Resort

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Our general meeting for Wednesday, November 18 will be 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—November 18, 2015 7 p.m.

Monterey Bay Chapter Officers

Chair: Claudia Contreras
Vice-Chair: Mona Kendrick
Secretary: Michael S. Serasio
Treasurer: Alice Talnack
Past Chair: Alice Talnack
Logbook Editor: Jeanne Sabankaya
Deadline: 25th of each month for the next month's publication. Send info to jeannesabankaya@gmail.com

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Alice Talnack
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Membership:
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Librarian:
Laura Barnett
Scrapbook:
Theresa Levandoski-Byers
Aviation Activities:
Open
Legislative: Alice Talnack
WebMistress: Gabrielle Adelman
Public Relations Coordinator:
Carolyn Dugger
Hospitality Chair:
Joanne Nissen



Member Activities



Claudia Contreras—STEM tent @ Salinas Airshow
Laura Barnett—chapter section meeting
Kay Harmon—SOPA, Salinas Airshow, Jacquie Waqrda @ Steinbeck Center, watch Katrina fly with Jacquie
Carolyn Dugger—
Theresa L. Byers—Wings Over Watsonville, section meeting
Jeanne Sabankaya—newsletter
Joanne Nissen -
Sarah Chauvet -
Audrienne Taylor—guest
Sophia Taylor-Home—guest
Katrina Espinoza—guest
Marita Espinoza—guest

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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.** Our local dues run from July 1, 2015 to June 30, 2016.

Monterey Bay Yearly Chapter Members Donations 7/1/2015 – 6/30/2016

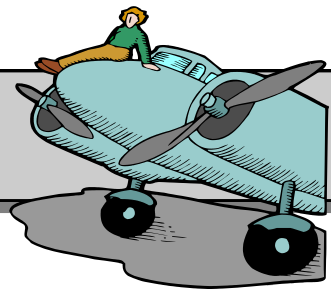
Below is the latest list of members who have paid dues / made a yearly donation to the MB 99s.

Make checks payable to the Monterey By 99s.

Adelman, Gaby	Levandowski-Byers, Theresa
Barnett, Laura	Nissen, Joanne
Chauvet, Sarah	Purvis, Sue
Crane-Bailey, Donna	Pratt, Sandy
Dierolf, Carolgene	Sabankaya, Jeanne
Harmon, Kay	Serasio, Michael
Harris, Leritha	Smith, Jill
Hendrickson, Jeanne	Talnack, Alice
Hsui, Lynne	
Nissen, Joanne	
Pratt, Sandy	
Sabankaya, Jeanne	
Serasio, Michael	

Prop Wash

By Claudia Contreras



What an experience, thank you to all the Monterey Bay 99s and their 49 1/2 for all the work they did to make our section meeting a truly fun and rewarding experience. I think the only bad comments were about the banquet food. If the only thing people didn't like was the food then we are in good shape. Our governor Barbara

Crooker and our President Martha Phillips congratulated us as a chapter for the great job that we did. I truly believe that the section meeting was so successful because we all worked as a team. Everyone took ownership of their part and made everything extremely memorable. As a chapter we had a huge number of first timer attendees. My hope for each of you is that you take the time to attend some more section meetings and maybe even the International meeting. It's a blown up version of the section meeting with so many more interesting people to meet. I felt extremely honored to be the Chapter Chair of the best chapter in the 99s. All of you are amazing women with so much to offer.

Thank You All!



Wings Over Watsonville—September 5, 2015 Laura Barnett and Sue Purvis



Ventura County Ninety-Nines Scholarship Program

“GET BACK INTO THE AIR” SCHOLARSHIP

OUR MISSION --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.

“Get Back in the Air!” Scholarship \$1,000

WHY THIS SCHOLARSHIP? Once a pilot, always a pilot! Life can get in the way and we find we are out of currency. This scholarship is designed to get women “Back in the Air” and obtain a Flight Review after a one year or longer hiatus from being PIC. WHO CAN APPLY? This scholarship is available to motivated female pilots who are 99 members in good standing of one of the following counties: Kern, Los Angeles, Orange, Riverside, San Bernardino, Santa Barbara, and Ventura.

Requirements: • Member hasn’t flown PIC for 1 year or longer • The commitment, time and persistence to work toward obtaining a Flight Review within 6 months of receiving the scholarship • Has current medical if a Private Pilot (not required if Sport Pilot or wants Sport Pilot privileges and has not lost her medical)

Editor’s Note: Eventhough we are not one of the identified counties, you might know someone who is and who can benefit by this information, so pass it on. Also, this might be something our chapter along with neighboring chapters might want to explore as a group. More information is attached with this newsletter.

Monterey Bay 99s conference tours offered



← Chardonnay Sailing
(Lynn Hsia in red shirt)



Roaring Camp Railroad Train Ride & Dinner →

Photos from our Conference



GUEST SPEAKERS



Jill Smith "Adventures of an Alaskan Bush Pilot"



Marjorie Bachman shared her experience & her will and determination to achieve her goals. She was in the first graduating class of female Navy Pilots.



Rayvon Williams, Watsonville airport manager presented "Aviation Jeopardy."

CONTINUE FROM PAGE 2...

MEMBER ACTIVITIES

Alice Talnack—SOPA, SWS conference work

Bobbi Losee—cookies for conference, section meeting, store set-up

Carolgene Dierolf—

Jeanne Hendrickson—SWS, BFR, LCL

Mona Kendrick—research & reading

Michaele Serasio—Touch & goes SNS Airport, FAA Safety Seminar on Monterey Class C airspace, Explorers

(NOTE: If your activities are not typed correctly, please write more legibly next time.)

**Monterey Bay 99s Membership Meeting
October 14, 2015**

Call to Order- 6:10pm

Attendance:

Alice Talnack, Michael S. Serasio, Joanne Nissen, Jeanne Sabankaya, Kay Harmon, Mona Kendrick, Jeanne Hendrickson, Laura Barnett, Carolyn Dugger, Claudia Contreras, Theresa Lev-Byers, Sophia Taylor-Home, Sarah Chauvet, Bobbie Losee and Carolgene Dierolf

Guests:

Nick Contreras, Nate Contreras, Audrianne Taylor, Marita Espinosa and Katrina Espinosa

Treasurers Report- Alice T.

Union Bank checking and CD amounts reported
Section Conference checking amount reported
Wells Fargo Saving amounts reported

Secretary Report and Correspondences-

Minutes for September as Motion by Joanne N. and Seconded by Kay H.
Motion carried.

Reports & Unfinished Business-

Section Meeting October 22-25, 2015

Registered: 112	Banquet: 150
Train & Dinner: 85	Planes flying in: 14
Chardonnay Sail: 20	Kayaking: 6
Cal Pacific Tour: 9 (guests only)	

- *Please know the schedule!! Who the Speaker is, What time Seminar/things start, etc...
- *Moving Silent Auction/Sale items on Thursday at 11am in WVI Airport. Meet at Terminal
- *Jeanne S and Alice T. to run the Registration
- *Kay H, Lynn Hsia, Joanne N., Mary S. to run Hospitality
- *Theresa LB to manage airplanes arriving/departing WVI airport
- *Sue P. to manage airplanes arriving/departing SNS airport
- *Carolyn D. and Laura B. have Banquet Decorations all set.
- *Claudia C., Joanne N. & Sarah C. managing the Banquet
- *Name tags for Dignitaries and members/guests being made by Alice T.
- *Jeanne H. managing Vendors at Fly Market
- *Michael S. managing Fly Market & Silent Auction

Historical Books and Binders for 50th Anniversary: Carolyn D. reporting

Some information is being scanned and be linked to Chapter website. This is a work in progress.
Jeanne S. is working on the Highlights of MB 99s.

Lightspeed Aviation: Alice T. reporting

Push now for voting for the 99s in competition for Lightspeed Foundation Grants
www.vote99s.com. Deadline October 16, 2015

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New Business-

Aviation Bucket List passed around

Adjournment of General Meeting: 7:10pm

Hospitality- Thank you Alice & Joanne!!

Hospitality-

November Theresa Lev-Byers

December Holiday Party

January Open

February Open

March Jeannie Sabankaya

Next Southwest Section Meetings:

Fall	Santa Cruz	Monterey Bay	October 22 – October 25, 2015
Spring	Riverside (Flabob EAA#1)	SWS Joint	April 22 – April 25, 2015
Fall 2016	?	Antelope Valley	TBD
Spring 2017	?	Bay Cities	TBD
Fall 2017	?	Mount Shasta/Redwood Coast	TBD

Next International Business Meetings:

Ottawa, Canada July 7-9 2016

San Antonio, Texas July 11-15 2017

Philadelphia, PA 2018 Dates TBD

Chapter Library News submitted by Laura Barnett

Thank you to Joanne Nissen for donating a couple of books to our library in October! They are: Submarine Commander by Paul R. Schratz and Smithsonian National Air and Space Museum; An Autobiography. We also acquired Pancho; The Biography of Florence Lowe Barnes by Barbara Hunter Schultz (yes, the same Barbara at our Section Meeting) and Flying Carpet, Flying Wings; the Biography of Moye W. Stephens by Barbara Hunter Schultz.

HOSPITALITY—Please sign-up and let Joanne know...Did you know that when no one has signed up, Joanne brings the refreshments again?

2016

January—

February -

March—Jeanne Sabankaya

April -

May -

June -

July -

August -

September -

October -

November -

December—party





www.watsonvilleairport.com

COMMUNICATIONS FROM WVI OFFICE

Tenant looking to sell partnership in aircraft

I'm sending this broadcast message on behalf of Jeremy Lezin, a long standing tenant on the field, who's looking to sell a share of an aircraft hangar-based on the field.

Jeremy is going about the usual route of posting on the terminal bulletin board and talking to a few pilots, but is also looking for additional avenues to get the word out.

As newsletter editor/webmaster would you please reach out to Jeremy for the particulars? I'm cc'ing the flight schools in case you have a customer or student looking for an aircraft.

Fly-over and noise complaints....we are seeing an uptick in calls

I'm penning this note to the leadership of Watsonville's three major pilot groups (Experimental Aircraft Association #119, Monterey Bay Ninety-Nines and the Watsonville Pilots Association) and the Watsonville Airport Advisory Committee (WAAC). I'm also cc'ing the airport's FBOs and SASOs to share with their customers.

I need your help.

Over the last few months we've noted the number of complaints relative to low flying aircraft and noise have increased. Comparing the 2014 YTD totals (8) to the 2015 YTD totals (30) yields an increase of 275%. Yet half of the 2015 total, represented by 16 calls, occurred during August 2015.

Now it could very well be that practice for the Fly-In, general summer flying, training, tours etc just led to more aircraft flying. It's also important to consider the impact of the recent SFO major approach route changes has more eyes in the skies.

Anytime we receive a call from neighbors or concerned citizens we take them seriously, politely listen, attempt to acquire as much information as possible and follow-up with an e-mail. At the end of this message is our SOP reply sent to neighbors/citizens. In summary it recognizes the concern, explains we don't control airspace, attempts to educate and most importantly refers them to the FAA's San Jose Flight Standards District Office.

We realize there are many angles to this issue: (a) WVI is not the only airport in the area (transient aircraft), (b) Citizen's ability to accurately judge heights varies, (c) some people just don't like airplanes....and there are also: (d) pilots who consistently disregard the published noise abatement policy, (e) violate FAR 91.119 and (f) practice maneuvers over congested in areas.

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So given this I'm requesting your assistance. Please remind your membership (at meetings, in your newsletters and on your websites) of the following:

- (1) The published **NOISE ABATEMENT** policy. See this [link](#).
- (2) Adhering to the **PUBLISHED PROCEDURES**, see this [link](#).
- (3) Implement the **BEST PRACTICES**, see this [link](#).
- (4) Observe and adhere to the **RESTRICTED OVERFLIGHT ZONES**, see this [link](#).

If we consistently follow these guidelines/policies we have can reduce the valid complaints. Thanks in advance for your assistance.

SOP message follows:

Dear Sir/Madam,

Please note the Watsonville Municipal Airport considers overflight concerns or complaints as serious issues and we work diligently with tenants, flight operators and the local community to address and, when possible, mitigate adverse impacts.

As you may know the Airport has Rules and Regulations, in addition to the City's Municipal Code, for activities within the Airport boundaries.

G
iven this you can infer the Federal Aviation Administration (FAA), not the Airport, does in fact regulate airspace.

I'd draw your attention to two sources of information:

First, the Airport's website (www.watsonvilleairport.com) specifically the "Fly Quietly" link which provides information regarding Procedures, Best Practices and Sensitive areas. As the Airport Manager my role is to work with pilots and neighbors to share/promote this information.

Secondly, the Federal Aviation Administration (<http://www.faa.gov/contact/>) is responsible for aviation safety. The San Jose Flight Standards District Office (FSDO) is your reporting point for potential violations of the Federal Aviation Regulations (FARs). You can reach the FSDO at (408) 291-7681.

Please be prepared to provide information relative to identification (aircraft type, markings, N-number), altitude and any other information that may aid in determining if a violation has occurred.

Finally, I think it is appropriate to note that all operators are certificated airmen and many are professional aviators well acquainted with the FARs, while many times the general public is not.

In summary the regulations allow for:

Flying at an altitude, that should power fails, allows an emergency landing without undue hazard to persons or property on the surface.

Over any congested area an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

Over other than congested areas an altitude of 500 feet above the surface except over open water or sparsely populated areas.

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Helicopters may be operated at less than the minimums if the operation is conducted without hazard to persons or property on the surface.

Helicopter operations may be conducted below the minimum altitudes set for fixed-wing aircraft.

I would welcome an opportunity to further discuss your specific concerns and work with you, and any Watsonville Airport operators, to achieve mutual satisfaction regarding over-flights.

*****End Message*****

If you or your membership have any questions please contact the office.

In Search of Amelia Earhart

Sophia Taylor-Home, her mother Audrienne, and Jeanne Sabankaya attended a lecture given by archeologist and author Tom King at Cabrillo College on the Search of Amelia Earhart. In conjunction with TIGHAR (The International Group of Historic Aircraft Recovery) the search to solve the greatest aviation mystery, What happened to Amelia Earhart? has been going on since her disappearance in 1937 however this group has been searching for 25 years. Tom King just returned from Nikumaroro Island last month so his powerpoint presentation was very detailed with current visual photos and updates on the group's progress. Attempts were made to follow-up on leads but often they were gone or missing (in the case of the skull) so no solid conclusions could be made. The theories persist so the team will be returning to Nikumaroro 80 years after the disappearance to continue the search for Amelia. A new expedition has been planned for June 22-July 11, 2017 at a minimum cost of \$8,995.00 by the Betchart Expeditions Inc. in Cupertino and lead by Tom King and biologist Bob Nansen if you are interested in joining the search. Contact the Betchart Expeditions Inc. at (800) 252-4910 for more information.

Jewelry by Phoenix Chapter 99s

At the spring section meeting in Temecula, the Phoenix Chapter introduced its new 99s jewelry items. Many of the 99s who stopped by our table at the Temecula Fly Mart asked if we had a website for our jewelry. At the time, we didn't, but now we do.

The website is: www.zibbet.com/phoenix99s. We are offering a variety of necklaces, bracelets, and earrings, all aviation-themed and very affordable, with prices ranging from \$5 to \$30 (plus shipping). The profits from the jewelry sales support our chapter scholarship fund.

All jewelry items are handmade by a member of the Phoenix chapter and can be customized. For example, we offer necklaces with alphabet cubes that spell out 99S FLY. This could be customized to your three-character airport designator, e.g., SBP 99S.

.If you are interested in a bulk purchase for gifts at an event or a customized item, please contact phx99treasurer@gmail.com. There are pictures and prices included in the attachment below.

(See page 11 for the jewelry)

Custom Aviation Jewelry Samples

Phoenix Chapter of the 99s



99S FLY Necklace

This necklace features a pewter airplane charm on an 18-inch black leather necklace with a lobster claw clasp and extension chain.

\$25 + shipping



99s Leather Bracelet with Airplane Charm

A 3/8-inch wide blue leather bracelet proclaims that you are a proud member of the 99s. A charm holder allows for a variety of dangles, such as an airplane or a helicopter.

\$30 + shipping



Compass Rose Earrings

The compass rose design is near and dear to the hearts of 99s. These earrings feature 1-1/8-inch long pewter compass rose charms dangling from Sterling-Silver-Filled French earwires.

\$10 + shipping

AEROBATIC MANUEVERS WITH JACQUIE WARDA

By Katrina Espinosa

Three barrel rolls and a loop. Believe it or not, I was in a plane that performed all of those maneuvers. Seated in the front seat with a 10-pound parachute and secured with at least 5 straps was a very excited, enthusiastic me. In the back was Jacquie Warda, one of only a handful of female aerobatic pilots who, for the next 15 minutes, would take me on an aerobatic flight. She had given me a quick safety briefing about what to do if I felt sick, how to get into her airplane, where I could place my feet on the airframe and what to do if an emergency required us to jump out of the plane. At the end, she smiled and gave me the friendly reassurance that she wouldn't leave me to die in a crashing plane if something went wrong.



Thirty minutes later, I felt the raw power of her little Extra 300 catapulting us into the sky as Jacquie and I took off. As we soared over Salinas, she began testing my tolerance by gently rolling the plane from side to side. Then she asked me:

"I'm going to do some barrel rolls.

You ready?"

I grinned at the GoPro in front of me.

"Yep!"

The horizon dipped down then almost disappeared as she pulled up and rolled the plane to the right, performing the barrel roll. Strangely enough, I felt great despite the sight of the houses and trees of Salinas taking a 360 degree spin. I thought for sure I was going to be feeling just a little sick. But, 2 more barrel rolls later, I still felt great.

Next came a more intense maneuver. She tilted the nose down slightly to gain more airspeed, as my stomach jumped with anticipation. Then, we went vertical, spinning as we climbed higher and higher. I felt my hair fly out directly behind me, and the edges of my vision began going green and black. That area slowly became larger and larger until all I could see was a small circle. I started freaking out, thinking: *HELP! I CAN'T SEE ANYTHING AND I CAN'T MOVE BECAUSE OF THIS PARACHUTE AND THE G-FORCE AND I'M ABOUT TO BLACK OUT. HELP!*



Then, my vision returned. As we levelled off, I heard Jacquie ask, “Do you want to do a loop?”

Just like I did for the barrel rolls, I affirmed excitedly. She shoved the stick forward as quickly as she had with the barrel rolls, then pulled up. I saw the reading on the G-force instrument: 3 G’s. The horizon quickly disappeared, then reappeared upside down as she finished the movement. Soon, the only thing I could see was the ground. I saw the throttle next to my left leg slide forward as the plane levelled a couple of thousand feet above the ground. I was beaming and wanted to do more, but we had to head back to the airport.

That flight changed what I had previously thought about flying. I remember when I was 8, I said that I wouldn’t become a fighter pilot since I felt like throwing up at the banana split ride at Gilroy Gardens. But with Jacquie, I learned that flying is a different experience. Even diving directly towards the ground didn’t feel as bad as that ride. I also talked to Jacquie afterwards about my goals and my dreams. During our conversation, she would encourage me by adding, “just do it,” to what she said. Thanks to the experience that Jacquie gave me, I’m seriously considering becoming an Air Force pilot. And if I decide that’s what I want, then yes, I will just do it.



Katrina Espinoza

West with the Night

Written by: Beryl Markham

Reviewed by: Sophia Taylor-Home (available to borrow in our 99s library)

The book *West with the Night* (1942) is an autobiographical story that follows the life of Beryl Markham, a woman growing up and following her dreams in early 1900's South Africa. The book begins with Beryl's memories of living near a Native African tribe, and going with them on early morning hunting excursions. She tells of battles with wild boar, and the speed and strength of the hunters she ran with. As time passes Beryl grows older, and her stories change to those of the flour mills her father builds, and then of the stables he bought with the small fortune he made with them. The love of horses from a young age inspired Beryl to become a horse trainer, a career she pursued for many years. She was introduced to aviation through a man she met on the road one day. This man, Tom Black, told her of his own dreams for aviation, and his stories stayed with Beryl. Years later she met Tom Black again, and this time she asked him to teach her how to fly. After completing her training, Beryl became a flying messenger, bringing news, and eventually medicine, from towns in South Africa to the miners out in the farthest reaches of that territory. Years passed, and popular demand brought about a change in Beryl's flying. As South Africa's big game hunting became more popularized, foreign hunters realized the prizes they were missing. Beryl became a bush pilot, carrying the hunters and their supplies to the plains, and then scouting for elephant herds and pinpointing the location of the biggest bulls. After many years of scouting the plains, a pilot friend of Beryl's encouraged her to attempt a record setting flight. The course would take her over the Atlantic ocean, to New York. She set off in the evening from Abingdon Field in England, and flew "west with the night." In the early hours of the morning her first gas tank ran dry, and she was forced to open her reserve. As she reached land the engine was periodically stalling, and she realized there was no hope of reaching New York. Just twelve minutes away from an airport where she was scheduled to stop for repairs, she crash landed in a peat bog on Cape Breton Island, Nova Scotia and became the first woman to cross the Atlantic solo, despite not reaching her originally intended destination. Upon crashing, she managed to stumble from the plane where she was rescued by a passing farmer. While recovering from a head wound, Beryl received the tragic news that her long time friend and mentor, Tom Black had been killed in a plane crash in Liverpool, when his taxiing aircraft was struck by an oncoming airliner. Beryl returned to her home in Africa, where she once again took up training horses. At the end of her book she writes "...it was the end of a phase that I felt had grown and rounded out and tapered to its full design, inevitably, like a leaf..."

Markham's writing is so beautiful, it is like reading a long poem you don't want to end. She received the highest praise for her book from Ernest Hemingway, who said of her "...she has written so well, and marvelously well, that I felt that I was completely ashamed of myself as a writer..."

Monterey Bay Chapter 99s
c/o Claudia Contreras
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Logbook



Mailing
Address
Goes
Here

**Monterey Bay 99s Membership
November 18, 2015**

Call to Order- 7:00 pm

November 18, 2015 Chapter Meeting, 7p.m. @ EAA Hanger

January 9, 2016 (Saturday) - Whale watching with the Santa Clara Chapter, lunch @ Ella's WVI

January, 24th, 2016 (Sunday) SWS Business Meeting will be hosted by Santa Clara Valley Chapter. It will be held at Hiller Museum. SCV chapter will be sending out more details.