

Monterey Bay 99s

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Logbook

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flying is learning how to throw yourself
at the ground and miss.



-Douglas Adams

What's Inside

Current Membership / Member Activities	2
Prop Wash	3
WVI Air Show	4
August Meeting Minutes	5
WINGS Info	6
Pilot Tips	7
Calendar	8

September Chapter Meeting

The **September meeting** will begin at **7 pm** on **Wednesday, August 21**, 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
Secretary: Mona Kendrick
Treasurer: Jeanne Hendrickson
Past Chair: Alice Talnack
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Deadline: 30th of each month for the next month's publication.

Committee Chairs

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Carolgene Dierolf
Alice Talnack

Air Marking:

Michael Serasio

Scholarship:

Alice Talnack

Membership:

Donna Crane-Bailey 688-9760

Historian: *Alice Talnack*

Librarian:

Laura Barnett

Scrapbook:

Theresa Levandoski-Byers

Aviation Activities:

Lori Ledford

Legislative: Alice Talnack

WebMistress: Gabrielle Adelman

Public Relations Coordinator:

Carolyn Dugger

Hospitality Chair:

Joanne Nissen



Member Activities



- ♦ Alice Talnack—Local flight, commercial to Vegas.
- ♦ Claudia Contreras—FAT, MOD, SAC, PRB, Instructing
- ♦ Earline Arnold—Portland Oregon and lots of touch and go's
- ♦ Jeanne Hendrickson—SFO-EWR, Kitty Hawk
- ♦ Marjorie Bachman—Flight instructing, tail wheel practice
- ♦ Michael Serasio—Touch and Go's in SNS, OAR, and WVI
- ♦ Mona Kendrick—Commercial Training
- ♦ Pam Downing—Paso Robles
- ♦ Theresa Levandoski-Byers—International Conference in Bozeman

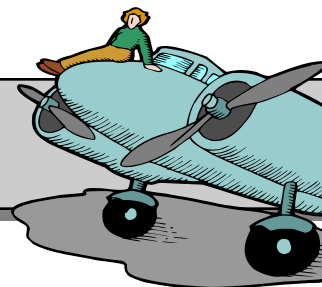
Membership Donations

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 Jeanne Hendrickson, 1071 Elkhorn Road; Royal Oaks, CA 95076.** Our local dues run from June 1, 2013 to May 31, 2014.

Laura Barnett
Claudia Contreras
Donna Crane Bailey
Kryss Crocker
Leritha Harris
Jeanne Hendrickson
Mona Kendrick
Theresa Levandoski-Byers
Joanne Nissen
Jeanne Sabankaya
Michael Serasio
Jill Smith
Alice Talnack

Prop Wash

By Claudia Contreras



Thank You to everyone that took a part in the 2013 Watsonville Airshow. Fundamentally, volunteering is about giving your time, energy and skills freely. Unlike many things in life there is choice involved in volunteering. As a volunteer you have made a decision to help on your own accord, free from pressure to act from others. Volunteers predominantly express a sense of achievement and motivation, and this is ultimately generated from your desire and enthusiasm to help. Sometimes volunteers are regarded as do-gooders and those that hold that view also assume that one person can never make a difference. It may be true that no one person can solve all the world's problems, but what you can do is make that little corner of the world where you live just that little bit better.

On a separate topic, AOPA is having a safety seminar in Milpitas next weekend. The topic to be covered is weather. Weather for me was the one area that I always tried to learn but would give me trouble. If anyone would like to join me in attending let me know. We can carpool up to Milpitas for the evening.

Fly Often, Fly Safe.

Hospitality Volunteers

We are looking for volunteers to provide refreshments during our meetings. If you would like to volunteer please contact Joanne Nissen at 831-675-3950 or email ewesfly@aol.com

October—Open
 November—Michael Serasio
 December—Holiday Pot Luck
 January—Open
 February—Open
 March—Open
 April—Open
 May—Open
 June—Open
 July—Open



Watsonville Airshow



Monterey Bay 99's Membership Meeting August 21, 2013

Attendance

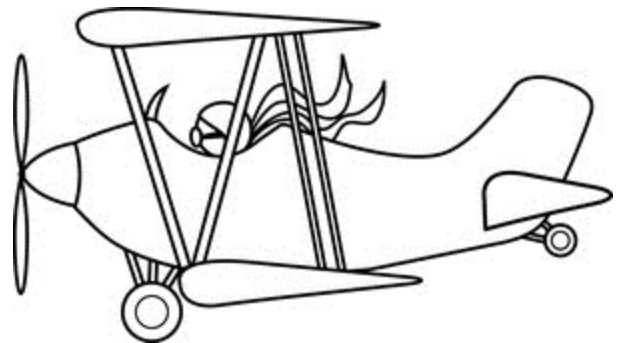
Claudia Contreras, Jeanne Hendrickson, Sarah Chauvet, Alice Talnack, Carolgene Dierolf, Michael Sersio, Earline Arnold, Mary Doherty, Theresa Levandoski-Byers, Marjorie Bachman, Pam Downing, Mona Kendrick

Guests Alyse Hendrickson, Brittany Pickard

Tonight's meeting, preceded by a potluck, is dedicated to stuffing goody bags and preparing prop cards for the WVI Fly-In.

Meeting adjourned at 8:00.

Submitted by Mona Kendrick, Secretary



PPLI Graduate

[Laura Ohrenberg](#) Int'l Headquarters Manager at The Ninety-Nines, Inc., International Organization of Women Pilots

Please join me in congratulating Claudia Contreras on graduating from the Professional Pilot Leadership Initiative!

Claudia has demonstrated tenacity and determination as she has developed her confidence and leadership in the PPLI all while being a full time Mom to her two young boys. She has been working as a CFI and has nearly 1000 hours of total time. Her favorite part of instructing is the contagious smile as a student lands by themselves for the first time. Claudia's PPLI leadership activities ranged from acting as her Chapter Chair and on the Board of Directors for the Salinas Aircraft Owners and Pilot Association to assisting with Young Eagles, the Girl Scouts and the Watsonville Air Show.

Claudia will be joining the PPLI Coordination Team and looks forward to continuing to give back to the aviation community.

We are so proud of you Claudia, congratulations!



New Flight Review Alternative
Notice Number: NOTC4909
For more info, go to FAASafety.gov

The **WINGS** - Pilot Proficiency Program is pleased to announce an alternative to the standard Flight Review required by 14 CFR part 61.56.

As you know, completion of a Flight Review (or an authorized alternative) is required for every pilot every 24 calendar months. One of the areas of concern regarding a Flight Review is that the complete content is not specified, thus leaving most of the Flight Review content up to individual instructors. This creates the unique situation where no two pilots cover the same material in a Flight Review.

This WINGS activity strives to standardize the Flight Review by including three knowledge activities and three flight activities, in addition to the other elements required by 14 CFR part 61.56. Please note that this Activity is an optional alternative to the Flight Review because it completes a phase of WINGS, thus meeting the requirements of 14 CFR part 61.56(e).

To summarize the requirements of this new Activity, the instructor:

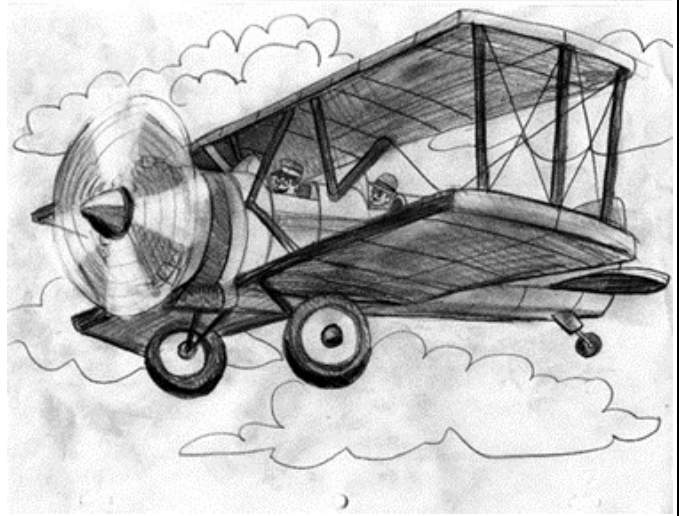
- Confirms completion of the required online courses within the previous 90 days,
- Completes the flight tasks as outlined,
- Reviews the current general operating and flight rules of 14 CFR part 91, and
- ♦ Reviews the pilot's operating and planning habits, local area flying practices, and cross country planning techniques and best practices

Here is the rationale for the addition of this activity to the WINGS Program.

The FAA and instructors are quick to point out that the Flight Review is not a test. There is no pass or fail criteria, although the instructor giving it can decline to endorse your logbook that a flight review has been completed. The WINGS Program, on the other hand, does require the satisfactory demonstration to PTS standards of specified maneuvers to complete a phase of WINGS. These maneuvers are explicitly required because they address primary accident causal factors.

Therefore, because the instructor conducting a "standard" Flight Review is responsible for the content, and that there are no completion standards specified, simply completing a "standard" Flight Review alone does not qualify for credit in the WINGS Program. This new activity does meet all WINGS requirements.

We invite you to explore this new alternative to the standard Flight Review by going to FAASafety.gov and searching for Activity Number A130628-01, Flight Review, under the Activities tab.



On Speed, On Spot

Bob Martens:

"Wally, I think that pilots at almost all levels seem to always be carrying extra speed on final, and they use the excuse that it's a wider safety margin. How would you address that subject?"

Wally:

"Well Bob, I feel it's important to land on speed, on spot. And if you're making the approach at the improper air-speed, you're not going to land where you think you will land. It's important to pick the appropriate speed for the approach given the weather and the wind and the conditions you have for the day. To arbitrarily add additional speed does not enhance safety - it merely results in a longer landing.

We should touch down as slow as possible because we then have dissipated as much energy as we can. We eliminate the bounces; we eliminate the hard braking and the wear and tear on our airplane that a fast landing causes. We also want to keep the nose wheel light if we can. Again, not banging it on the runway to scare our passengers saves wear and tear on the nose wheel and it also helps provide aerodynamic braking."

Bob Martens:

"Obviously many of our General Aviation airports will accommodate us landing well down the runway, and we can consider that a safe landing. But at any time in our flying career we may be literally called upon to put an airplane down on speed, on spot due to a short field environment, an obstacle or worse yet, an engine failure. So we're talking about discipline and establishing a way of doing it all the time as opposed to taking the easy way out."

Wally:

"You make a great point, Bob. If we practice on speed, on spot all the time it will become our habit and we'll be confident that we can do it on the day we need it. If we haven't practiced it in a long time, we probably won't do it very well and that may be a day when we really need to do it."



Monterey Bay Chapter 99s
c/o Claudia Contreras
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Logbook



Mailing
Address
Goes
Here

*September 18, 2013 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*

*September 20—22, 2013 ————— Fall Section Meeting
McClellan, CA*

*September 21—22 ————— California's International Airshow
Salinas, CA*

*October 16, 2013 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*

*November 20, 2013 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*

*December 18, 2013 ————— MB99s Chapter Meeting
7pm, EAA Building, WVI*