

Monterey Bay 99s

established August 14, 1965

# Logbook

Volume 10, Issue 7

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

July 5, 2007

*Erin Hay and Ann Goldsmith give out information at the Watsonville Fly-In, while Mary Doherty looks on.*



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## July Chapter Meeting

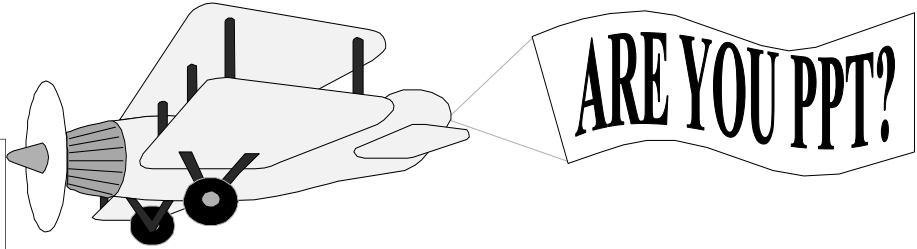
The July meeting will begin at 7pm at the EAA hangar on Wed., July 18. Exit Hwy 1 at Airport Blvd., go toward hills, turn left after 3rd stoplight (Hangar Way) onto Aviation Way, proceed past WVI terminal and Zuniga's restaurant. EAA hangar is on the left. **Bring a guest to this meeting! See page 11 for details.**

## Monterey Bay Chapter Officers

**Chair:** Sarah Chauvet  
**Vice-Chair:** Michaele Serasio  
**Secretary:** Carolyn Dugger  
**Treasurer:** Theresa Levandoski-Byers  
**Past Chair:** Alice Talnack  
**Logbook Editor:** Dena Taylor  
 Phone: 831-462-5548  
 Fax: 831-477-5632  
 E-Mail: [detaaylor@cabrillo.edu](mailto:detaaylor@cabrillo.edu)  
 Deadline: 25th of each month for the next month's publication.

### Committee Chairs

**Aerospace Education:**  
 Theresa Levandoski-Byers  
 Alice Talnack  
**Air Marking:**  
 Michaele 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>  
**Legislative:** Alice Talnack  
**WebMistress:** Pam O'Brien  
**Public relations coordinator:**  
 Carolyn Dugger  
**Hospitality chair:**  
 Jody Roberts  
**Proficiency chair:**  
 Carolgene Dierolf



As of January 1, 2002, we have a new Proficiency Training Program format and a new Form. 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 1/1/07 to 12/31/07

NAME \_\_\_\_\_  
 Ninety-Nines Chapter \_\_\_\_\_  
 Phone \_\_\_\_\_  
 E-mail \_\_\_\_\_

#### Qualifying Activities:

Ground Activity Type: _____ _____ Date _____ Instructor Signature: _____	Flight Activity Type: _____ _____ Date _____ Instructor Signature: _____
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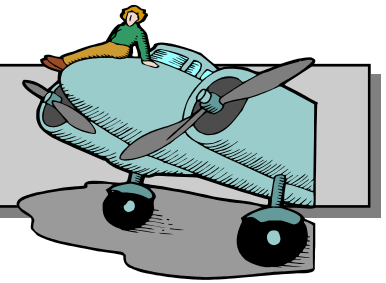


Return this completed form to:

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

## Prop Wash

By Sarah Chauvet



Hope everyone had a good Fourth of July and has now recovered from the influx of folks from the hot Central Valley seeking our usually foggy coast. This year has been exceptional in the number of fog-free days so far this summer. As these beautiful mornings make me think of heading for the airport I am reminded of my friend Density Altitude (DA).

We normally don't have too many days when we have to consider DA but the month of June had many days when the ASOS droned "Density Altitude XXXX". So what exactly is "Density Altitude" and how will it affect me and my airplane with its normally aspirated engine? Density Altitude is how thick (dense) the air is. If it is cool (cold) the air molecules are close together and you will experience greater lift e.g. get off the ground sooner. If the air is warm (hot) the air molecules are farther apart and there will be less lift. Your engine and propeller and wings think and act like they are at higher altitude. Your propeller will have less air to bite into and it will take you longer to get off the ground. The pitot tube has to go through the air faster to get up to indicated airspeed so you will need more runway. If you have additional weight in the airplane, for example, full fuel and all seats taken, the airplane may feel sluggish.

The important thing to remember is "The higher the temperature, the thinner the air and the less the lift." FAR Part 91.103 requires that you figure out your aircraft's performance before take-off.

If you're going to fly when it's hot, do it in the morning or the evening. The air will be smooth and the lift will be good. After several trips to Oshkosh and many trips to Eastern Oregon in the summer our rule is "be on the ground by 11:00am". After that the thunderstorms build and the air is rough.

On a trip to Whidbey Island this summer I saw a sign that said "We wish you Fair Winds and Smooth Seas". I have changed it to "Tail Winds and Smooth Air". From Seafaring to Air Travel we traverse oceans of water and air.

Let's go fly.  
Sarah Chauvet

## The User Fee Issue

### **The FAA View**

**By Marion C. Blakey**

If you've caught wind of some of the rhetoric coming out of Washington lately, you might think that we're out to ground every four-seater in sight. That's not true. Our finance reform proposal will do just the opposite. It'll help you thrive.

Our proposal will help speed up the implementation of NextGen, so that all airspace users can get from Point A to Point B without delay. We all know how tricky it is to do that now. Let's face it, when capacity gets tight, you're among the first to feel it. And, as the congestion in our skies continues to increase, the delays are only going to get worse.

This should make every pilot think twice. When the gridlock comes, we'll have to slow things down to protect safety. Gridlock could spell an end to the first-come, first-served system we know today, because in that scenario, a plane carrying 200 people is going to outrank one carrying two. Every time.

Our revenue mechanism was put into place decades ago, before the onset of fare wars or the Internet or low-cost carriers. Our revenue that goes into the Airport and Airway Trust Fund is tied to the price of an airline ticket, which has been anything but stable and predictable – and Trust Fund revenues have been declining for years. But with the reauthorization of the FAA's financing system due at the end of September, we have a chance to fix that. It's a historic opportunity. Unfortunately, it's degraded into a fight over who pays for what, and that's too bad.

I don't know where somebody got the idea that GA will be blindly hit with user fees under our proposal. If you're flying from Palwaukee Municipal in Chicago to Kansas City Downtown Airport, you won't pay a dime in user fees. Not one penny.

If, however, you flew into a bustling facility like O'Hare, where space is a premium, then you'd pay a nominal fee based on the weight of your plane. In most cases, that would be between \$4 and \$10 for a piston-driven plane. You can't park your car at O'Hare for less than that.

We didn't come up with this formula in a vacuum. We listened to the GA community, and you told us that fuel taxes were the most efficient and least disruptive way to recover our costs. Despite what the rhetoric would have you believe, under our proposal, GA piston pilots would pay only one percent of the FAA's costs, and the proposed fuel taxes would account for only five percent of the operating costs of a piston aircraft.

This is about paying your fair share. It's important to remember that the General Fund will continue to pay for services that are critical to GA, such as Flight Service Stations and low-activity towers that serve small communities.

You also told us to keep GA airports alive. We are. Our proposal fixes a major shortcoming in airport funding – that all small airports are treated the same.

We divided the 380 primary airports into four tiers, in recognition that as the level of activity at an airport changes, so does its financial and infrastructure needs.

Let's turn to another priority: safety. Since the sport pilot rule went into effect, we've been working with EAA on the most effective way to track accidents and measure safety across all aspects of light-sport aviation.

Light-sport aircraft, including certain "legacy" aircraft like Piper Cubs, can now be operated by a sport pilot certificate holder, with no medical certification beyond a driver's license.

Our objective now is to accurately measure how this method of regulation is working from a safety standpoint. I thank EAA for working with the FAA and National Transportation Safety Board on the most effective way to measure the safety of this growing segment of aviation.

The big picture here is, we want to keep flying safe and fun. Look at our funding proposal and you'll see -- the FAA is helping GA soar.

**The EAA View**  
**By Tom Poberezny**

EAA, as part of a coalition of leading general aviation organizations, is firmly opposed to the FAA's 2008 reauthorization proposal, which includes the implementation of user fees.

These fees, though somewhat narrowly targeted to start with, can expand over time. This legislative proposal could impair the vitality and safety of general aviation.

Our united opposition to user fees was demonstrated at EAA AirVenture Oshkosh 2006, when I hosted a panel of GA leaders who presented reasoned arguments against just such a system.

User fees are not a new concept. In the countries where they have been implemented there has been a negative effect on access to airspace, use of services, and the cost of flying. Precedence has demonstrated that once user fees have been established, they grow in both cost and scope. There is no guarantee that future leaders will honor the boundaries that have been currently proposed.

Both the FAA and the nation's major airlines are promoting the user fee funding mechanism as a forward-looking "modernization plan." But for many in GA, user fees will create a financial barrier to accessing the national airspace system. According to the new funding plan the FAA sent to Congress, landing fees will be created at high traffic airports around the country, user fees may be imposed on GA aircraft flying into Class B airspace, and general aviation fuel taxes could rise more than threefold. All this while placing no limits on the level and addition of new fees.

EAA supports the current fuel tax structure as a proven, equitable, and efficient method for general aviation to pay its share of FAA funding. But the proposed increase in fuel taxes is clearly unacceptable.

Since 1971, the FAA and the national airspace system have been largely funded by users of the system in the form of fuel and ticket excise taxes. Those taxes are paid directly into the Aviation Trust Fund, combined with a contribution by U.S. taxpayers through the general fund. The Aviation Trust Fund generates sufficient revenue to cover existing capital improvements and *still* covers the major portion of FAA's annual operating budget. Over the last two years, the Trust Fund has brought in record levels of revenue and is projected to continue to do so in the coming years.

It is important to note that FAA funding has steadily increased over the past decade, and that Congress has supported FAA's modernization programs.

For example, Congress is currently funding the FAA's two Next Generation Air Traffic programs – System Wide Information Management and Automatic Dependent Surveillance-Broadcast (ADS-B) – in excess of what the FAA requested. EAA and the GA community support control remaining in Congress, preventing the FAA from setting its own fee structure.

A user fee based system will cause pilots to make decisions as to what services they use, based upon economics, which can have an adverse impact on safety. We cannot encourage an economic disincentive for using valued services that support safety within the entire national airspace system...a system that currently has earned an outstanding safety record.

We should not take for granted that the freedom to fly we currently enjoy is unique among all other countries. GA is the foundation on which the entire aviation community rests.

Hampering the vitality of GA reduces the potential growth and impact of the U.S. aerospace industry. General aviation alone accounts for an annual economic contribution to the U.S. economy of more than \$11 billion, while employing more than 1.3 million workers.

This issue is now being debated in the halls of Congress. The final decision will be determined by our elected senators and representatives from around the U.S.

What can you do? Let your voice be heard. What matters most to our elected representatives is the opinion of their constituents. Now is the time for those in Washington, who represent our interests, to hear from you. You can make a difference. Don't sit on the sidelines...act now.

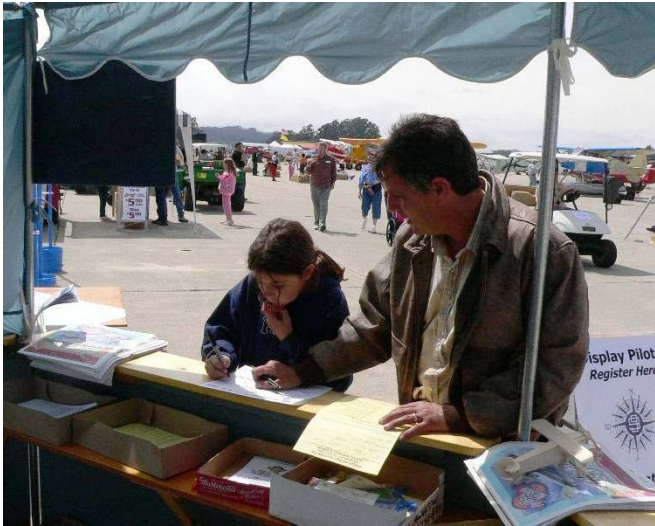
# Watsonville Fly-In Photos

Photos by Mary Doherty



*Top: Volunteers assemble the MB99s' famous booth; Geneva Cranford and Ann Goldsmith continue the work. Bottom: Jeannie Hendrickson and Geneva put on the finishing touches; Donna Crane-Bailey's information panels stand alongside the booth while pilots get registered.*





*Top: Eddie Andreini's son and granddaughter register their plane, then look at the history of the 99s. Bottom: Donna & Mary smile for the photographer; Mona Kendrick works hard to get everyone registered.*



# 43rd Watsonville Fly-in & Air Show



## Report from Mary Doherty

To everyone, thank you so much for all your help. We were ready to handle more traffic than we had (172 planes registered), but the fog couldn't be helped. Everything went really smoothly from my perspective and I appreciate all the good energy and interactions.

During the show I met 2 interesting 99s from other chapters. One was Linda Abrams flying a Ercoupe named Sky Sprite. She was written up in this month's EAA Sport Pilot magazine. The other was Linda Duet who is ground support for the Thunder Delfins jet performance team.

If you didn't get your cup/patch/pin for volunteering, let me know & I will bring to them to our next meeting. If you have comments about what worked this year and/or what we could do better next year, please let me or Dena know. The Airshow gate actually made money this year so there will be an event next year

Special congratulations to Jeanne Hendrickson (Bombardier) and her husband Bob (Pilot) flying their Cessna 175 in the Watsonville Fly-In Flour Drop & Spot Landing Contest.

## FLOUR DROP

### Saturday

1st Mitch & Meghan Robinson - Citabria 26' 5"  
2nd Jim & Garrett Grant - Taylorcraft - 30' 5"  
3rd Bob & Jeanne Hendrickson - C-175 - 41' 1"

### Sunday

1st Sandy Baird & Steve - Citabria - 26' 1"  
2nd Bob & Jeanne Hendrickson - C-175 - 29' 4"  
3rd Mitch & Meghan Robinson - Citabria - 33' 8"

## SPOT LANDING

### Saturday

1st Jim Grant - Taylorcraft - 2' 5"  
2nd Mitch Robinson - Citabria - 26' 1"  
3rd Sandy Baird - Citabria - 68' 3"

### Sunday

1st Ben Rolfe - Grumman - 3' 8"  
2nd Bob Hendrickson - C-175 - 4' 4"  
3rd Jim Grant - Taylorcraft - 21' 7"



# Summer Cleaning

By Laura Barnett

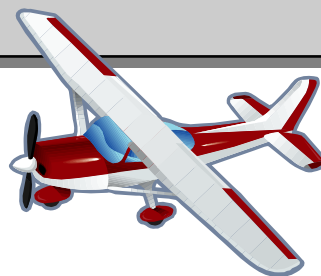


Have you ever wondered what to do with those left over craft supplies, yarn, crochet thread, books, fabric, or those projects that you started and had good intentions of finishing, but never got back to? Well, start your summer cleaning and bring those supplies to any meeting between now and February 2008. I belong to the Pajaro Valley Quilt Association and they're taking donations of the above mentioned items to sell at the annual flea market during the guild's quilt show. The quilt show is held annually at the Santa Cruz Fairgrounds during the last weekend in February. Your trash is another quilter's/crafter's treasure! Money generated from the sales of everyone's discards helps create quilts for many different charities such as: Beach Flats Community Center, CASA, Royal Kids Camp, Dominican Hospital, Hospice Caring Project, Jacob's Heart, Make-a-Wish Foundation, New Horizons School, Pregnancy Resource Center, Salvation Army, Sienna House, Halcyon House, and disabled American Veterans.

For more information, contact me at 831-722-8491 or e-mail me at: [BASSFLY2@aol.com](mailto:BASSFLY2@aol.com)

## Fly-Out Saturday July 14<sup>th</sup>

By Mary Doherty



July 14th, we are participating in a fly-out with the WPA & 99s to the Pacific Coast Air Museum in Santa Rosa, [www.pacificcoastairmuseum.org](http://www.pacificcoastairmuseum.org). Dennis Thomas, EAA 119 president, had a call from the very enthusiastic director of that museum, Dave Pinsky. He graciously welcomed our visit and provided some information. Santa Rosa doesn't presently have an on-field restaurant, but just 21 miles south, Petaluma Muni airfield has the highly recommended 2-Niner Diner. He suggested that on arrival at Santa Rosa (Charles Schultz Airport) we contact ground frequency and ask to taxi to Sonoma Jet Center transient parking. This seems to be the only free parking available and is a five minute walk to the museum.

The EAA suggested meeting at the 2-Niner Diner at 11:30 for lunch and then flying on to Charles Shultz and the museum. Interested 99s please contact Kryss Crocker at [Daytripper12@sbcglobal.net](mailto:Daytripper12@sbcglobal.net) to coordinate planes and passengers.

## Coming events from [FAASafety.gov](http://FAASafety.gov)

For further details and to register for these FAA Safety Seminars, go to [FAASafety.gov](http://FAASafety.gov)

### "Cross Country Planning and E6B"

Topic: Flight planning and Decision Making Clinic

On Monday, July 9, 2007 at 7:00 PM

Location: Santa Cruz Flying Club, 150 Aviation Way, Suite # 6, Watsonville CA 95076

**Select Number:** WP1515286

You just got your new GPS and life is good! Right? Not so fast! CFI Abe Hazbun will discuss cross country planning and the importance of doing your flight plan. Abe will entertain questions submitted by local pilots.

### "Aviation Weather (what you don't know can hurt you)"

Topic: Weather basics and briefing resources for preflight and in-flight decision making.

On Tuesday, July 10, 2007 at 7:15 PM

Location: Wings of History Museum, So. County Airport, 12777 Murphy Ave, San Martin, CA 95046

**Select Number:** WP1515483

Tips, tricks, and traps for dealing with high and low pressure areas, warm and cold fronts, wind and ice. Get the most out of your weather briefing, both before, during, and after your flight.

### "Single Pilot IFR"

Topic: Flying IFR with a crew of one.

On Tuesday, July 17, 2007 at 7:00 PM

Location: Reid Hillview Airport Terminal Lobby, 2500 Cunningham Avenue, San Jose, CA 95148

**Select Number:** WP1515582

Tips, tricks, & traps for flying IFR with no one in the right seat. Cockpit Resource Mgmt (CRM), Aeronautical Decision Making (ADM), work load management & scan patterns that actually work.

### "An Evening with Rich Stowell-NAFI Master Instructor-Aerobatic"

Topic: Improving your landing skills and maximizing your glide when the engine fails.

On Friday, July 20, 2007 at 7:00 PM

Location: Monterey Bay Aviation, 514 Airport Way, Suite A, Monterey, CA 93940

**Select Number:** WP1515280

Landings: The Good, the Bad & the Ugly as well as Engine Failure--Maximizing Glide Performance.

## New Horizons

Sue Galbreath Johnson, 73, of Pacific Grove, flew to new horizons on May 27, 2007. Sue was a member of the MB 99s for many years. Born in Oakland, she attended the University of Oregon and UC Berkeley. Besides being a pilot, she managed the office of Old Stage Farms; volunteered for the Steinbeck House, 4-H Club, and Guide Dogs for the Blind; and was a world traveler, visiting more than 100 countries. She is survived by her husband, three daughters, and two grandchildren. See [www.struveandlaport.com](http://www.struveandlaport.com)

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

**Theresa Levandoski-Byers, P.O. Box 924, Freedom CA 95019**

***If you don't see your name here, you haven't paid! Our local dues run from June 1, 2007 to May 31, 2008. (If you paid for two years last year, let Theresa know.)***

Earline Arnold  
Sarah Chauvet  
Donna Crane-Bailey  
Bobbie Garin

Anandi Heinrich  
Joanne Nissen  
Kendra Pugmire  
Mary Saylor

Michaele Serasio  
Jill Smith  
Alice Talnack  
Dena Taylor

**At our July Meeting (7/18)**, Donna Crane-Bailey, Alice Talnack & Mary Doherty will share their experiences from the 2007 Forest of Friendship Ceremony they attended in mid-June in Atchison, Kansas. The International Forest of Friendship is a living, growing memorial to the world history of aviation and aerospace, honoring the contributions of women & men to aviation. **The meeting will be open to guests. Bring a friend!**



From Jody Roberts:

I just passed my flight dispatcher exam! Four hours of flight planning -- a Boeing 737 from SAE to SFO, and a four-and-a-half hour oral exam!

Yippee!!! Kentucky is ok, but I miss California!

## Member Activities



Earline Arnold	Boise, ID & Portland, OR
Janet Baptiste	Lessons; local; MX
Sarah Chauvet	Local; Evergreen Museum
Donna Crane-Bailey	Santa Maria; local sightseeing; Atchison KS (Forest of Friendship); WVI Fly-In
Kryss Crocker	NorCal Safety Sem @ RHV; Columbia Airshow
Mary Doherty	WVI Fly-In; Young Eagles; EAA mtg; Forest of Friendship; Save the Connie Museum
Karrie Kaessli	Columbia/Napa/Big Sur/Catalina Island
Theresa Levandoski-Byers	WVI Fly-In; local
Joanne Nissen	Arizona & CA
Kendra Pugmire	Young Eagles; flight training; NorCal talk @ RHV; commercial to Las Vegas; WVI Fly-In
Michaele Serasio	SNS—Hollister—SNS
Dena Taylor	Lessons, WVI; WVI Fly-In
Alice Talnack	WVI Fly-In; heli ride; Forest of Friendship; AE Airport; Atchison KS Airlines Museum

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

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# Logbook



Mailing  
Address  
Goes  
Here

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*July 18, 2007*—————*MB99s Chapter meeting*  
*7pm, WVI. See p. 1 & 11*

*July 20-27, 2007*—————*Amelia Earhart Peak Climb*

*August 17-19, 2007*—————*38th Annual Palms to Pines Air Race*

*September 11-16, 2007*———*International 99s Convention, Boulder CO*

*September 15, 2007*———*Open House, WVI*

*October 4-7, 2007*—————*Fall Section Meeting, San Francisco*  
*It's easy to register! Just go to [www.santaclaravalley99s.org](http://www.santaclaravalley99s.org)*

*March 13-15, 2008*—————*Women in Aviation Conference, San Diego*  
*Since it's on the West Coast, should we get a group together and go?*