



Monterey Bay Ninety-Nines

Established August 14, 1965

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

June 2017 Volume 21, Issue 6

# LOGBOOK



## What's Inside

Chapter Member Activities, Membership	2
Prop Wash	3
Pictures of Fly-Out to Columbia	1,3
Perpetual Calendar	4
Katrina Espinoza, SFV 99s – interesting topics	5
Night Witches book report	6
Air Race Classic	7,8
Harriet Quimby	9
More Scholarship info	10
WEACT pictures & report	11
Hospitality, Sean Tucker, ATC privatized?	12
Checklist engine failure, forced landings	12
Pictures of Sophia, Alan Brown picture & report	13
ICAO flight plan filing, WXBrief.com	14,15,16,17
Calendar	18

Our general meeting for Wednesday, **June 21, 2017 at 7 p.m. is at the Salinas Airport** Flying Artichoke restaurant located at 30 Mortensen Ave., Salinas. Dinner is @ 6 p.m. RSVP to Kay Harmon.

Directions: **Coming From CA-1 North** Take Highway 1 through Castroville & connect to 183 to Hwy 101 South. Exit Airport Blvd (326A). Turn left onto Airport Blvd., right on Skyway Blvd, 3rd right on Mortensen Ave. **Coming from CA-1 South** Use Highway 101, take Airport Blvd 326A, right on Skyway Blvd, 3rd right on Mortensen.

## Monterey Bay

**Chair:** Joanne Nissen

**Vice-Chair:** Mona Kendrick

**Secretary:** Kay Harmon

**Treasurer:** Alice Talnack

**Past Chair:** Claudia Contreras

**Logbook Editor:** Jeanne Sabankaya

Deadline: 5th of each month for the current month's publication. Send info to jeannesabankaya@gmail.com

### Committee Chairs

**Aerospace Education:**

Alice Talnack

**Air Marking:**

Michaele Serasio

**Scholarship:**

Alice Talnack

**Membership:** Carolgene Dierolf

**Historian:** ?????

**Librarian:** Laura Barnett

**Scrapbook:**?????

**Aviation Activities:**?????

**Legislative:** Alice Talnack

**WebMistress:** Gabrielle Adelman

**Public Relations Coordinator:**

Carolyn Dugger

**Hospitality Chair:**

Joanne Nissen



## Member Activities



**Sarah Chauvet**—Wasonville Pilots Meeting

**Michaele Serasio**—Spring Section Mtg, Oakland Aviation Museum, USS Hornet

**Carolgene Dierolf**

**Katrina Zanger** - working on her

**Katrina Espinoza**—PVAA scholarship

**Jeanne Sabankaya**—Logbook, SWS Oakland section

**Laura Barnett**

**Alice Talnack**—SWS Oakland, Oakland Aviation Museum, Governor duties

**Kay Harmon**—SOPA, 99s in April, SOPA movie night

**Jeanne Hendrickson**—LCL

**T.L. Byers** - Oakland Section mtg, toured Oakland tower, PVAA mtg, WVI pilots Assn

**Marjorie Bachman**—Watsonville Airport Advisory Committee, PVAA mtg, PVAA Mentor, Flt Int (female student), planning WEACTION exercise, ICAO flt plan presentation, sponsored by WINGS presentation—Vicky Benzing aerobatics, FAAST training

### Membership Donations

Thank you for contributing to the goals and operations of our chapter. As always, your support for all that we do to promote aviation is greatly appreciated.

Our new fiscal year starts July 1<sup>st</sup>. Time to make that yearly donation.

Make checks payable to the Monterey Bay 99s. Mail to: Alice Talnack, 140 Dovewood Lane, Aptos, CA. 95003

OR, bring your chapter donation to the next MB Chapter meeting.

The following members have already donated for 2017-2018.

### Monterey Bay Yearly Chapter Members Donations 7/1/2017 – 6/30/2018

Marjorie Bachman

Jeanne Hendrickson

Theresa Lewandoski-Byers

Alice Talnack

# Prop Wash

By Joanne Nissen



Who imagined June would show up so soon! Wow, the year is zooming along. ...and the 99s have been busy. I am looking forward to hearing about the Fly-out that was planned for Saturday, June 3<sup>rd</sup>. On Thursday, June 1<sup>st</sup>, several 99s joined EAA 204 to share a meal and listen to Alan Brown speak about what makes a plane fly (and point out inaccuracies contained in some FAA material!) He is a great speaker and all his asides were wonderful. (I believe Jeanne is going to also report on the evening.) It was great to see our new student pilot, Katrina Zanger come join us to listen to Mr. Brown. It is so exciting to have the new round of women learning to fly and join us. We expect to hear Marjorie at the June meeting talk about the WEACT (Watsonville Emergency Airlift Command Team) event May 20<sup>th</sup>.....I thought she made a very excellent description of the event on KSBW TV that night and am really looking forward as she fleshes out all the nuances of an event such as that. And I am expecting Theresa to have a story for the July LOGBOOK about her upcoming adventures at the Forest of Friendship Event. Have a Blast Theresa!!

Remember, we are meeting at Salinas for the June Meeting..... Joanne

Mona (rt pic) planned & orchestrated the fly-out to Columbia Airport (O22) and a tour into the gold town of Columbia. Sue Purvis, Mona Kendrick, Claudia Macial, Sophia Taylor-Home, and Jeanne Sabankaya participated in the 3-plane fly-out. Weather was enjoyable & the flights smooth flying.



# MONTEREY BAY 99s

## Perpetual Chapter Activities Calendar

### **June**

Chapter Reports Due to International

MB99s—History & Scrapbook Remembrance/Updates

Identify pilots for Section Award @ Fall SWS meeting

### **July**

International Conference

Officer Installation—Bi-annual

Installation—Forest of Friendship

Membership donations due

Share the Holidays—start collecting toys

### **August**

Chapter Anniversary—August 14, 1965

National Aviation Day—Orville Wright's birthday August 19th

### **September**

WVI Airshow—Pilot Registration Committee

Salinas Air Show

### **October**

Southwest Section Fall Meeting

### **November**

### **December**

Holiday Potluck/Party

“Share the Holidays” aviation related toys for children drive

Deadline for Scholarship Applications

Day-after-Christmas, aviation toy shopping

### **January**

Southwest Section Winter Workshop Meeting

### **February**

Cookies for the towers

### **March**

MB99s Nominating Committee—Bi-Annual

WIA

### **April**

MB99s ballots distributed for new officers—Bi-Annual

### **May**

Southwest Spring Section Meeting

MB99s Scholarship Award & Luncheon

## Katrina Espinoza

Katrina was chosen as one of the 21 (13 young men and 8 young women) AOPA High School Scholars through their You Can Fly High School Aviation Initiative. The 21 were chosen from a pool of over 300 applicants. The scholarship recipients are featured on this AOPA web page: <https://www.aopa.org/news-and-media/all-news/2016/december/14/21-high-school-students-win-aopa-scholarships>

More recently, Katrina also received the Pajaro Valley Aviation Academy scholarship. She is starting her journey to her private pilot certificate at the Civil Air Patrol National Powered Flight Academy in Fremont, NE this June, where she will receive a minimum of 10 hours of flight instruction. She is one of 21 cadets from all over the United States who have been selected to participate in this exciting activity.

In April this year, she was chosen to be the cadet commander of the John J. Montgomery Memorial Cadet Squadron 36 based at Reid Hillview Airport in San Jose. In addition to her leadership duties, she is also an urban direction finding trainee, meaning she is qualified to go on search and rescue missions conducted by Civil Air Patrol. CAP is the official auxiliary of the US Air Force, the organization responsible for 95% of inland search and rescue missions in the country.

## San Fernando Valley 99s <http://www.sfv99s.org/education.php>

When you go to their website, you will find many interesting tidbits. Check out the cover page....

### Education & Scholarship

Future Women Pilots

Aviation Explorer Post 747

Career scholarships

Fly Now

Girl Scouts

Traveling Space Museum

### Ceci's Tips

List of Aviation Scholarships in the southwest U.S.

10 Steps to get a Private Pilot Certificate (PPC)

10 tips for Writing a Scholarship Essay

Steps for Obtaining a Student Pilot Certificate

Becoming a UAS (Drone) Pilot

Aviation Explorers Steps to Follow

**FAA Loses Ruling on Recreational Drones** (in Wall Street Journal May 20-21, 2017) article. "A federal appeals court in Washington struck down a Federal Aviation Administration rule requiring recreational drone owners to register their devices with the government. The rule, rolled out in late 2015, instructed owners of virtually all consumer drones—other than those weighing about half a pound or less—to register for a unique identification number to affix to their aircraft before flying them. Federal officials billed the registry as a safety measure to help protect the national airspace amid a proliferation of smaller and cheaper consumer drones. Some drone owners objected to the new rules, seeing it as a needless intrusion into a harmless hobby. A three-judge panel of the U.S. Court of Appeals for the D.C. Circuit ruled the FAA lacked the authority to require the registration, saying that the rule ran afoul of a 2012 law passed by Congress forbidding the FAA from promulgating rules over model aircraft."

## NIGHT WITCHES

The Untold Story of Soviet Women in combat

By Bruce Myles written in 1952

The following is copied from the flaps of the book, which is an excellent synopsis of this book.

“Christened by the Germans as the ‘Night Witches’ because of the havoc they wrought, these women belonged to Russia’s three all-female regiments; the 586<sup>th</sup> Fighter regiment, the 587<sup>th</sup> Bomber Regiment, and the 588<sup>th</sup> Night bomber regiment. Bruce Myles, BBC correspondent, pilot and author, has reconstructed much of their story from firsthand information. He interviewed about twenty of the survivors and was given access to their logs, diaries, journals, and photographs.

These young women played a part in the Allied conflict of World War II that has scarcely been given its due. Their story is exciting, full of adventure, romance, and tragedy.

Lily Litvak, the “White Rose of Stalingrad,” comes close to being the heroine. She was beautiful, vivacious, loved and in love, yet in the sky her aim was deadly and the enemy knew it. Unfortunately, Lily was not one of the survivors. A memorial to her stands in Krasny Luch.

It wasn’t easy at first for the young women to be accepted by their male counterparts, but their courage, dedication and skill eventually overcame all objections. Among air aces of both sexes, their achievements stand as nothing short of miraculous. The 588<sup>th</sup> Night Bombers flew the tiny PO-2 “wood and string” biplanes on an astonishing 24,000 sorties and dropped almost three million tons of bombs. In the skies above Stalingrad, all three regiments contributed to the destruction of Von Paulus’s Sixth Army in the greatest single military disaster in Germany’s history.

“**Night Witches**” captures the personalities and emotions of these sisters in combat. They were pilots, bombardiers and maintenance crew; they were also mothers and daughters and women in love. Their lives, their exploits, their hopes and fears, contribute another chapter to the role of women in war. Bruce Myles’s narrative and the photographs make this book a unique reading experience.”

The 586<sup>th</sup> Fighter Regiment had 15 female pilots and they flew the Yak 1. This included Lily Litvak. The 587<sup>th</sup> bomber unit flew PE-2 and they had 15 female pilots. The 588<sup>th</sup> Night Bomber flew PO-2 and were the 46<sup>th</sup> Guard Regiment with 21 female pilots. These were the first females that fought during wartime. This book tells how they were able to break the gender bias and be able to fly combat. How the women were assigned to what units and their flying experiences were interesting reading. This was a fast moving, interesting book that made the reader very familiar with the pilots and brought the action and adventure to life.

See October 2016 Logbook for more information about the “Night Witches.” This book can be found in the Monterey Bay 99s’ library (to borrow).

The **PO 2** flew so slow (top speed 94 mph) it couldn’t be shot down (other plane flew past it). It was made of wood & fabric and held together by a combination of nails & will of the pilot.

Book review submitted by Jeanne Sabankaya



# AIR RACE CLASSIC

JUNE 20-23. 2017



## RACE DETAILS

The Air Race Classic follows a different route every year. This year, we are flying East to West - Frederick MD to Santa Fe NM. The race route is chosen to present challenges to the Racers, provide a variety of learning opportunities, yet be within the endurance range of the slowest airplanes. Racers will experience changes in terrain, weather, winds, and airspace as they fly 2,600+ miles over four days in June. In some cases, the route has the flyby timing location at one airport, while the Stop for fuel, refreshments and possible overnight stay is at another larger airport nearby.

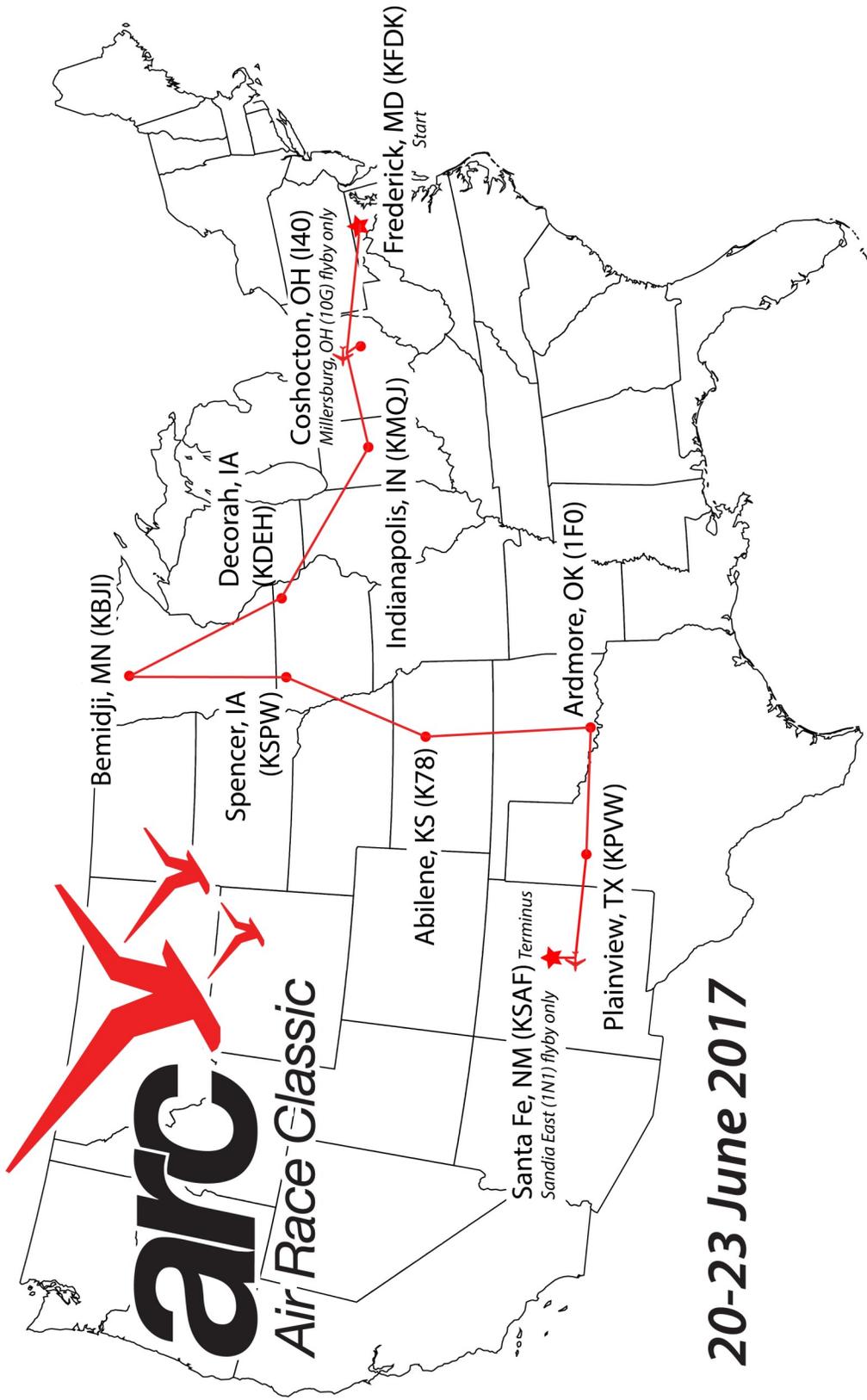
During the race, the home page will be revised so that everyone can follow the racers as they make their way along the race course. You will be able to see where your favorite team is, and where they decide to spend the night. But you will always be able to come to this section of the website to see the route map, and check out information on the Stops along the route. Just follow the links to the right.



Pictures from the Oakland section meeting events.

(right) cupcake decorated with Golden Gate Bridge & a plane. (far right) Caught in the act of shopping for aviation gifts for Share Your Holiday is Joanne at the Oakland Aviation Museum.





## Harriet Quimby

Harriet Quimby -- the first licensed female pilot in America and the first female pilot to cross the English Channel -- was born on this day (5/11) in 1875. Assuming the title “America’s First Lady of the Air,” Quimby took off from Dover, England in her Bleriot monoplane, in 1912 and made the historic flight in 59 minutes, landing on a beach near Calais, France.

Born in Michigan, Quimby's adventurous nature led her to follow employment opportunities in New York City. It was there, in 1910, that Quimby was introduced to pilot John Moisant and his sister Matilde. Before long, both she and Matilde were taking flight lessons. By mid-1911, Quimby became the first woman in the United States to receive her pilot’s license (and Matilde Moisant was second).

Quimby soon made her mark on the aviation scene by wearing a custom-designed purple satin outfit, and participating in flight exhibitions in the U.S. and Mexico. In the spring of 1912, she made her famous flight across the English Channel -- a task not yet accomplished by any woman. Unfortunately, her Channel-crossing feat was greatly overshadowed by the headline news of the Titanic, which had sunk the day prior to her historic flight.

In spite of her under-acknowledged Channel achievement, Quimby was a highly regarded figure in her time, who gathered large audiences and wide interest. Tragically, she died at age 37 in a flight incident just a few months after crossing the English Channel. Yet, in her short life, Quimby left behind a legacy of daring adventure and independence, with significant influence on women in aviation, and inspiration for the likes of Amelia Earhart and other early women aviators.

For an inspiring picture book about Harriet Quimby, we recommend “Brave Harriet: The First Woman to Fly the English Channel” for ages 5 to 8 at <http://www.amightygirl.com/brave-harriet>

For two fun stories starring Mighty Girls who dream of flying - both for ages 4 to 8 - we recommend "Violet the Pilot" (<http://www.amightygirl.com/violet-the-pilot>) and "Rosie Revere, Engineer" (<http://www.amightygirl.com/rosie-revere-engineer>)

For an fascinating introduction to 26 female pioneers of flight, we highly recommend "Women Aviators: 26 Stories of Pioneer Flights, Daring Missions, and Record-Setting Journeys," for teen and adult readers, 12 and up, at <http://www.amightygirl.com/women-aviators>

For books and other resources about her fellow trailblazer Amelia Earhart, visit our "Amelia Earhart Collection" at <http://amgrl.co/1MEsdC8>

For more true stories of women adventurers for children and teens, visit our “Explorers & Adventurers” biography section at <http://amgrl.co/1Unn3zq>



## **More Scholarships**

### **June**

Org. of Black Aerospace Professionals - various including PPC, advanced, academic - 6/2

Aviation Insurance Resources—PPC and advanced—6/15

Phillips 66 (through EAA) for PPC—6/16

Women in Aerospace—academic—6/21

Vicki Cruse EMT (must have PPC & be a member of IAC) - 6/30

Figure 1 Foundation for PPC—6/30

Greg Koontz (through IAC) for CFIs interested in aerobatics 6/30

Nat'l Air Transportation Assn "Navigate Your Future" for H.S. seniors for PPC - 6/30

San Diego 99s - Dottie Sanders Scholarship (for PPC or advanced; must be member of SWS 99s) - 6/30

### **July/August**

Northwest Data Solutions—aviation safety management—7/1

EAA - various for EAA air academy - 7/1

Karen Johnson solo (for females) - 7/1

Aeroclub of Southern Calif. - academic 7/15

Nat'l Business Aviation Assn - courses for professionals - 7/31

Nat'l Gay Pilots Assn - flight training 8/1

### **Other**

University Aviation Assn. - various academic - various dates

Women in Aviation Int'l - various, for women - opens in July and due 11/14

Ninety-Nines Fly Now - for PPL, must be 99s member 8/15, opens in July and due 9/15

Ninety-Nines AE Memorial Scholarships - advanced, must be 99s member by 12/1/16; opens in August and due 12/1

**Call or email Ceci Stratford** if you are interest in any of the scholarship or if you would like some guidance on your

Application. There are more than couldn't be attached to this newsletter. Ceci is from San Fernando Valley 99s, AE chairman (806) 630-3696

IN THE AIR Sunday, May 21, 2017

# Pilots train at Watsonville airport



↓↓↓Theresa monitoring flight operations & Mona as passenger observer



↑↑↑Marjorie incident commander for Watsonville Emergency Airlift Command Team (WEACT)



←Marjorie Bachman & Jeanne Sabankaya practicing a disaster drill for a simulated 6.9 earthquake in the Santa Cruz mountains which closes off the local access roads and potentially damages the levee system on the Pajaro River. As a passenger observer

looking along the highway for damages to the roads, intersections, noting slides, & structure cracks, damage to the sewer plant, etc. gave a different focus from just flying over familiar areas. It was nice to see pilots respond who normally are not seen at the local events. One plane/pilot came from Half Moon Bay and another from Torrance when they heard this drill was happening. Both pilots are planning to have their own emergency simulation to so they wanted to see how this one operated. About 10 emergency airlifts were launched and coordinated with various airports such as Reid Hillview, Palo Alto, South County, Salinas. For more information, contact Marjorie Bachman @ [marjoriebachwoman@gmail.com](mailto:marjoriebachwoman@gmail.com)

HOSPITALITY for 2017 meetings – Please sign-up and let Joanne know

June - Kay

July – potluck

Sign-up to bring snacks



A picture of Sean Tucker appeared in the Wall Street Journal. He truly is famous.

In the News – 06.06.2017  
Present Donald Trump wants to privatize air traffic control system. He believes the current system is antiquated and needs to be separate from the FAA. Even though there has not been a major airline crash in over 8 years, he thinks the change would increase safety and reduce wait times for passengers. Opponents state that this plan is likely to hurt small airports and raise the cost to consumers. Democrats warn that airline interests would dominate the proposed board which oversees an estimated 300 air traffic facilities & 30,000 employees. Also of concern is the airlines computer system failure.

## There be “NP” and “EP”

### ENGINE FAILURE DURING FLIGHT

1. Airspeed -- 70 KIAS.
2. Carburetor Heat -- ON.
3. Fuel Selector Valve -- BOTH
4. Mixture -- RICH.
5. Ignition Switch -- BOTH (or START if propeller is stopped).
6. Primer -- IN and LOCKED.

### FORCED LANDINGS

#### EMERGENCY LANDING WITHOUT ENGINE POWER

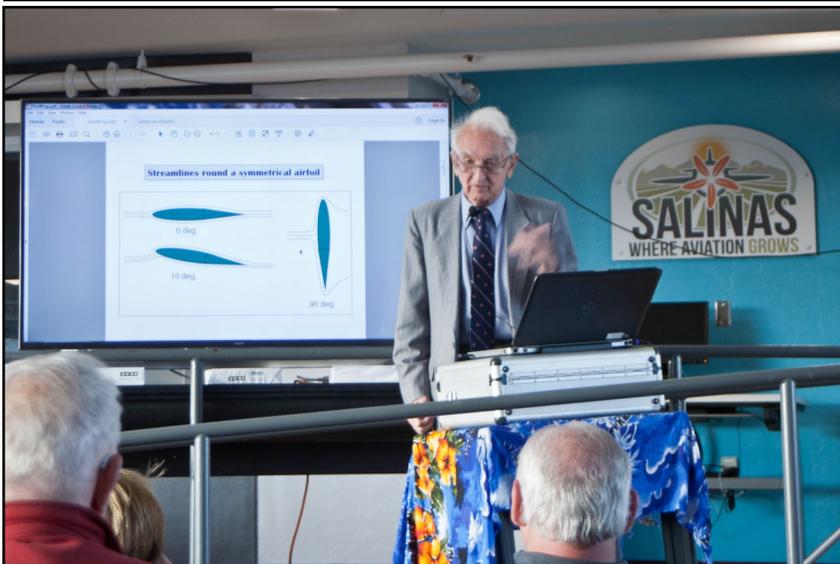
1. Airspeed -- 70 KIAS (flaps UP).  
65 KIAS (flaps DOWN).
2. Mixture -- IDLE CUT-OFF.
3. Fuel Selector Valve -- OFF.
4. Ignition Switch -- OFF.
5. Wing Flaps -- AS REQUIRED.(40° recommended).
6. Master Switch -- OFF.
7. Doors -- UNLATCH PRIOR TO TOUCHDOWN.
8. Touchdown -- SLIGHTLY TAIL LOW.
9. Brakes -- APPLY HEAVILY.

Sophia got her wings-- her fairy wings, that is! :-). She was invited by her alma mater elementary school to take on the role of the Fairy Queen in the Royal Court for their May Faire festival . Here she is with part of her entourage of attendants.→ → →

**Alan Brown**, the aeronautical scientist who helped design the F-117 spoke at the Salinas Airport on June the 1st about the shape of airfoils, the airflow around certain shapes and textures (boundary layer – laminar verses turbulent), and design features of the F-117. The F117 has no sharp edges around the plane which prevents radar detection. This feature does sacrifice the landings and take offs and it is laterally and longitudinally unstable. At a 10 degree angle of attack, the plane could be thrown backward and out-of-control; however the aerodynamics are all electronically programmed (by its 4 data computer sources – for redundancy) and will adjust the flying even if the pilot tries to fly the plane.

Using the golf ball as an example to explain the aerodynamics of lift, the surface is not smooth but has dimples, therefore a “turbulent” surface that creates friction. A smooth sphere, on the other hand is called “laminar” an does not contribute to much friction. The friction that is created by the dimples, leading edge extension or vortex generators (on jets) delay the flow separation forcing the flow to remain attached to the surface longer which helps with lift.

Since time was short, Alan said he would return to talk about latitudinal & longitudinal stability at another presentation. ↓↓↓



↑↑↑ Sophia joined several 99s on a fly-out to Columbia Airport. While on a short hike into town, she found this giant Dandelion.

## FLIGHT PLAN FIELDS Cont'd

### ROUTE OF FLIGHT:

File the route of flight using a combination of **published routes**, **latitude/longitude**, and/or **fixes**. Consecutive fixes, lat/long points, NAVAIDS, and Waypoints should be separated by the characters "DCT", meaning direct. A published route should be preceded by a fix that is published on the route, indicating where the route will be joined. The published route should be followed by a fix that is published as part of the route, indicating where the route will be exited. No entry of DCT shall be used before a SID or after a STAR.

### OTHER INFORMATION:

This field can be considered the catch all for the ICAO flight plan. Any information or data that needs further clarification or supporting details should be entered into this field. As mentioned previously for other fields, the Other Information field is the location for data such as PBN values prefaced with a PBN. Also detailed aircraft type, departure, destination or alternate locations should be entered here if ZZZZ was used in their respective fields prefaced by their proper identifier. Like the domestic flight plan, plain language remarks are entered here prefaced with RMK/.

### TOTAL ESTIMATED ELAPSED TIME:

Total time enroute. Entered as **4 digits**.

### FUEL ENDURANCE:

Fuel on board. Entered as **4 digits**.

### PERSONS ON BOARD:

This field must be entered as follows:

- For **US flights**, a **1-30 alphanumeric** entry with spaces or backslash allowed. Or as **TBN** for To Be Notified if the number of persons on board is not known at the time of filing.
- For **international flights**, a **1-3 numeric entry**, or **TBN** if necessary.

### AIRCRAFT COLOR & MARKINGS:

Like persons on board, it must be entered as follows:

- For **US flights**, **0-24 alphanumeric**, space and backslash is allowed.
- For **international flights**, the **color** may be entered along with any significant markings and separated by a space.

### EMERGENCY RADIOS:

(Optional) May be used to note any emergency radios or transmitters which are on board.

- U** for UHF denotes 243.0 MHz.
- V** for VHF denotes 121.5 MHz.
- E** for ELBA denotes Emergency Locator Beacon Aircraft or ELT.

## PILOT WEB TIP CARD ICAO FLIGHT PLAN FILING

The FAA provides guidance on ICAO flight plan filing in the Aeronautical Information Manual (AIM) under Chapter 5 Paragraph 5-1-9.

The [Leidos Pilot Web](#) ICAO flight plan form is fully FAA and ICAO compliant. This, combined with help dialogs, Aircraft Equipment and Airport Identifier search windows, makes the Pilot Web ICAO flight plan form a quick, easy and effective way to familiarize yourself with, and file the ICAO flight plan.

**Draft** ICAO  Domestic

Recent Flight Plans  Notice: Per FAA Guidance, all civilian flight plans must be filed as ICAO flight plans.

Aircraft ID USZ1Z	Flight Rule FR	Flight Type (Optional) G	No. of Aircraft 1	Aircraft Type TBM9	Wake Turbulence L	Aircraft Equipment S00R
Departure KSEA	Airport Info Area Brief	Departure Date & Time 02/22/2017 1700 UTC	Evaluate Map Plan	Cruising Speed N0330	Level F270	Surveillance Equipment SRI
Route of Flight DCT SEA J12 EPH DCT GTF DCT BRD DCT SIK80 Q140 AHPAH DCT JOSSEY DCT PONCT JFUND1						
Destination MBOS	Airport Info Area Brief	Est. Elapsed Time 0430	Other Information (Optional) PBN/AIC/D1 EET/CCZY0220 KZ0R0300			
Fuel Endurance 0600	Persons on Board 6	Aircraft Color & Markings W/R	Alternate 1 (Optional) USD	Alternate 2 (Optional)	Pilot In Command (Optional)	
Emergency Radios <input type="checkbox"/> UHF <input checked="" type="checkbox"/> VHF <input checked="" type="checkbox"/> ELBA	Survival Equipment <input type="checkbox"/> Polar <input type="checkbox"/> Desert <input checked="" type="checkbox"/> Maritime <input type="checkbox"/> Jungle	Jackets <input type="checkbox"/> Light <input checked="" type="checkbox"/> Fluorescent <input type="checkbox"/> UHF <input type="checkbox"/> VHF	Supplemental Remarks (Optional) J-9Y COVERYELLOW		Dinghies (Optional) Number 01 Capacity 009 Color ORANGE Covered <input checked="" type="checkbox"/>	
Pilot Contact Information DEMO_LEIDOS (928)555-1212 PRC (928)555-1212						



[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/fair\\_traffic\\_services/flight\\_plan\\_filing/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/fair_traffic_services/flight_plan_filing/)  
<https://www.1800wxbrief.com/>

<https://www.1800wxbrief.com/>  
[website/resources/help.pdf](https://www.1800wxbrief.com/help.pdf)

[www.1800wxbrief.com](http://www.1800wxbrief.com)

## FLIGHT PLAN FIELDS Cont'd

### SURVIVAL EQUIPMENT:

(Optional) It may be used to note any categories of survival equipment on board.

### JACKETS:

(Optional) This entry will give details as to the types of life jackets carried on board.

- Light** denotes jackets equipped with lights.
- Fluorescent** are jackets equipped with fluorescein.
- UHF & VHF** denotes the types of radio capability for each jacket.

### DINGHIES:

(Optional) The amount, capacity of each dinghy, their color and whether or not they are covered is noted in this field.

### NOTE

Even though the **Emergency Radios**, **Survival Equipment**, **Jackets**, and **Dinghies** fields are noted as optional, it is highly recommended they be included in each flight plan, if on board the aircraft.

### SUPPLEMENTAL REMARKS:

This is the location for all other plain language remarks, **up to 80 characters**, regarding emergency equipment.

### PILOT IN COMMAND:

Pilot In Command may be entered here. This information is also stored in the Pilot Contact Information field, populated from your Pilot Web profile, and retained with the flight plans history.

### FOR MORE INFORMATION

For more information about the Leidos Pilot Web and all your flight planning needs, visit:



<https://www.youtube.com/watch?v=PLjfhkAOKXK>  
<mailto:ucil-m9ZPLG19MFM3B1b1bY>

SFRA Flight Plans may be entered in their appropriate format using the Leidos Pilot Web. Ensure proper format is followed.

Flight plans intersecting the DC Flight Restricted Zone-DC FRZ must be called in to Leidos Flight Service (866-255-7410). Pilot Web does not allow users to File, Amend or Activate FRZ Flight Plans

## FLIGHT PLAN FIELDS

### AIRCRAFT ID:

Aircraft ID must always be formatted as **1 letter followed by 1-6 alphanumeric characters**. Approved call signs and flight identifiers may also be entered here, such as CAP1073.

### FLIGHT RULE:

Within the ICAO flight plan, this may be VFR, IFR, YFR, or ZFR. IFR and VFR are understood, however for YFR and ZFR know the following:

- **YFR** is for flights beginning under IFR flight rules followed by one or more changes in flight rules.
- **ZFR** is for flight beginning under VFR flight rules, then followed by one or more changes in flight rules.

For both YFR and ZFR, the point where the flight rules change must be noted in the route of flight. This point of change determines when the flight plan will be sent to ATC as appropriate.

### FLIGHT TYPE:

**(Optional)** Recommended for proper handling. Select the appropriate description of your type of flight:

- **S** for scheduled air service.
- **N** for non-scheduled air transport.
- **G** for general aviation.
- **M** for military.
- **D** for DVFR.
- **X** for other flight types.

### NOTE

If an **X** is used, a reason for special handling must be listed in the Other Information field, using the **STS/** subfield.

### WAKE TURBULENCE:

Wake turbulence is designed to auto-populate with the correct wake turbulence category for your aircraft.

### AIRCRAFT TYPE:

Aircraft type should be formatted as **1 letter followed by 1-3 alphanumeric characters**. If you are unsure of what to enter, place ZZZZ into the field and explain further in the Other Information field prefaced with TYP/.

### DEP, DEST & ALTS:

The entries may be entered into their respective fields and all contain the same requirements. FAA mandated ICAO changes now allow for the entry of any **2-11 alphanumeric identifiers** to be placed into the Dep, Dest, or Alternate fields. Acceptable entries are Airports, NAVAIDS, Waypoints, Fix Radial Distance or Latitude/Longitude entries.

## PILOT WEB TIP CARD ICAO FLIGHT PLAN FILING

The FAA provides guidance on ICAO flight plan filing in the Aeronautical Information Manual (AIM) under Chapter 5 Paragraph 5-1-9.

The [Leidos Pilot Web](#) ICAO flight plan form is fully FAA and ICAO compliant. This, combined with help dialogs, Aircraft Equipment and Airport Identifier search windows, makes the Pilot Web ICAO flight plan form a quick, easy and effective way to familiarize yourself with, and file the ICAO flight plan.

**Draft**

Recent Flight Plans | Favorites Flight Plans | Save as Favorite

ICAO  Domestic

Notice: Per FAA Guidance, all civilian flight plans must be filed as ICAO flight plans.

Aircraft ID LF521Z	Flight Type (Optional) L	No. of Aircraft 1	Aircraft Type TB99	Wake Turbulence L	Aircraft Equipment S00R
Departure 02/20/2017	Departure Date & Time HHMM	Departure Time 1830	Cruising Speed 10330	Level Optimize	Surveillance Equipment SR1
Route of Flight DCT	Map	Plan	Other Information (Optional) PBN/A1C1D1		
Destination HHMM	Est. Elapsed Time HHMM	Alternate 1 (Optional) Airport Info Area Brief		Alternate 2 (Optional) Airport Info Area Brief	
Fuel Endurance HHMM	Persons on Board WR	Supplemental Remarks (Optional) Pilot In Command (Optional)		Dinghies (Optional) Number Capacity Color Covered	
Emergency Radios UHF VHF ELBA	Survival Equipment Polar Desert Maritime Jungle	Jackets Light Fluorescent UHF VHF		Briefing Corridor 90 nm Winds Aloft Corridor 200 nm High Altitude Briefing	
Pilot Contact Information DEMO_LEIDOS (928)555-1212 PRC (928)555-1212					

Standard Brief

Outlook Brief

Abbreviated Brief

Schedule Email Brief

File

NavLog

Return Flight Plan

Clear

## FLIGHT PLAN FIELDS Cont'd

### CRUISING SPEED:

This field differs from the domestic flight plan mask and can be prone to errors. This field accepts speeds in three formats:

- **Knots**, entered as N, then 4 digits.
- **Mach**, entered as M, then 3 digits.
- **Kilometers Per Hour**, entered as K, then 4 digits.

### AIRCRAFT EQUIPMENT:

This field requires accurate entry of all radio, navigation and approach equipment on board the aircraft. The following are general guidelines to consider when filing:

- An equipment entry of **N** establishes what an X would do for domestic. It tells ATC that your aircraft is equipped with **NO RADIOS OR NAV EQUIPMENT**.
- An equipment entry of **S** establishes the standard set of equipment of VOR receiver, VHF radiotelephone, and an ILS receiver. If equipped with DME this must be entered as **D**. This is not encompassed by other equipment entries.
- If equipped with **GPS or GNSS**, an entry of **G** is required.
- Equipment **R** is required for RNAV performance-based navigation. An entry of **R** in the equipment field will require further data entry into the Other Information field. The flight plan form will auto-populate PBN/ into the Other Information field as a placeholder for PBN values to be entered.
- An entry of **Z** for OTHER will also require further data entry into the Other Information field, generally prefixed by NAV, COM or DAT.

### SURVEILLANCE EQUIPMENT:

This field is only for transponder and/or ADS equipment entries. An entry of N denotes no surveillance equipment, which tells ATC that your aircraft is equipped with **NO TRANSPONDER OR SURVEILLANCE EQUIPMENT**.

### LEVEL:

Level is the ICAO equivalent to altitude in the domestic flight plan form. Entries in this field include:

- **Altitude**, entered as an A followed by 3 digits. This is for altitudes below 18,000 feet and entered in hundreds of feet such as A095.
- **Flight level**, entered as an F followed by 3 digits. This is for flights at or above 18,000 feet and entered in hundreds of feet such as F240 for flight level 2-4-0 or 24,000 feet.
- **VFR** may be entered to indicate varying VFR altitudes; no digits are needed.
- **VFR/ddd** (where ddd are digits) may be entered as an SFR filing altitude as well as an indication of VFR/On-Top. This entry is made as VFR followed by 3 digits for the intended VFR altitude.



**Flight Service**  
www.1800wxbrief.com



[http://www.faa.gov/about/office\\_org/headquarters\\_offices/ato/service\\_units/air\\_traffic\\_services/flight\\_plan\\_filing/](http://www.faa.gov/about/office_org/headquarters_offices/ato/service_units/air_traffic_services/flight_plan_filing/)  
<https://www.1800wxbrief.com/>  
Website/resources/help.pdf

## IFR Clearances

1-888-766-8267

When able, call 5-10 minutes prior to departure. Be prepared to provide the name, airport identification and state of your departure and destination.

## Cross-Border Flights

Departing from within the U.S.  
Toll-Free: 1-800-432-4716

Entering the contiguous U.S., Hawaii, or Puerto Rico, call a Flight Service Specialist closest to your point of entry (caller-paid).

ABQ (505) 243-7831 DCA (716) 631-2285  
FTW (817) 697-6110 HNL (808) 833-8440  
MIA (305) 233-2600 PNM (763) 389-5880  
PRC (928) 778-0314 SEA (206) 767-2726

## Flight Plan Sequence

1. Type flight plan
2. Identify aircraft
3. Aircraft type and equipment
4. Estimated TAS
5. Cruising altitude (*Altitude Advisor can help*)
6. Departure airport identification
7. Proposed departure time (*Departure Planning Tool can help*)
8. Route of flight (*Route Planner can help*)
9. Destination airport identification
10. Estimated time enroute
11. Fuel
12. Remarks
13. Number of persons aboard
14. Alternate airport identification
15. Pilot name and aircraft home base
16. Contact telephone number
17. Aircraft color

# WWW.1800WXBRIEF.COM

## Online Flight Planning and More

**FlightService**  
POWERED BY LOCKHEED MARTIN

**BETTER BRIEFINGS**  
**SAFER FLIGHTS**

Access Lockheed Martin's  
Online Flight Planning and More  
**www.1800WXBRIEF.com**  
or use this scan code



Complete your profile and take advantage of the enhancements and features provided by Flight Service.

- FAA-compliant flight planning and briefing
- Web-filed IFR and VFR flight plans immediately available to both pilots and Flight Service Specialists for clearances, weather updates and flight plan amendments
- Access to favorite flight plans
- Aircraft and Favorite Flight Plan Sharing for flying clubs and fleet operators

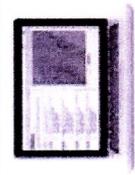
### Advanced Flight Planning Tools



- Departure Planning Tool: Helps select time based on forecast weather conditions
- Altitude Advisor: Helps choose optimal altitude based on estimated fuel and enroute time
- Route Planner: Provides FAA-preferred and recent ATC-assigned routes; low altitude airways; Coded Departure routes
- UAS Briefing Tools



**NGB**  
Next Generation  
Briefings



- Route-specific graphical orientation
- Automated summarization and smart plain-text translation
- Improved organization and filtering
- Delta Briefings and scheduled email support



**ACAS**  
Adverse Condition  
Alerting Service



- Flight-plan specific alerts for TFRs, Weather Advisories, and Airport/Runway Closures
- Delivered via text message, email, or in-cockpit device

### EasyActivate™ and EasyClose™ Solutions



- Activate and close VFR flight plans from mobile devices via email or text
- Includes reminder service if flight plan not closed by 20 minutes after ETA
- Activate and close also available on Pilot Web and through third-party apps



**Pilots Choice**



- You choose 1-800WXBRIEF, www.1800WXBRIEF.com, or your favorite flight planning app
- All Lockheed Martin advanced services available whenever you want to do your planning
- Ask your app vendor for NGB, ACAS, SE-SAR, EasyActivate™ and EasyClose™ Solutions



**SE-SAR**  
Surveillance-Enhanced  
Search and Rescue



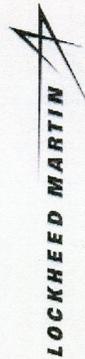
- Continuous flight monitoring using satellite-based position reporting devices
- Faster SAR initiation and reduced search area

### Pilot Weather Reports

PIREPs offer real-time reports of weather conditions as encountered by YOU, the pilot! Frequent and accurate PIREPs assist in warning pilots of potential weather hazards along the route of flight.

1. **\* Aircraft Identification**
2. **\* Location:** Present position, point-to-point, or location where conditions were encountered (within the last hour)
3. **\* Time**
4. **\* Altitude**
5. **\* Aircraft Type**
6. **Sky Condition:** Describe cloud layers as few, scattered, broken or overcast, with associated altitudes
7. **Temperature:** At altitude (required when reporting icing)
8. **Turbulence:** Describe frequency as occasional, intermittent or continuous and intensity as light, moderate, severe or extreme, with associated altitudes
9. **Wind:** Magnetic direction and speed in knots, or light and variable
10. **Icing:** Describe accumulation as trace, light, moderate or severe and type as rime, clear or mixed. Report negative, when icing was forecast, but not encountered
11. **Visibility:** Flight visibility at altitude
12. **Weather:** Describe meteorological conditions such as thunderstorms, rain, snow, fog and hail
13. **Remarks:** Report additional useful information such as wind shear, storm location and movement, and lightning, describe lightning as in-cloud, cloud-to-cloud or cloud-to-ground

\* Indicates required elements



For Domestic Specialist Briefings or TIBS, follow the prompts to enter the two-digit state code listed below. If there is a third digit listed for the state, wait for the follow-on prompt before entering.

State or U.S. Territory	Abbreviation	Two Digit State Code	Third Digit
ALABAMA	AL	25	2
ALASKA	AK	25	1
ARIZONA	AZ	29	
ARKANSAS	AR	27	
CALIFORNIA (NORTH)	CA	22	1
CALIFORNIA (SOUTH)	CA	22	2
COLORADO	CO	26	
CONNECTICUT	CT	28	
DELAWARE	DE	33	
DISTRICT OF COLUMBIA	DC	32	
FLORIDA (NORTH)	FL	35	1
FLORIDA (SOUTH)	FL	35	2
GEORGIA	GA	42	1
HAWAII	HI	44	
IDAHO	ID	43	
ILLINOIS (NORTH)	IL	45	1
ILLINOIS (SOUTH)	IL	45	2
INDIANA	IN	46	
IOWA	IA	42	2
KANSAS	KS	57	
KENTUCKY	KY	59	
LOUISIANA	LA	52	
MAINE	ME	63	1
MARYLAND	MD	63	2
MASSACHUSETTS	MA	62	1
MICHIGAN	MI	64	1
MINNESOTA	MN	66	1
MISSISSIPPI	MS	67	1
MISSOURI	MO	66	2
MONTANA	MT	68	1
NEBRASKA	NE	63	3
NEVADA (NORTH)	NV	68	2
NEVADA (SOUTH)	NV	68	3
NEW HAMPSHIRE	NH	64	2
NEW JERSEY	NJ	65	1
NEW MEXICO	NM	66	3
NEW YORK (EAST)	NY	69	1
NEW YORK (WEST)	NY	69	2
NORTH CAROLINA	NC	62	2
NORTH DAKOTA	ND	63	4
OHIO	OH	64	3
OKLAHOMA	OK	65	2
OREGON	OR	67	2
PENNSYLVANIA	PA	72	1
PUERTO RICO	PR	77	
RHODE ISLAND	RI	74	
SOUTH CAROLINA	SC	72	2
SOUTH DAKOTA	SD	73	
TENNESSEE	TN	86	
TEXAS (EAST)	TX	89	1
TEXAS (WEST)	TX	89	2
UTAH	UT	88	1
VERMONT	VT	88	2
VIRGIN ISLANDS	VI	77	
VIRGINIA	VA	82	
WASHINGTON	WA	92	
WEST VIRGINIA	WV	98	
WISCONSIN	WI	94	
WYOMING	WY	99	



**Better Briefings, Safer Flights**

**Online Flight Planning and More**  
**WWW.1800WXBRIEF.COM**

**Specialist Services**  
**1-800-WX-BRIEF**

When requesting a briefing from a flight service specialist, please provide the required background information:

- ACID or Pilot Last Name
- Altitude
- Aircraft Type
- Destination Airport
- Departure Airport
- Estimated Time Enroute
- Proposed Departure Time

### Radio Services

**In-flight: 24/7**

- VFR flight plan activations/closures/updates
- Weather and NOTAM updates
- PIREPs, clearances and position reports
- Lost aircraft assistance and emergency services

### TIBS

**1-877-484-2799**

Lockheed Martin is the FAA's only authorized full-service Flight Service provider with online, phone and radio services.



Monterey Bay Chapter 99s  
c/o Joanne Nissen  
Rt. 1 Box 99  
Soledad, CA 93960

**Logbook**



---

## **Calendar of Events** (There are details of some events in the Logbook)

- June 16-17, 2017 International Forest of Friendship @ Atchison, Kansas
- June 20-23, 2017 Air Race Classic from Fredrick, Maryland to Santa Fe, New Mexico
- June 21, 2017 MBY general meeting @ SNS, 6:00 p.m. Flying Artichoke for dinner, meeting 7:00 pm
- July 4, 2017 Fireworks @ WVI
- July 11-16, 2017 International 99 Conference—San Antonio, Texas**
- July 24-30, 2017 EAA AirVenture/OshKosh, Wisconsin
- Sept. 28-Oct 1, 2017 SWS Fall meeting (Redding) hosted by Mt. Shasta & Redwood Coast Flyers 99s