

Monterey Bay 99s

established August 14, 1965

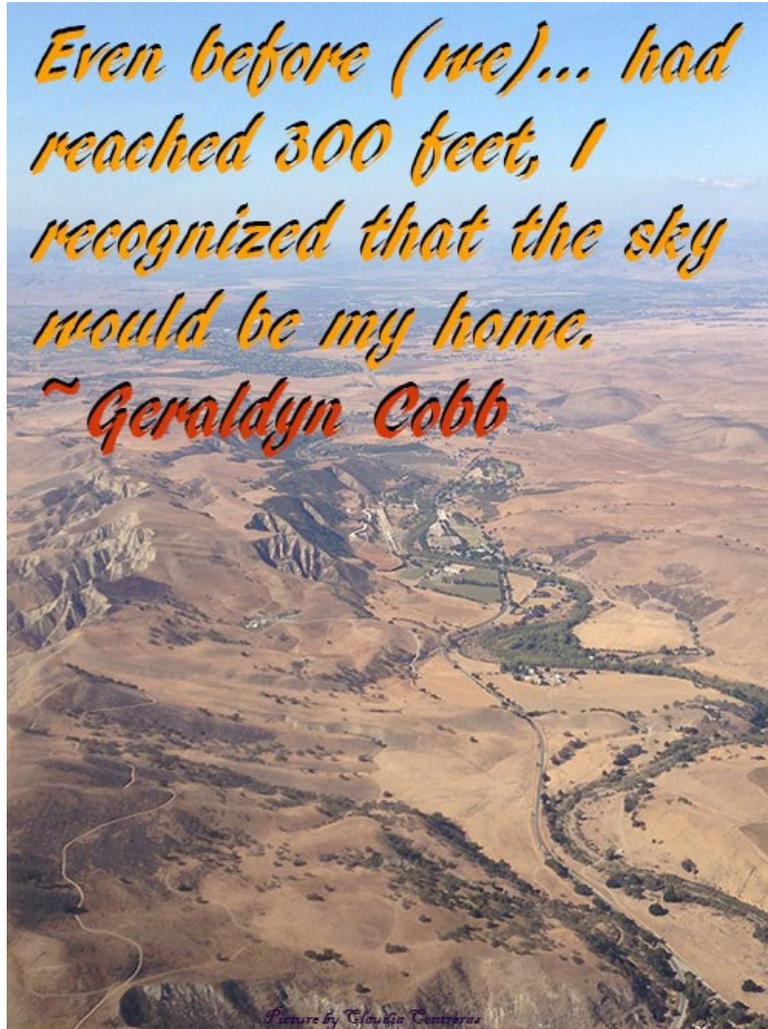
Logbook

Volume 16, Issue 10

www.montereybay99s.org

November 16, 2013

*Even before (we)... had
reached 300 feet, I
recognized that the sky
would be my home.
~ Geraldyn Cobb*



Picture by Claudia Contreras

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November Chapter Meeting

The November meeting will begin at 7 pm on Wed., November 20, 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.

(And, it's not too early to think about the December 18th Holiday Potluck /White Reindeer Gift Exchange!)

Monterey Bay Chapter Officers

Chair: Claudia Contreras
Vice-Chair: Lori Ledford
Secretary: Mona Kendrick
Treasurer: Jeanne Hendrickson
Past Chair: Alice Talnack
Logbook Editor: Claudia Contreras
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Email: clc_80@yahoo.com
Deadline: 30th of each month for the next month's publication.

Committee Chairs

Aerospace Education:

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 Flying
- ◆ Claudia Contreras—Instructing night flying
- ◆ Jeanne Hendrickson—Local Flying
- ◆ Marjorie Bachman—Citabria Flying
- ◆ Michael Serasio—Touch and goes SNS
- ◆ Mona Kendrick—Passed Commercial Checkride

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.

Gabrielle Adelman
Laura Barnett
Sarah Chauvet
Claudia Contreras
Donna Crane-Bailey
Kryss Crocker
Carolgene Dierolf
Carolyn Dugger
Leritha Harris
Jeanne Hendrickson
Mona Kendrick
Theresa Levandoski-Byers
Joanne Nissen
Jeanne Sabankaya
Michael Serasio
Jill Smith
Alice Talnack

Prop Wash

By Claudia Contreras



November to me is the start of the holidays. This is the time of year that brings family and friends together. I find that when I think of November I think about Thanksgiving — a time to be thankful for what you have and were able to accomplish this year. I am thankful for being able to spend time with old friends and the new friends that I have made along the way.

One of the many things that The 99s brings is friendship, friendship that will last years and distance. After attending several Section meetings and an International Meeting I have realized that there is so much that the organization has to offer all of its members. As a member you are able to receive knowledge, employment, friends, and just about anything else. All you have to do is ask and be willing to give back. This is an amazing organization. But the greatest help comes from you the people in the chapter. Everyone is so supportive of one another and everyone is there to celebrate the good moments, and to encourage when times are tough.

I couldn't ask for a greater group of ladies. A very special and heartfelt thanks goes out to Kay Harmon for introducing me to the rest of you. Let's keep the camaraderie up and continue to open our arms, cockpits to newer members as they start to come into The 99s family.

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

December—Holiday Pot Luck
January—Jeanne Sabankaya
February—**Open**
March—**Open**
April—**Open**
May—**Open**
June—**Open**
July—**Open**
August—**Open**



Newest Commercial Pilot Mona Kendrick



A few days before the check-ride—my instructor and I were preparing to go for a mock checkride in the T34.

~ Mona Kendrick



Monterey Bay 99's Membership Meeting

October 16, 2013

Attendance

Claudia Contreras, Jeanne Hendrickson, Alice Talnack, Carolgene Dierolf, Michaele Serasio, Mona Kendrick, Joanne Nissen, Laura Barnett, Theresa Levandoski-Byers, Marjorie Bachman, Jeanne Sabankaya, Lupita Jaime, Brittany Pickard

Guest Jacob Boracca, recipient of a scholarship award for a private pilot rating

Treasurer's Report

Jeanne H. reports that there's not much to report on. □ Account summary attached.

Secretary's Report

Joanne N. moves, and Theresa L-B seconds, that the September minutes be approved as submitted. Motion passes.

Reports and Unfinished Business

Fall Section Meeting: Alice T., Joanne N., and Michaele S. participated in the memorial for Opal Kunz.

Aviation Scholarship: Alice T.: the flyers are out.

Building Utilities: Alice T.: EAA doesn't need a check yet.

New Business

Claudia C.: EAA, WPA, and CAP are interested in having a joint Christmas party with the 99s.

Announcements

Claudia C. needs help with the newsletter for the next 6 months.

Mona Kendrick passed the commercial checkride Oct. 10.

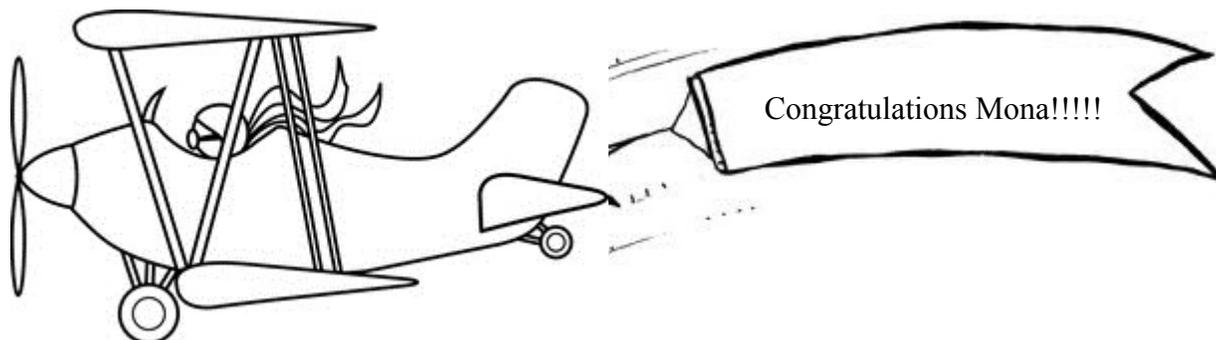
Alice T. will run for Vice-Governor of the Southwest Section.

Lupita J.: Eric Cook, DPE, will give a talk 26 Oct. 2013 at the EAA hangar about how to prepare for a private pilot checkride.

Meeting adjourns 8:30 p.m.

Program: No program tonight.

Submitted by Mona Kendrick, Secretary



How Much Fuel Do You Have?

Notice Number: NOTC5020

For more info, go to FAASafety.gov

Fuel Starvation and Exhaustion are still causal factors in many General Aviation Accidents. Fortunately, a large selection of fuel totalizing and monitoring options are available to help you prevent these very preventable accidents. But, technology only helps when pilots apply it consistently and correctly. Follow these three simple steps to avoid becoming a fuel accident statistic:

-Whether you're "sticking the tanks" or relying on cutting edge fuel management software, know how much fuel you have on board before each takeoff. If you have a fuel management system on-board, make sure you program it with accurate information before Every Flight.

-Know how much fuel you plan to burn and how much fuel you're burning. If you don't have on-board equipment to answer this question, calculate your fuel burn before each flight and confirm your calculations each time you re-fuel. Comparing your actual fuel burn to your calculated fuel burn will give you confidence in your fuel planning and you can often uncover fuel leaks or other small problems before they become big ones.

-Finally, make a commitment to join the many pilots that have a personal minimum not to land with less than one hour's fuel in the tanks. This will exceed any regulatory reserve fuel requirements and you'll never be anxious about pushing your fuel.

For more information contact Kevin Clover, FAA AFS-850. kevin.l.clover@faa.gov

ACCIDENT REPORT

Blind adherence to the before-landing checklist can have unexpected results. "Fuel Selector—Fuller Tank" (or something similar) is commonly seen on checklists in low-wing, single-engine aircraft lacking a "Both" position on the fuel selector valve. How many pilots have switched fuel tanks at low altitude just to follow procedures as they near their destination?

High-wing airplanes with auxiliary fuel tanks can also present problems. The pilot of an amphibious Cessna 206 learned the hard way that blind adherence to a checklist is a recipe for trouble.

On March 12, 2005, a 24,611-hour ATP made a forced landing in an open field after a total loss of engine power while on a visual approach to Runway

13 at Lancaster Airport in Lancaster, Texas. He and the one passenger were not injured. The pilot did not visually check the fuel tanks prior to takeoff and could not recall what the fuel gauges indicated during the flight. He thought both auxiliary fuel tanks were full, and both main fuel tanks were almost full. While descending for the approach, the pilot moved the fuel selector valve from the left main tank to the right main tank. Very shortly after, the engine quit. The pilot unsuccessfully attempted to restart the engine by switching the fuel selector valve back to the left tank and cycling the throttle.



(Continued on page 9)

Pilot Tips From Pilot Workshops

<http://www.pilotworkshop.com/index.php>



Question: "How can you prepare for night time forced landings?" - Wayne A.

Bob: "Great question! With the loss of most of our visual references, this situation creates some real challenges. I'd like you to approach the answer from several perspectives.

Because of the additional challenge, I recommend planning your flight differently. Do a careful route study and plan your route with the maximum number of alternatives. It might take a little longer, but why not fly from airport to airport to improve our landing options.

How about flying a little bit higher than normal? It will give you more time and options in case of an emergency.

Hopefully you already use flight following, but using it for night flights is great insurance. It's very reassuring having someone to talk to.

Regular practice will help you be more comfortable when the real thing occurs. Few of us get as much real emergency practice as we should and this will only increase the anxiety factor when it happens at night. Remember the big three...maintain aircraft control, analyze the situation and take positive action.

Few of us practice emergency procedures enough, but how many of us EVER practice them at night? With a CFI on board, see how different an engine failure feels and looks at night. It may very well cause you to approach night flying a bit more carefully.

Slow down! Rushing or panicking may contribute to spatial disorientation. That's never good. Spatial disorientation is a BIG problem at night!

One of our first challenges in a forced landing is identifying a landing location. Parking lots and roads might appear attractive, but personally, I don't think we have the right to endanger others because of our emergency. Big fields are ideal, but without good moonlight, they might not be obvious to us. Frozen lakes in the winter might be attractive, but unless you know they can support you, they are very problematic.

While a tree landing is never an ideal solution, landing under control in the trees is very survivable! Where ever you choose to land, maintain a safe airspeed right on down to the ground. Fly the plane all the way down!

Scholarship Information

Alice Talnack

Thanks MB99s, for reviewing the distribution list for our Aviation Scholarship at our last meeting. With your help Aviation Scholarship information went out to 24 High Schools, 5 Universities/Community Colleges, and 6 airports in the Monterey Bay area.

2014 Flight Training Scholarship

Providing opportunities for women in the Monterey Bay area to advance their aviation goals



Scholarship Program

The Monterey Bay chapter of The Ninety-Nines International Organization of Women Pilots is offering one \$1000 scholarship to a local woman. It is either to be used by the recipient to obtain her private pilot license or to obtain an advanced rating to further her pursuit of a career in aviation.

Eligibility

1. The Student applicant must be in good health and not dependent on medication or have any other disqualifying condition. The Advanced applicant must have a current medical certificate, appropriate to the rating she seeks.
2. The applicant must live in Santa Cruz or Monterey County.
3. If the applicant is already a licensed pilot, she must have completed any necessary written exams, have a current flight review or equivalent, and have all ratings prerequisite to the rating she seeks before money is awarded, but not necessarily before application. Otherwise, she must have completed the private written exam before money is awarded, but not necessarily before application.
4. The applicant, if less than 18 years of age, may elect to use the scholarship for ground school instruction expenses or have the money held until she is 18 years of age for flight instruction expenses.
5. If not already a licensed pilot, applicant must be proficient in English.
6. The applicant must demonstrate a financial need for the scholarship.
7. Applications must be postmarked by the application deadline, January 31, 2014.

The application form is available at www.montereybay99s.org

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Previous Winners:

- 1998 Tracy Parker, Future Woman Pilot
- 1999 Amber Roe, Future Woman Pilot
- 2000 Anandi Hendrich, Future Woman Pilot
- 2001 Maricela Ortiz, Future Woman Pilot & Shannon Cullem, Advanced
- 2002 Kryss Crocker, Future Woman Pilot & Jennifer Hubbell, Advanced
- 2003 Mary Ann Cane, Future Woman Pilot
- 2004 Alice McCoy, Future Woman Pilot
- 2005 Jody Roberts, Future Woman Pilot
- 2006 Jody Roberts, Instrument Rating
- 2007 Michelle Ruprecht, C.F.I., Multi-Engine Instructor Rating
- 2008 Sal Valdes, Future Woman Pilot
- 2009 Jody Roberts, Commercial Rating
- 2010 Jennifer Hastie, C.F.I.I.
- 2011 Celeste Hadley, Helicopter Rating
- 2012 Jennifer Garner

There is more information on other available [scholarships](http://www.ninety-nines.org/index.cfm/other_scholarships.htm) on the International 99s website. Go to http://www.ninety-nines.org/index.cfm/other_scholarships.htm

Fuel Starvation Report

Continued

(Continued from page 6)

Examination of the wings revealed the right main and right auxiliary fuel tanks were breached during impact. When the system was pressurized, fuel was noted in the right auxiliary tank's fuel lines. Both of the right main tank's fuel screens were free of debris. The left main and auxiliary tanks were intact, and both of the left main tank's fuel screens were free of debris. About nine gallons of fuel were drained from the left auxiliary tank, but the left main tank was empty. Grass at the accident site was discolored below the area of the right auxiliary tank, the inboard section of the right main tank, and the left auxiliary tank, indicating fuel spillage. According to the FAA inspector, when he opened the left auxiliary fuel cap, fuel poured out of the tank and onto the ground.

The NTSB determined that the probable cause of this accident was the pilot's mismanagement of the available fuel supply, which resulted in a total loss of engine power due to fuel starvation.

Unless fuel imbalance is an issue, or there is a questionable quantity of fuel in the tank currently selected, there is no reason to jeopardize a situation by switching tanks at a low altitude. Consider switching tanks at altitude prior to beginning a descent. This leaves an "out" in case things don't go as planned. By no means should pilots throw the checklist out the window, but, instead, they should exercise common sense when using it.

In case you haven't discovered it yet, KWVI has an on-line Suggestion Box. Comments can be made about what is working and/or what could work better. www.cityofwatsonville.org/municipal-airport. Use the "Contact Us" button. Topics include General Information; Compliments & Complaints; Safety & Service; Facilities; Maintenance; Billing & Payments; Comment on Revised Regulations.

The screenshot shows a web browser window with two tabs: "AOL Mail (14)" and "Contact the Airport | Watsonville". The address bar displays "cityofwatsonville.org/municipal-airport/contact-the-municipal-airport".

Municipal Airport

Telephone: (831) 768 3575 Fax: (831) 763 4058
Address: 100 Aviation Way, Watsonville, CA. 95076

Airport Contact Form

Have a question regarding the Airport? Want to comment on the revised Regulations? Looking for an on-field business? Are you a tenant looking for some help with your hangar or have a question regarding your account? Please fill out this form and we will get in touch with you as soon as possible.

Name *

Email

Phone

Reason for Inquiry

- General Information (selected)
- General Information
- Compliment or Complaint
- Safety and Service
- Facilities
- Maintenance
- Billing & Payments
- Account Set up/Close out
- Comment on Revised Regulations

Contact the Airport

Navigation menu items: Facts, Figures and FAQs; Pilot Information; Flying Quietly; Tenant Information; Visiting KWVI; On-Field Businesses; RFPs and RFQs; Restaurant and Lounge; Volunteer Opportunities; Organizations; History; Photo Gallery.



You're Invited

To a joint WPA, 99s & EAA Chapter 119

Holiday Social

December 3rd @ 6 PM

EAA Chapter 119 Hangar



Bring a favorite hors d'oeuvre, dessert or wine to share,
plus your best friend and a smile.



Monterey Bay Chapter 99s
c/o Claudia Contreras
P.O. Box 400
Chualar CA 93925

Logbook



Mailing
Address
Goes
Here

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

*December 3, 2013 ————— WPA, 99s, EAA 214 Christmas Party
6pm, EAA Building, WVI*

*December 18, 2013 ————— MB99s Holiday Pot Luck/White Reindeer Gift Exchange
6pm, EAA Building, WVI*

*January 25, 2014 ————— Winter Workshop
Hosted By Coyote Country Chapter*

*April 25-27, 2014 ————— SWS 99s Spring Section Meeting
Ontario, CA*

*July 8-13, 2014 ————— International Conference
New Orleans, Louisiana, USA*