

Monterey Bay 99s

established August 14, 1965

Logbook

Volume 11, Issue 10

www.montereybay99s.org

October 4, 2008



Could these be Future Women Pilots? A total of 116 satisfied passengers flew for 10- cents-a-pound at the Watsonville Open House last month. Photo by Tom Hail

What's Inside

PPT	2
Prop Wash / Refreshment schedule / Speaker	3
Break Wear Indicator / AOPA Breakfast	4
Open House pictures / PPT info	5
Ireland by Gabrielle Adelman	6
Chapter Dues/Member Activities	7
FAA Seminar / Scholarship info	7
Calendar	8

October Chapter Meeting

The MB99s October meeting will begin at 7pm at the EAA hangar on Wed., Oct. 15. 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.

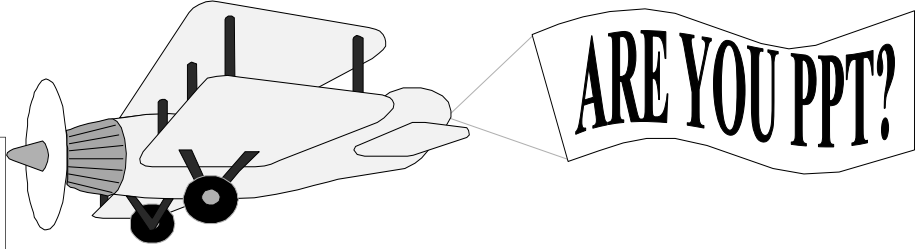
Special speaker! See p 3.

Monterey Bay Chapter Officers

Chair: Michael Serasio
Vice-Chair: Donna Crane-Bailey
Secretary: Carolyn Dugger
Treasurer: Sarah Chauvet
Past Chair: Sarah Chauvet
Logbook Editor: Dena Taylor
 Phone: 831-462-5548
 Fax: 831-477-5632
 E-Mail: detaylor@cabrillo.edu
 Deadline: 25th of each month for the next month's publication.

Committee Chairs

Aerospace Education:
 Theresa Levandoski-Byers
 Alice Talnack
Air Marking:
 Michael 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



Use this Proficiency Training Program form to register your activities. 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 1/1/08 to 12/31/08

NAME _____
 Ninety-Nines Chapter _____
 Phone _____
 E-mail _____

Qualifying Activities:

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

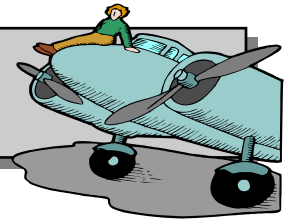


Return this completed form to:

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

Prop Wash

By Michael Serasio



Hello Ladies,

Welcome to October!! The weather should be getting cooler. Halloween is around the corner. What fun!!

The WVI Open House was well attended; rough figures find 116 flew, weighing 15,975 pounds, and \$1,450.30 earned for the scholarship. Thank you Sarah and Dan for devoting your time and energy in this very positive way. We appreciate the many pilots who donated their time, talent and airplanes to this event. Our own Mona Kendrick, Jill Smith and Gabi Adelman flew!! My co-worker and her husband who came to fly were thrilled to be able to take a flight in the Stearman.

Lt. Nicole Cabana spoke at our last Chapter meeting. We all envied the fact that she was paid to learn to fly by NOAA. She has her Commercial rating and enjoys flying a Twin Otter. What an inspiration!



I look forward to seeing everyone at the October Meeting,
Michael

Michael's Question of the Month: **How do you stay current?** Email your reply to Dena at dentaylor@cabrillo.edu by the end of the month!

OCTOBER SPEAKER

Rayvon Williams will present the new Wings program along with updating us on some changes that are in store for all pilots with respect to emergency services at our next chapter meeting on Wednesday, October 15, 2008 at 8:00 P.M. Rayvon is a flight and ground instructor at WVI. He is also WINGS chairman for the Watsonville Pilots Association, an Angel Flight pilot and serves as a FAAS Team representative for the FAA's San Jose FSDO. Many of you will remember Rayvon's very entertaining Jeopardy presentations on the Federal Aviation Regulations. This presentation will be beneficial not only for actively flying pilots who want to maintain their proficiency and lower their insurance rates, but also to keep us all up to date so that we can better mentor our Future Women Pilots. You can get a preview of the topics Rayvon will be covering and be better able to ask questions if you go to <http://www.faasafety.gov/files/articulate/wings/default.htm> and take their tutorial.

MB99S REFRESHMENT SCHEDULE

Oct	Theresa	Feb	Dena
Nov	Pam	March	Alice
Dec	99s Potluck	April	Michael
Jan '09	Sarah	May	99s Potluck
		June	Nic

What it looks like: Brake Wear Indicator

by Mark R. Twombly

AOPA Magazine September 2008

Re-printed with permission from AOPA

Floatplanes and skiplanes may not need them, but any aircraft that rolls on wheels and tires sure does, Brakes, that is.

Brakes on turbine-powered airplanes are used for more than simply slowing to taxi speed on the landing roll, and to assist in steering. Brakes are critical to achieving calculated takeoff and landing distances. If it's a short runway and an engine fails precisely at V_1 , you want to have complete confidence that when you apply maximum pressure to the brake pedals (simultaneously pulling the throttle(s) to idle (and deploying spoilers and thrust reversers, if applicable), the airplane will run out of forward motion before you run out of runway.

So how does a pilot determine that the brakes will indeed step up to that challenge if called upon? On light piston-powered aircraft, it's usually possible during the preflight inspection to get down and dirty and visually examine the brake rotors and pads to ensure there is sufficient lining on the pads and that the rotors are in good shape. That doesn't work so well on most turbine-powered airplanes. The brakes are larger and more complex, and on most aircraft the components are not easily examined in a preflight visual inspection.

There's an easier way to confirm during a walk around inspection that brake discs are in good shape. Simply check the brake wear indicators. The specific configuration of a wear indicator differs among aircraft makes and models, but the idea is basically the same—a metal pin protrudes from the brake piston housing. As long as some designated length of each piston housing is visible, the discs should be good; no maintenance required.

Some small amount of work is required to do a proper brake wear inspection check. The preflight procedure calls for pressurizing the brakes, typically by applying the parking brake, and then examining the wear indicators. If the indicators protrude from the brake piston housing, the brake discs are within tolerances. If the wear indicators are flush with their access holes, brake maintenance is required before further use. A mechanic can do a more accurate check of disk wear by precisely measuring the length of the indicator pin.

99s Breakfast Social at AOPA Expo Nov. 8, 2008

An invitation is extended to 99s and guests to attend our annual breakfast held in conjunction with AOPA's Expo, this year in San Jose, California, November 6-8. The breakfast will be held on Saturday morning, November 8, from 7:30 - 8:50, at Eulipia, a wonderful restaurant 1 block from the Convention Center at 374 S. 4th St., San Jose. Breakfast will be a buffet featuring scrambled eggs, bacon, home fried potatoes, assorted toast, bagels and cream cheese, with fresh fruit, coffee, tea, sodas, and orange juice.

Our speaker will be Max Trescott, 2008 National CFI of the Year, author of G1000 Glass Cockpit Handbook, and Cessna and Columbia factory trained G1000 instructor. Max Trescott is a general aviation advocate and is passionate about preserving and growing general aviation in the U.S. so that it remains available for future generations. He is the President of the Silicon Valley GA, which protects and promotes General Aviation in California's Silicon Valley. Max is a frequent speaker on aviation topics and speaks to capacity audiences each year at AirVenture, Sun 'n Fun, and to other aviation groups. Registration will be accepted on the Santa Clara Valley website at <http://www.santaclaravalley99s.org/>, and until Friday 12 noon at the booth at the Expo. The cost is \$25.00. Cancellations will be accepted no later than Nov. 5.

More Pictures from WVI Open House



From top left: Pilots getting ready for the crowd on Sept. 20; two happy kids getting a ride around Monterey Bay; a family getting their flight briefing before boarding.

Photos by Tom Hail.



Are You PPT??

(Proficiency Training Program)

For all of you women pilots who have a bi-annual coming up, please note that you can go to aopa.org/asf/online-courses and take an online course to qualify for your one hour ground instruction before the flight. This will qualify you along with the hour flight to be PPT. AOPA will have you print out a certificate on completion of the course. Take this with you to your flight instructor to sign (when she gives you the one hour flight instruction). Please find the PPT form on page 2 of this newsletter. Fill it out, have your flight instructor sign, then return it to me.

Carolgene Dierolf
652 San Mateo Pl
Salinas CA 93901

Your questions are welcomed at carolgene99@hotmail.com or 831-422-2331.

Ireland

By Gabrielle Adelman

I've had a long-time interest in Irish art and crafts, and the more I found, the more I liked. I made a needlepoint pillow of an entwined cat and mouse, sewed an Irish Renaissance dress, and bought myself earrings and rings of fanciful knots and animals. A DNA test of my origins found Irish in the matrilineal line, and I read the history of the Troubles and the Diaspora. Hearing of others' trips to Ireland made me want to go too; but how to interest Ken, who thought of Europe as one vast, dull museum? I came up with the idea of doing a cycling tour; but I'm not a road rider, and have trouble keeping up with Ken, who raced bikes as a teenager. We borrowed a neighbor's tandem bike to see how we liked it, and found a new hobby that was fun to do even just locally. When we found ourselves riding to do errands more than weekly on it, it was time to get our own, and to plan that cycling trip.

The bike arrived, the tour company was contacted and the tour booked, and we just needed to find out how to cross the North Atlantic. We took a class from FlightSafety, but, much more to the point, we talked extensively with Jill, who had done it solo last year. As the planning progressed and the details became smaller and more numerous, we hoped that she could come with us, first, because she is great fun to travel with, and second, because it would be about ten times easier with a seasoned pilot. Very fortunately, she was free, and willing, and it looked like I was finally going to see the place some great-great... I would have to ask my newly-found birthmother how many "great"s... grandmother of mine had left, long ago.

Day One: to Two Harbors, MN. As usual, we tried to raise the local fuel provider (in this case the airport itself) before landing to let them know we were on our way in; but there was no answer on radio or the phone. The reason was obvious when we landed: it was a one-man operation, and he was out mowing the entire airport, which must take up most of his time, seeing how much grass there was. Eventually with some hand-waving from cockpit to mower we figured out where to park. He clambered out, but needed Ken's help to pump the gas; his back was too bad to haul the jet fuel hose around himself. He was friendly and the fuel was cheap, so it was a good deal overall. While Jill & I ate lunch in the airport lounge (like many in the middle of the country, it had been decorated in Truman's second term and hadn't been updated since), the phone rang and rang and went unattended, just as it had when we had called. The authentic age of the facilities extended to the lack of a credit-card machine, but the airport was willing to take a check, an expression of trust I have not seen often in eighteen years of flying. We all trust our lives to people we haven't met all the time, controllers and mechanics and fuel-handlers; but very few people in aviation, in any profession, are willing to be as laid-back about money; it slides away so easily, in the effort to keep things aloft.

We proceeded to Val d'Or, Quebec, our first overnight stop. The hotel (best in town) resembled a tired Motel 6, but the food was quite good. My French, which had sat unused since high school, came in handy a couple of times. The rooms had the distinction of being the only ones with air-conditioning the entire trip; everywhere else was too cold to require it.

Day Two: to Iqaluit, capital of Nunavut, which is proud to be Canada's Newest Province - you can still easily find maps that don't include it - via La Grande Riviere. We could have made it non-stop, had the weather been better; but the nearest alternate to Iqaluit is 350 miles away. This isolation is typical of the North Atlantic, and was one of the major factors in our trip planning.

A point of pride when traveling to a distant airport, especially in a foreign country, is to get the pronunciation of the name right; Jill (who was on the radio at the time), was practicing, "Iqaluit, Iqaluit, Iqaluit"; but, on initial contact, we found it was pronounced "Frobisher Bay" (the old name of the town). Oh well.

We stay at the Frobisher Inn; a nice surprise after last night's stay, in that some rooms are freshly remodeled, and the food is even better. (Imagine Arctic Char in the Arctic - yum.) In addition to the usual "good restaurant," "casual restaurant" and "coffee bar" that you find in many hotels, the Frobisher also had a movie theater (which, Ken pointed out, could advertise a "matinee" at 11pm, because the sun was still up at that hour). Jill later remarked that, socially, this was the local mall; a number of townspeople found it an appealing place just to hang out (and escape the weather, which even in June resembled a bad winter's day in Seattle). This was reflected in the unusual parade that happened during dinner, which the cabbie had told us about: if you want to see the native, local crafts, just eat at the Frobisher and it will come to you. About a dozen people patiently went from table to table, with carvings, jewelry, and fabric crafts similar to those I had seen in a display case at the airport. I normally shun ivory, but considering that the entire walrus most likely had found a use, I bought some earrings carved from walrus tusk, after the customary haggling.

To be continued next month...

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

Sarah Chauvet , 147 Mesa Verde Dr , Watsonville, CA 95076

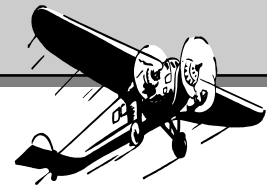
If you don't see your name here, you haven't paid! Our local dues run from June 1, 2008 to May 31, 2009. (If you paid for two years last year, let Sarah know.)

Gabrielle Adelman
Earline Arnold
Laura Barnett
Olive Bundgard
Kryss Crocker
Anna Dieser
Pam Downing

Kay Harmon
Jeanne Hendrickson
Theresa Mantz
JoAnne Nissen
Zoe Dell Nutter
Pam O'Brien

Sandra Pratt
Ann H Sanchez
Mary Saylor
Michaelae Serasio
Alice Talnack
Dena Taylor

Member Activities



Janet Baptista	WVI
Mona Kendrick	Local approaches
Theresa Levandoski-Byers	Local, annual
Teri Mantz	Passed written!!! Practiced maneuvers
Michaelae Serasio	SNS, local, BFR, WVI
Jill Smith	Flight instructing, flying for fun, local
Alice Talnack	Local flights
Dena Taylor	Practicing maneuvers

The Amelia Earhart Memorial Fund Scholarship Trustees are pleased to announce that the 2009 Scholarship and Awards Application forms are now on the 99s website. We've made changes based upon suggestions made by members in Anchorage. Please note the following important changes:

All Chapters now have a DECEMBER 1 submission deadline, rather than choosing their own date.

All submissions to Section Scholarship Chairs are due no later than DECEMBER 20.

Both New Pilot Award and Maule Tailwheel Award submission deadlines are now the same as the Scholarship deadlines.

FAA Safety Seminar

For further details and to register for this FAA Safety Seminar, go to FAASafety.gov

"Three Day Private Pilot Test Prep Class" Topic: Private Pilot Test Prep Course

On Friday, October 24, 2008 at 9:00 AM

Location: California Airways, 22693 Hesperian Blvd., Suite 220, Hayward, CA 94541

Select Number: WP1520782

Description: Prepare for your FAA Knowledge Exam in just one weekend with Fred Abrams, nationally known aviation 7
lecturer, humorist and veteran instructor.

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

Logbook



Mailing
Address
Goes
Here

<p><i>October 15, 2008</i>-----<i>MB99s Chapter Meeting</i> <i>7pm, WVI. See pages 1 & 3.</i></p>
<p><i>November 2, 2008</i>-----<i>79th Anniversary of The Ninety-Nines!</i></p>
<p><i>November 6-8, 2008</i>-----<i>AOPA Expo</i> <i>San Jose CA</i></p>
<p><i>November 19, 2008</i>-----<i>MB99s Chapter Meeting</i> <i>7pm, WVI.</i></p>
<p><i>May 1-3, 2009</i>-----<i>Southwest Section Meeting</i> <i>Glendale AZ</i></p>