

Monterey Bay 99s
established August 14, 1965

Logbook

Volume 10, Issue 9
www.montereybay99s.org
September 8, 2007



Earline Arnold and Jean Schiffmann win first place in the Palms to Pines Race!

What's Inside

PPT	2
Prop Wash / October Harvest Festival	3
Palms to Pines Race by Earline Arnold	4
Jet Romance by Gabrielle Adelman	5
FAA Safety Seminars / Termination of 121.5	6
Chapter Dues / Member Activities	7
Calendar	8

September Chapter Meeting

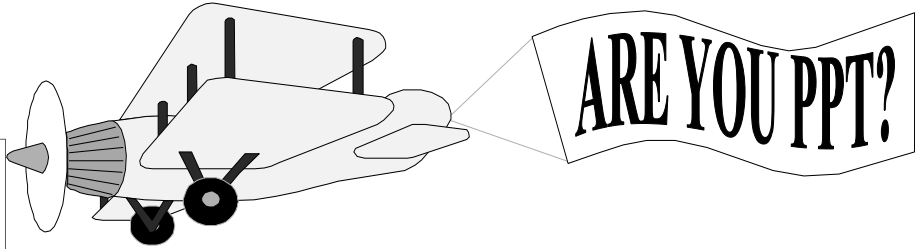
The September meeting will begin at 7pm at the EAA hangar on Wed., Sept. 19. Exit Hwy 1 at Airport Blvd., go toward hills, turn left after 3rd stoplight (Hangar Way) onto Aviation Way, proceed past WVI terminal and Zuniga's restaurant. EAA hangar is on the left.

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
 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: _____
---	---

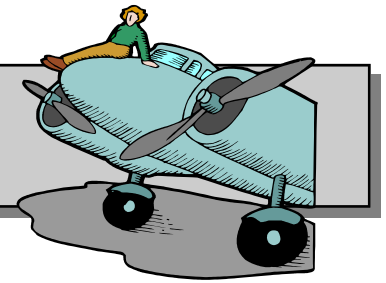


Return this completed form to:

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

Prop Wash

By Sarah Chauvet



On September 15th we are helping to host the Watsonville Airport Open House. We will be inviting the general public to spent 10 cents a pound for an airplane ride. This has been the major fund-raiser for our scholarship for the past several years. This year is no exception and is shaping up to be a good one. One of the businesses on the airport is hosting a car show at the same time and there will likely be many folks who come to one event and then want to check out the other. With this in mind we have recruited members of EAA Chapter 119 to act as ground crew, making sure the extra folks around the airplanes stay safe.

When I fueled my Cessna 150 on Tuesday at WVI before going around the patch, I was delighted to note that the price is under \$4.00 (\$3.99) for the first time in a while. Then on Wednesday when I flew I couldn't believe the beautiful white center-line on runway 2-20. I was so mesmerized on final I had to do a side-slip to get down. No more do we have the tire marks for a center line. Looks great! Yesterday and today we have had the smoke from the Lick fire in Santa Clara County filling the valley and VFR flying is not so nice.

September 11-16 the 99s International Conference will be held in Boulder CO. I know of at least four of our members that plan to attend, Jill Smith, Donna Crane-Bailey, Dena Taylor, and Pam O'Brien. Then on October 4, 5, and 6 is the Fall Southwest section meeting in San Francisco hosted by the Santa Clara Chapter. Many of our members are signed up already.

It's shaping up to be a busy Fall but don't forget the most important thing....go fly.

Blue Skies and Tail Winds!!
Sarah

October 7th Harvest Festival

The Watsonville Pilots Association and Friends of Buena Vista are hosting the Harvest Festival and Silent Auction, a fund-raiser, on Sunday October 7th at 12:00 noon. The location is at the Corralitos Community Center, 35 Browns Valley Road, just east of Corralitos Market, on the left side of Browns Valley Road.

Some Auction items are:

An oil change and 50 hour inspection donated by Pacific Air Care.
One hour of Cessna 172 time with instructor by United Flight Services.
A dinner (plus bottle of wine) for four (4) at the Green Valley Grill.
A dinner for two (plus bottle of wine) at the Shadowbrook.
And the list goes on.

More valuable items and services are expected to be added to the bid list. It will be a fun afternoon! And it goes to a great cause—saving and protecting runway 8-26 plus the viability of the Airport.

Tickets are being sold for \$10.00 each, which gets you lunch, beverages and entry to a raffle. For tickets, call 831-724-8256.

Palms to Pines Race

By Earline Arnold

2007 was the 38th anniversary of the Palms to Pines race. I have flown this race a few times and placed, but never first or second. Jean Schiffmann and I have flown the Air Race Classic five times and placed once but we never placed in the Palms to Pines race. We were #1 for takeoff and my dreams came true when we were #1 among the winners, receiving large airplane trophies. Leg prizes are given to the top scorers who are not in the top ten, so we didn't want to hear our names at that point. When it got down to



Jean Schiffmann & Earline Arnold receiving congratulations from Fran Bera.

announcing 6th place Jean and I whispered that either we were in the top five or out of it completely. Since it's a handicap race, even though I knew we had made good time (miles per hour over our handicap speed of 147 mph) it doesn't mean anything because we never know what the other racers did until the breakfast banquet. I can't even describe the excitement when we heard them announce that Fran Bera, the winningest pilot of all time, came in second. And then number one! What a thrill! Fran was very gracious and expressed happiness for us. Fran is a great lady and a true friend. I don't know how many air races she has won and numerous Palms to Pines first place wins.

We made high speed flybys at specific low altitudes and over very specific check points at each of the three airports and were timed there. Once timed, each airplane can land and refuel or just continue on. There

was a huge forest fire just north of the Los Angeles area restricting visibility to zero the day of our arrival at Santa Monica. We had to detour way around to the west to skirt it. On the day of our departure, however, the smoke had blown in another direction so that it was no hazard to our race. There were no problems, mechanical or otherwise, until we were scheduled to leave Bend, where it had started raining in the night and continued on. The freezing level was 7,000 feet. Our plan was to fly on to Portland, Oregon. We rented a car and drove. Jean's friend met us and delivered her home to Battle Ground, WA, and I went on to spend five days with family.

When I return home from an air race I think that I am as good a pilot as I will ever be. Racing certainly tests your skills. Talk about multi-tasking! Racing is at the top. There is nothing like the camaraderie of spending five days with the pilots you are competing against.



1st, 2nd and 3rd place winners.

Jet Romance

By Gabrielle Adelman

It can be a beautiful experience to take your hand-painted cloth taildragger to the grass strip across the hill and bump down the edgeless, numberless sod as the wind keeps your rudders busy and the sun brightens the fog rolling over the hills, or to pick one hill out of many and add the rotor-blast of a dragonfire-red helicopter to the sea breeze tossing the wildflowers around on its frantic rush inland; but this doesn't mean that the picturesque is only to be found by the slow, small aircraft that show up in calendar art and greeting cards. Weather radar and pressurization aren't the stuff of Richard Bach's novels, but they can make flights possible that weather and a days-long hypoxia headache would otherwise cancel, and you can find some airports and towns out there that are worth the trip, even if they aren't your final destination.

The goal of this particular flight was to reach Key West during business hours; the only way to make this work and still actually be awake for the flight was to break it up into a two-day journey. I looked at the route of the flight and picked out some major cities along the way to stop. Shreveport worked out the best, but we have found with experience that small airports near big cities are a better bet in terms of price and hassle than the airports at the big cities themselves. So we picked Minden, in northwest Louisiana, instead. There are some disadvantages to the smaller airports, though. Rental car agencies rarely have offices there; so the airport manager (who we got to know better over the next few days) pointed us to a nearby Enterprise office.

Enterprise's local agent was appalled. "That's a SUNDAY. We're closed!" None of the usual offers to leave a car at the airport the day before, or leave a key at the office, no, no, we can't possibly work on a Sunday, that's impossible. I called the airport manager back (the conversation was a little scratchy since he was also the fuel island operator and was on the mobile phone at the time) to explain my difficulty and see if maybe there was a taxi? It was as if his favorite cousin was visiting and offered to hitchhike home from the airport, since there was no other way to get around. He couldn't let that happen. We would have the airport courtesy car overnight.

When we came in for a landing, out of a sky so gentle that students could solo in it, the airport resolved itself from a slash in a uniform field of trees into a rectangular grass-edged space with a modest ramp, and minimal taxiways: a sure sign of light traffic, since a back-taxi was the only option for getting back to the ramp. The manager was there, waiting at the fuel island. We chatted about the couple of Cessnas doing touch-and-goes while he topped us off, offered to help with the luggage, gave us a guess as to tomorrow's winds and got the key for the car, which turned out to be a city-owned SUV, large enough to haul aircraft engines around in (it even had a detachable rotating light in the back, like a tow-truck's). The air was warm and grass-scented and full of insect sounds; it was thick, but not oppressive, so you felt that if you tripped, you would fall slowly through it, like through goose-down, to land on the velvet grass.

The Sunday hush on the town that was already quiet from the summer afternoon heat was impressive. Even the gas station was unattended, so our next direct contact with anyone was with the innkeepers, husband and wife, at the tiny B&B where we were staying, the Yellow Pine Inn. They welcomed us, their only guests that night, to their 100-year-old converted schoolhouse with the feather beds, antiques, two resident cats and abundant tomato gardens out back, and even offered to share their dinner with us. I explained that I had my heart set on gumbo, so after some discussion between them of what places were open (Sunday again), they drew a map for us and we were off again.

Continued on p. 7

Coming events from FAASafety.gov

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

"Regulations: What every pilot should know"

Topic: Get answers to commonly asked regulatory questions on the real world intersection of rules, common sense and safety.

On Wednesday, September 19, 2007 at 7:00 PM

Location: Embassy Suites, 901 East Calaveras Blvd, Milpitas, CA 95035

Select Number: AFS016175

Applicable Credits:

1.00 WINGS - Pilot Proficiency Program credit(s) for **KIBIE**

Description: Like it or not, Federal Aviation Regulations are a fact of life. That's why you shouldn't miss ASF's newest live seminar. Get answers to commonly asked regulatory questions on the real world intersection of rules, common sense and safety. You'll learn ways to stay up-to-date on regulatory changes, some important rules that don't show up in your FAR/AIM, and simple methods for reading and understanding complex regulations. A special feature of the seminar is a Q&A session with an AOPA Legal Services Plan attorney, so be sure to bring your aviation related questions!

Termination of 121.5 MHz Beacons for Satellite Alerting is Coming Soon

Notice Number: NOTC0981

On **1 February 2009**, the International Cospas-Sarsat Organization (U.S. included) **will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs)**. This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being generated by an interferer, an inadvertent activation (by the owner) or equipment failure.

Is there an alternative?

Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit

www.sarsat.noaa.gov

The Cospas-Sarsat Organization provides a satellite based world-wide monitoring system that detects and locates distress signals transmitted by Emergency Locator Transmitters (ELTs), Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs). The system includes space and ground segments which process the signals received from the beacon source and forwards the distress alert data to the appropriate RescueCoordinationCenter for action.

Address SARSAT inquiries to: NOAA SARSAT, NSOF. E/SP3, 4231 Suitland Road, Suitland, MD 20746, Phone: 301.817.4515, Toll free: 888.212.7283, Fax: 301.817.4565

**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.)

Gabrielle Adelman
Earline Arnold
Sarah Chauvet
Donna Crane-Bailey
Sandy David

Bobbie Garin
Anandi Heinrich
Joanne Nissen
Sandy Pratt
Kendra Pugmire

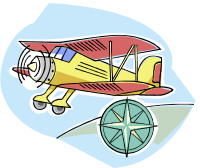
Mary Saylor
Michaele Serasio
Jill Smith
Alice Talnack
Dena Taylor

Member Activities



Laura Barnett	San Jose—San Diego commercial
Sarah Chauvet	WPA; EAA 119 mtg; local flights
Geneva Cranford	Working on booth canopy
Kryss Crocker	SNS, 307, E16, CPU
Mary Doherty	Young Eagles, EAA 119 mtg; working on plane; Hollister Airport
Kay Harmon	MD80, SJC-DFW-SJC
Elsie Hartman	Local
Jeanne Hendrickson	Newark, Sonoma, Petaluma, local
Mona Kendrick	IFR practice on flight simulator
Theresa Levandoski-Byers	Local, El Monte, Bakersfield
Jody Roberts	Flight Dispatcher certificate on 6/31! Starting IFR training.
Michaele Serasio	Local flying, Salinas, with Rufus the cat!
Alice Talnack	Corrosion work
Dena Taylor	Long x/c solo! WVI-MOD-MAE-WVI

KQED radio is running a segment 10-11am, September 10, on women and minorities in the early days of air flight.



Jet Romance (continued)

The restaurant didn't have gumbo on the menu, but it didn't have water either, for the same reason: you don't need to list what everyone assumes you have. I had gumbo, and catfish pan-fried in cornmeal, and Ken had the brisket, and we both wished we were hungrier and could eat more of it.

I suppose it is possible to have trouble falling asleep in a featherbed, surrounded by country quiet, after a good meal, but the next thing I knew it was daylight and I was filling a claw-foot tub with slightly muddy but warm water and picking out which bath salts to add. For breakfast our hostess fretted slightly over not being able to feed us more than homemade pancakes, fruit, cereal, milk and juice; the cats made another appearance, and our send-off was as warm as our welcome had been. Back at the airport, the manager, who clearly loved his little airport, had picked up ice for us at a convenience store and refused to be paid for it, again offered to help with the luggage, and marshaled us out, giving a final friendly wave as we poured decibels into the morning stillness and headed to the east.

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

Logbook



Mailing
Address
Goes
Here

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

September 15, 2007—Open House, WVI

*September 19, 2007—MB99s Chapter meeting
7pm, WVI. See p. 1*

*October 4-7, 2007—Fall Section Meeting, San Francisco
It's easy to register! Just go to 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?*