

SLIPSTREAM

Monthly Newsletter of the San Luis Obispo 99s - www.slo99s.org

Chairman's Message

By Kathy Dannecker

It's been another busy month for the SLO99s, filled with flying, education, and achievement.

The big news is that Marci Casey earned her private pilot certificate. Marci is the newest member of the SLO99s and the most recent recipient of our local scholarship. Congratulations, Marci!

On July 4, we got together for a "freedom flight" and then were joined by other airport friends for a BBQ at Julie Butler's hangar. Thanks, Julie, for hosting the event and giving us a chance to celebrate together.

At our last meeting, Julie also gave us a terrific presentation on gliders. As our only glider pilot, Julie shared some great stories and enlightened the rest of us about what it's like to fly without an engine.

Over the past few years, our meeting programs

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have been very informative and a lot of fun! We'd like everyone's help to keep them going. Do you have a topic that interests you? Is there someone you know who would make an interesting speaker? We'd like everyone to take a turn coordinating a meeting program. If you haven't already done so, send me your program idea and we'll put it on the schedule. So far, we're looking forward to a video on the Powder Puff Derby, hearing about flying in



Old Fashioned Fourth of July at the hangar (see article on page 4)

Dates and Schedules

Comments, corrections, and suggestions are welcome.

Fly-outs: dates are flexible and we will confirm plans and set times at the chapter meeting before the scheduled fly-out. Seats will be available for non-pilots, students, and pilots without wings. We want every seat to be filled, so let us know if you want to come along.

Aug 3	General Meeting at the Spirit 5:30 pm (Chapter Meeting)
Aug 27	SMX Airport Day
Sep 21	FAA Safety Meeting SMX
Oct	Museum Fly-In
Oct 21	SW Section Meeting, Durango
Dec	Cookies to the Tower
April or May	Poker Run / BBQ

Africa, and a trip report on flying to Oklahoma City and Oshkosh.

We're also looking forward to the year ahead, filled with activities that have now become annual events. The "SLO Planes" calendar is well under way and we hope it will, once again, provide the majority of funding for our local scholarship. In October, we'd like to host another museum fly-in, possibly to the Santa Maria museum, and invite other 99s chapters to join us. Of course, we'll be taking cookies to the tower in December and we plan to hold our poker run/BBQ in April or May. We'd also like to continue our involvement with the YMCA Young Aviators camp in June. If anyone has an idea for any other activity they'd like to head up, let me know.

The bottom line? Get involved! Be active! Help make this another great year for the SLO99s!

Minutes of General Meeting

By Cheryl Cooney

After some good food, drinks and lively conversation, Kathy Dannecker opened the business meeting at 6:00 p.m. at the Spirit of San Luis Restaurant. Kathy announced that Marci Casey had passed her private pilot check ride and is now a private pilot. Kathy thanked Julie Butler for hosting a very successful Fourth of July Freedom Flight to IZA followed by a BBQ at her hangar in SBP.

Julie Butler gave an oral and slide presentation on all aspects of Gliders and how she became fascinated with this sport. One ride in a Glider changed her from someone who had no interest in aviation to totally amercing herself in Gliders.

*August 3 at the Spirit:
Come and tell the 99s
"where I flew for my
summer vacation!" Bring a
CD, SD card or memory
stick with a few pictures
and share your summer
flying adventure. If you've
spent the summer on the
ground, you might hear
about a trip that will
motivate you to get back
in the air!*

Camille Nelson gave a detailed treasurer's and financial report (the fiscal year was concluded with a positive balance of \$2,680.74) and reported on the efforts that she and Kathy Dannecker had taken to bring the SLO Chapter into compliance with our 501(C)3 status.

Julie Butler reported that the YMCA Camp at

Oceano Airport was a huge success; the participants were enthused and engaged in the excellent presentations given by our Chapter members.

Cheryl Cooney reported on the OKC International Convention Bylaws/Standing Rules Amendments to be voted on in July. As the Chapter delegate to the International Conference, Cheryl was given direction by those in attendance by voice vote as to how Cheryl should cast the Chapter's delegate slips.

An announcement was made concerning EAA's efforts to increase interest in general aviation and their membership at SBP/McChesney Field by changing their meetings to the third Saturday of each month followed by a BBQ starting at 11:00 at the SBP's EAA President's hangar on the West side. Janine Blythe invited everyone to stop by PacAero for donuts (eat dessert first) and then proceed through the gate to the EAA meeting/BBQ. EVERYONE is invited.

Future meeting programs were discussed: members are encouraged to host a topic and/or speaker.

The plan for the year ahead was discussed and Flyouts will be planned on a spontaneous basis. Chapter Chair Kathy Dannecker adjourned the meeting at 7:40 p.m.



Elizabeth in Santa Ynez (see article on page 4)

FAA Safety Team

From FAA Notice Number: NOTC3073

Now that the warm weather is upon us there are new airport improvement projects under way at many airports. With all this construction activity going on, there will be numerous runway and/or taxiway closures.



Dessert in Santa Ynez (see article on page 4)

Especially when operating on a familiar airport, be sure to hear and understand the ATC instructions. Do not taxi in or out with a preconceived thought of what you believe the clearance will be. You may find yourself taxiing onto a closed runway or taxiway! There is an increased risk of being involved in an incursion if you let yourself proceed as you always have and you expect the same old clearance as in the past.

Always write down your clearances, read them back, clearly and correctly. And last but not least, understand what the clearance is. If there is any portion that is not clear, ask for clarification.



Kathy and Cheryl in Santa Ynez (see article on page 4)

Fourth of July

By Cheryl Cooney

It was an Old Fashioned Fourth complete with good friends, lively conversation, a great BBQ, nice weather and a little flying. An almost last minute decision to have a Freedom Flight on July 4th made the day one to remember. Several emails were exchanged in an attempt pick a location for the fly out. Finally, Salinas was chosen because they had a restaurant; the decision was to have dessert first around 1:00 p.m. and then return to SBP for a BBQ. Some quick sleuthing on Camille Nelson's part revealed that the restaurant in Salinas was closed on the 4th. More emails and then Santa Ynez was chosen as the "dessert" fly out location. Two airplanes made the trip to Santa Ynez. I flew Mikey with passengers Elizabeth Dinan and my husband Mitch. Julie Butler flew her 150 with Kathy Dannecker occupying the right seat. Julie's 150 was all decked out for the holiday 4th with its red, white and blue paint scheme including white stars on its blue tail. Upon arriving at Santa Ynez we found an empty picnic table on the lawn in front of the terminal building and enjoyed brownies and New York Style Cheesecake. There were about a dozen or so other airport enthusiasts who also were spending part of their afternoon sitting in the shade watching the comings and goings at the aerodrome.

By the time we left Santa Ynez the temperature had risen to over 100 degrees: density altitude at the 671 foot airport was reported in excess of 3600 feet. Next time we plan a fly out I'll be sure to take along some Pismo Beach fog to add a little natural air conditioning. Once on the ground at SBP it was noticeably cooler even though the temperature was in the 80s.

After refueling her airplane at SBP, Julie got busy at her hangar with the grill. Kathy's husband, Jim, connected with us at the BBQ site as did Camille Nelson and her husband Dave as well as John and Cathy Eichler. Kurt Colvin also joined the

gathering just as the first round of hamburgers were being passed around; he shared his experiences of flying his Husky on floats in the Canadian back country. Julie provided the burgers and dogs (great hot dogs always go well on a holiday like the 4th). Everyone brought some form of side dish and John Eichler provided awesome root beer floats. A quick trip to the Dollar Store provided a little festive banner which Julie helped tape to the leading edge of the wing on her now parked in its hangar 150. Of course there was hangar flying and talks of past trips and future travels. Jim and Kathy filled us in on the details of the new engine that they just installed in their Mooney.

This is something that needs to happen much more often: an open hangar, simple foods, good friends and getting caught up on the latest airports are not only for arrivals and departures, they are, for those of us with an aviation fixation, a place for fellowship.



July 4, in the background is Julie's 150 (see report on this page)

Pilot Speak: Gate 2 Gate

By Lakshmi Vempati



Pilot Speak (see article on this page)

"Definitely a 7," I thought, as I gripped the seat ahead of me and braced myself. The airplane shuddered at the rapid application of the brakes and I hoped we would come to a halt before the end of the runway.

Do you find yourself doing this? Each time I fly a commercial flight I catch myself in what I call "pilot speak" mode. As the flight pushes back from the gate, I am looking at my watch and thinking of pushback time and gate delay. As the aircraft taxis, my mind races with thoughts of taxi times: whether it is nominal or wondering what runway we were taxing too. Seeing the line of aircraft queuing to depart I ponder what the departure sequence is and where in that sequence my flight was and what the queuing delay was?

In the air it is another story. I gaze outside the window trying to identify passing airports. I wonder what the route was. If it is United, I plug in my headphones and follow the flight enjoying listening to the ATC chatter trying to distinguish the clearances issued to my flight. I marvel at my ability to identify airports and wonder which one we were flying over or watch the aircraft departing under us from unknown airports to unknown

destinations.

Arriving close to our destination, I wonder what Standard Terminal Arrival Route (STAR) we were flying. Noting the time we start our descent or ponder if we were holding and if yes at what fix and for how long? Here was the en route delay!

I peer outside my window almost as if I could see the runway we were heading towards. Most intent on seeing if the aircraft was aligned with the runway: to catch a glimpse of the runway and the final path. I ponder what approach procedure we were flying. Touching down I brace myself and hope we were going to come to a stop in time! As we wait for our gate to clear, the thought running in my mind are taxi-in delay and taxi-in time.

It is not just when I am airborne, but I catch myself in "pilot speak" mode when I spy a car driver about to reverse in front of me without using the rear view mirror: "I know he is going to taxi out in front of me is the first thought on my mind before in amusement I correct myself!" Or I am thinking of rudder and yoke instead of wheel and brake.

Or it could be in the parking garage and I am thinking: "He is taking my tie down spot" or it could be "He (She) is creeping ahead of me". I guess it happens when you think, fly and live on flying. I love it that I can mix business and pleasure: that flying helps me understand the things in my job better and that my job helps me fly more! I love it and I am not complaining :-)

FAAST Meeting in SMX

By Rene Schaad

The FAAST meeting in SMX on July 20 was a blast. Capt. Jeff Van Ness, Engineer Mike Canales, Shane Gidlund, and Christian Senior from the Santa Maria Fire Department treated us to a slide show about fire fighting at the airport. We then became closely acquainted with their amazing toys – I mean equipment. They brought in their Engine

No. 2 and the awesome Crash Truck 6 from the airport itself. The name "Crash Truck" evokes mixed feelings in pilots, but crashes is what this truck is for. They showed us their generators, hydraulics, claws of life, lighting systems, ladders, and of course, the powerful water jet turrets. We learned that 80% of non-airport related calls are medical, rather than fire related. And as a finale,

we all got to put out a real fire with a fire extinguisher. We learned that the right procedure is this: First – before attempting anything yourself – call 911 to get help rolling. Then, apply the PASS acronym: Pull the safety pin, Aim at the fire, Squeeze the trigger, and Sweep. Bingo. Fire gone. The next FFAST meeting will be Sep. 21. with a speaker from Edwards Airforce Base.



Engine No. 2 (see article on page 5)



SMX 99 Sunny extinguishing a fire (see article on page 5)



Crash Truck 6 (see article on page 5)