

SLIPSTREAM

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

Chairman’s Message

By Grace Crittenden

The sun is shining and we are on our way! January, being the sunny month it is in California, is already provided lots of opportunities to fly. We have the best weather in the country right now. Not many small planes flying east of the Rockies this time of year.

So the Poker Run is on the schedule again, tentatively planned for Feb 26, though that is not firm. We will definitely have a rain date, just in case!

Lots happening at Oceano this spring. Girl Scouts with Wings will probably be April 15 at Oceano airport. Oceano Airport Celebration Day will be May 14. That will be another fun event where we can set up our booth, fly our banner, and share our love of flying. Then in June there will be two weeks for the YMCA Young Aviator Camp. (Cynthia, these all look like good Aerospace

Inside This Issue	
Chairman’s Message	1
Dates and Schedules	2
Minutes of Last General Meeting.....	2
Program of Next General Meeting.....	3
Santa Ynez fly-out Report.....	4
Sunriver Report	7
Safety Seminar Report.....	8
Criteria for Aerospace Education Award.....	9

Award activities.)
San Diego is the destination for the Southwest Section meeting, April 28 to May First. In the meantime, we will have some interesting chapter meetings. Mike Dacey will be sharing some of his experiences at the Reno Air Races at the next meeting.

See you there!
Blue Skies, Grace



Santa Ynez Fly-out (see report 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.

Jan. 29	99s Winter Workshop in Oakland
Feb. 5	Fly-Out to Death Valley
Feb. 19 or 26	Poker Run
March 5	Fly-Out to Pine Mountain
April	Girl Scout Day at Oceano
April 28 – May 1	Spring Southwest Section Meeting
May 14	Oceano Airport Celebration Day
May 14/15	Chino Airshow
Week of June 13/20	Young Aviator Camps
July 13–17	99s International Conference Fly-out (Oklahoma City)

Minutes of General Meeting

By Kathy Dannecker

The meeting [of January 5, 2011] began with the evening's program on "go, no-go decisions." Everyone participated in a lively discussion that was both fun and informative. We talked about the factors that go into our decisions to fly or not to fly. We also discussed ways to stretch our abilities without taking unnecessary risks.

The business portion of the meeting began with a series of announcements and reminders.

Cynthia Douglas advised the group that she is once again collecting information for the Aerospace Education Awards. If you have participated in putting on an event that educates the aviation community or the general public, let Cynthia know by March so she can submit our activities for this award.

We're also reminded that there is a FAAST meeting scheduled for January 19 in Santa Maria.

Cynthia advised the group that she is collecting information for the Aerospace Education Awards.

Gene Hudson will be the presenter and his topic is entitled, "May Day! My GPS Sucked Out My Brain!"

Camille Nelson advised us that the Bakersfield 99s are starting a Pilot Proficiency Seminar Series that might be of interest to our members and provide us with an opportunity to support their chapter.

Chairman Grace Crittenden gave us an update on the Poker Run. Cheryl Cooney will be coordinating the event and would like to schedule it either February 19 or 26.

A discussion was held on possible January fly out destinations. Porterville and Bakersfield were suggested, but due to possible fog in the valley,

we settled on Salinas. Plan to meet there at noon. Death Valley is on the schedule for February with Pine Mountain Lake slated for March.

Grace advised us that plans are in the works for another Girl Scout Day to be held at Oceano Airport in April. This will be an expanded version of our November Girl Scout event that will have various stations through which the girls will rotate. It will also enable them to earn badges. We are exploring the possibility of co-hosting the event with the Santa Maria Valley 99s.

SLO99s will also be involved in the YMCA Young Aviators camp to be held the weeks of June 13 and June 20. Details to follow on what our role will be.

We are discussing the possibility of having a "movie night" at an upcoming meeting where we would show "Flyabout," the story of a woman who flew throughout Australia.

Grace reminded everyone about the upcoming 99s Winter Workshop in Oakland and the Spring Southwest Section meeting the last weekend of April.

Cheryl Cooney would like to organize a group flight to the International meeting in Oklahoma City this summer. She has plans for several stops along the way and hopes some of our members will join in the adventure.

Shannon Peisch suggested a group outing to the Chino air show. She has a hangar where we'd be

able to watch the day's events and have a BBQ.

Finally, Grace reminded everyone that Oceano Airport Celebration Day will be held in May. She encouraged everyone to attend and support Oceano Airport.

With no additional announcements, the meeting was adjourned.

Program of next meeting

Want to know what it's like to fly fast? Really fast? Then mark your calendars for the next SLO 99s meeting, when our special guest will be Mike Dacey, Super Sport class winner at the 2010 Reno Air Race. Mike clocks speeds of over 400 miles per hour in his highly modified Questair Venture. He'll take us inside the world of air racing and show us what it looks like from the pilot's seat with his cockpit videos.

[For this meeting, friends and spouses are welcome. Please RSVP to Kathy Dannecker or 99s Yahoo Group them until Feb 1. The Editor]

*Next special guest:
Reno Air Race Winner
Mike Dacey.
Bring spouses or friends
(RSVP req'd till Feb 1).*



Sunriver Airport (see article on page 7)

Santa Ynez Fly-out Report

By Gail Aldenbrook

January 8th 2011

Gail Aldenbrook's Diary

Dear Diary,

OMG I had the most fun day today. It all started when Grace Crittenden (yes, she is the 99s CHAIR) called the other day to invite me to tag along in her plane for the flyout to Salinas. I dunno why, but like at first, I'm all, "well I'm not sure I can go I've got lots of stuff to do that day" even though we both knew I really wanted to go. Why do I do that? Well you'd be proud because right after I hung up I said to myself, "Gail, that's just stinkin' thinkin', and if you really wanna go you should just go, especially if you want to have lots of interesting experiences to help you mature and have a really interesting life". So I called Grace the next day and said, "I'm in"! Grace made arrangements to meet me at the airport and mentioned that we'd share the plane with another 99 whom I'd not yet met.

Liz Ruth showed up at the gate at the same time as me and Grace, so punctuality is something we all share! At the hangar we chatted, and I got to

know Liz. Turns out she's an Air Force trained commercial pilot who's flown 737s over the globe. Yup, that's me with the doctor and the airline pilot just hangin' out! While we waited for the fog to clear in Salinas, we chatted about politics and education, and I pretended to know and have all kinds of experience in both fields to make appropriate commentary. Grace was fired up about the need for women to take a stand in local politics, and hey, guess what? It turns out that Liz went to USC too!! Go Trojans!!!! I guess I was feeling pretty smug about my situation.

Somehow somewhere some transmission came through to Grace about the conditions in Paso Robles and Salinas and a venue change took place. Our new destination would be Santa Ynez, and the next thing I knew we were pulling out the plane. Now, the next scene is kind of embarrassing. When Grace told us to hop in the plane, I thought I was pretty cool to just assume I'd be in the back seat since Liz is the bigtime pilot and all. I mean, we all benefit if the person in the right seat of the Cessna happens to be a proficient pilot of +/- 50-ton aircraft, even if she's not comfortable with rudders. So then what happens? Liz is trying to get in the plane before me, as if she's kindly insisting on sitting in the back! Well, I wouldn't have it, and I said, "No, no, no, I will sit in back" and tried to beat her back. And then it hit. Yes, Gail, OF COURSE you will sit in back and both Liz and Grace know this and they also know that Liz needs to climb in first in order to move the front seat FORWARD, so you can sit in back. Oh. Ouch.

Well I was happy to be in the back with my monaural headset and felt truly excited as we taxied to the runway. Grace recounted hand signals for sterile cockpit and the whole sterile cockpit concept, which, of course, has nothing to do with cleanliness. I think it's a good thing to embrace silence, especially since for some reason I was battling an urge to blurt out, "Hey, my mother was a USC Helen of Troy"! Or maybe, "I



Santa Ynez fly-out, Amber (see report on page 4)

can ride a unicycle, can you"? Coincidentally, Ellen was working the tower and sounded both crisply professional and folksy at the same time as she bade us farewell. Something like, "Cessna 65438 taxi alpha for two nine upon departure tune 121.7 Santa Barbara approach thought you guys were going to Salinas have a nice lunch." All in one quick breath. We were airborne before I knew it.

En route Grace got flight-following and it became a game to spot traffic and (YAY Gail!) I was the first to spot traffic even though I was in the back seat with the inferior headset, and no doubt saved us from probable mid-air collision. I guess you could say I was earning a stripe! The land below looks waaay different up there and it is easy to get disoriented. And if you were a solo pilot trying to spot traffic by yourself, you might not recognize where you are when you stop searching. I mean let's say flight-following tells you there is traffic at 11:00, then that means to look 30 degrees just to your left RIGHT NOW. But if you fail to spot the traffic, then you need to shift your gaze at some unknown rate, more like 35 degrees, then 45 then 90 then 135 degrees until you see the traffic. And with each second that elapses with traffic not in sight, your pinpoint location becomes more like a blotch of spilled India ink or "traffic at 4:30 to 10:15" and you could use a neck like that girl in *The Exorcist*.

Fortunately the traffic was light and there was only one aircraft we couldn't see as we neared Santa Ynez. Grace prepared for landing and backed off of flight following assuring them that she had the airport in sight even though she really didn't, and I think this is something most pilots do even though it seems to me it's kind of like diving off a the high board without being able to see the pool. But Grace was calm and collected as usual and did find the airport easily and flew over it all the while announcing her position and intentions. Cool! We did the base and final, and came right in on 26 with an easy landing. We could've used flight following once we landed, though, as there was quite a traffic jam getting to the area we only suspected was transient parking. After some jockeying around a we confirmed our suspicions and parked and hitched the plane and waited for the others to arrive.

It wasn't long before we were greeting Kathy and Jim Dannecker and then Camille and Dave Nelson with Amber Brooks. Everyone merrily chatted about the flights and the nice weather and the fact that there was no fog in Salinas after all. We mused about how to get into town. Walk through cow pastures? Hitch-hike with strangers? But the decision was left to just Grace, Liz, and me as the others were unfortunately unable to join us for the lunch adventure. We said goodbye to our



Santa Ynez fly-out (see article on page 4)

friends and decided we'd walk into town. Now this was a small hike down a steep trail into and out of an arroyo mottled with swollen gopher tunnel protrusions. Grace explained why they protrude and told us but I've forgotten.

I think I earned another stripe by leading us through the town, relying solely on memory, to a really cool restaurant named Grappolo. I had been there twice before in recent years and knew the food would be great. Sure enough we finally found it and there was a nice patio table just for us. Everything on the menu beckoned, but we eventually decided to order three items and share them all. I chose the carpaccio, and Liz chose the bruschetta and Grace ordered the fungus special. Yum! The food was delicious and we chatted and got to know each other better. We all like movies! Both Grace and Liz are expert organic gardeners and have lots of advice for me about composting! Liz talked some about the life of an airline pilot. As we prepared to leave, an olive-skinned beauty of a nine-year old girl came to say hello. She's the daughter in the family that owns the restaurant and she was keen to tell us how she helps out with the tables and in the kitchen. She made a sandwich recently for her dad, and cooked it on an old-fashioned device called, what is it? Oh yeah: a STOVE.

We meandered back to the plane and soon were heading home, but this time we did not use flight-following. Grace loves to fly low. Flying low is really cool. I have made friends with Altitude though, because everyone has told me she is my friend. By this they mean she will help me. By this they mean, if the engine stops, I have more time to arrange a landing because of her. And I wondered about her as we crossed over Twitchell Reservoir. But I reassured myself as we flew low that Grace and Altitude are on good terms with each other, but they are the type of friends where, even if they don't see each other for a long time they still know they like and respect each other.

Flying low is fun because you get to see things on the ground really well. You have to remain 1000 feet above ground (I think) in urban areas,

though, regardless of how cool things look down there. As I recall, as a pilot you can get a feel for that distance by looking at the altimeter and subtracting the distance of the known elevation above sea level of the ground directly beneath you, but this is only reliable if you recently calibrated your altimeter for the particular pressure situation. Imagine otherwise; let's say you didn't adjust your altimeter and it is behaving as if the pressure scenario is the same as when you last adjusted it, that is, that sea-level pressure was at so many mm Hg or hectopascals or millibars (!?) then, but now the actual barometric pressure at sea-level is many hectopascals lower (and in fact that relative vacuum could be quickly sucking in dreaded cumulonimbus clouds right into your region unbeknownst to you). Then, on a fanciful sight-seeing buzz of Arroyo Grande, it turns out the hypothetical uncalibrated altimeter would be giving you a reading appropriate for a higher pressure scenario. It reads the pressure and translates that to an altimeter reading that says, "Oh, no problem you are well over 1000 feet AGL," even though you are not! But anyway, who enforces this stuff, anyway, the police? "One-Adam-12, civilian report of SEP flying at only 987 feet above the K-Mart shopping center"?

Grace was kind enough to fly us over Liz's house and then onto Davis Canyon off of See Canyon where my boyfriend lives, then over my house by Laguna Lake (lake lake or lake^2). We were routed on an extended downwind as we came into the pattern at SBP that took us seemingly all the way back to Arroyo Grande. Finally the tower called our base turn and our arrival on the runway was smooth. A handsome young man poured fuel into the trusty plane back at the hangar and we wheeled and tucked her in for the night. Wow. What a great day. I thank Grace for sharing the experience and express great delight in having met Liz. I feel lucky to have spent the day with these amazing smart friendly fun women. YAY! I think I am maturing and life IS interesting! I'll bet it's going to be a great year!

Sunriver – A place to go!

By Grace Crittenden

Sunriver. It's not just for summers anymore. After checking the weather again and again over a period in excess of three weeks a window of opportunity finally opened and we were able to make the trip from SBP to S21 (Sunriver Oregon) on January 3rd. We were really anxious to spend Christmas in Sunriver but as you recall the weather the week before and the week after was filled with rain and wind. The one day during that period that promised clear skies had DUATS reporting 45 to 50 mph headwinds with moderate turbulence along the route (we verified that a BE36 driver's time from S21 to Santa Barbara {about 650 miles} was 2 hours and 56 minutes rather than the normal flight time of about 3



Sunriver Airport (see article on page 7)

hours, 45 minutes). Since we were going the opposite direction at about 40 knots less than a BE36 we decided to skip that day.

January 3rd dawned overcast in SBP. After going to the airport for "a look see" we finally got off the ground about 10:00 a.m. We made our usual stop in Red Bluff for fuel and lunch. Red Bluff has a restaurant on the field with decent food and very good prices. Since the FBO was taken over by a new owner the fuel prices have exited the stratosphere and are currently very reasonable.

Another possible stop is Willows also with a restaurant on the field and very decent fuel prices. Our biggest obstacle coming to or going from Sunriver is to get past Mount Shasta and Klamath Falls. If DUATS does not report these two areas "clear below 12,000 feet" it is not possible to pass this area. Since the freezing level around Shasta/Klamath is about 4,000 feet (and we have picked up ice at 7,500 feet on July 4th) entering the clouds is not an option.

The runway at Sunriver on January 3rd was "clear" with 4 foot snow berms on both sides of the runway with patches of snow and ice covering about 50% of the runway and taxiway. I did my best soft field landing and it was still a very humbling experience as I could feel the aircraft's weight slide on the snow and ice. Definitely a no brake landing or taxi. Sunriver airport personnel guided us to our hangar but it took us over 45 minutes (and the recruitment of some extra help) to push my airplane into the hangar because of lack of traction in front of the hangars: the tire on my aircraft tug just spun on the ice.

Oh, about our wish to be here for Christmas: we have since found out that Sunriver was absolutely mobbed during the holidays to the point that we were told that someone rented a car from the Sunriver Airport to travel to a grocery store in Bend (10 miles away) because the local grocery stores had little but empty shelves to offer. We also heard that the Mt. Bachelor Ski Resort had over 9,000 people on the mountain when a busy day is considered about 3,500 guests.

For a family gathering, a vacation trip that you won't forget (we came here in 1984 and have been coming back ever since), or for a weekend flyout I suggest that you explore Sunriver's website. There are accommodations from a hotel style room to a five-bedroom house, the airport is managed by a 99, and the activities are too numerous to list. As is said: Come for a visit, stay for a lifetime.

Mayday! Mayday!

The GPS Sucked My Brains Out

By Elizabeth Dinan

Well, with a title like this, who could resist the FAA Safety Meeting at Santa Maria? Since I am not driving yet, I sent out an SOS and Anele responded and I was able to hitch a ride with her and friends. Thank you so much, Anele and what a fun time we had.

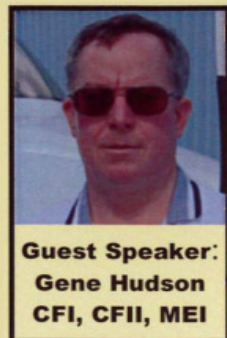
We arrived at the Museum where the meeting was to take place and after looking around this very interesting aviation museum, and I know we have all been there, but it is always so interesting, we had very delicious "chili dogs" with all the trimmings, chips and drinks. The desserts were also very good, and I suspect they were brought in by Santa Maria 99s, Diane Pirman and Sunni Gibbons to name a couple.

Our speaker for the evening was Gene Hudson, CFI, CFII, MEI. What an interesting and knowledgeable speaker. As I have not been able

to fly for this last year and do not even have one in my car, I can tell you I was amazed at what I did not understand about GPS, other than it gets you where you want to go, if all goes well. There is more to it than just following the pink line. I am still a finger on the chart pilot and was happy to know, so is Gene along with all his knowledge of GPS, plus. He not only explained how to use this instrument, but how it works and what we should know regarding its use. When he first started his talk, he asked how many of us had or used a GPS. Many hands went up. By the end of his talk, when he asked questions, for instance, when you do your pre-flight planning, how many ask if "there are any GPS NOTAMS"? Not too many hands went up. I not only learned a lot, but I thoroughly enjoyed the evening.

I asked Mr. Hudson if perhaps we could get him up to San Luis for a meeting on this very same subject. He said to just give him a call. I know I will be there when he comes. So, look forward to meeting Mr. Hudson and learning everything you always wanted to know about the GPS.

FAAST Safety Meeting January 19th, 2011



**Mayday! Mayday! My GPS
Sucked My Brains Out!**



**Gene Hudson's Warning:
Always Be Prepared For GPS Failures!**



Aerospace Education Criteria

By Cynthia Douglas

Our Mission Statement directs us to "Provide ...aviation education in the community." The Aerospace Education Award will recognize chapter achievements in educating others about the 99s and aviation as a whole.

In order to compete for the award given at the spring Section Meeting, it is necessary that all chapter members participate by reporting all such activity that take place during the calendar year Jan 1 - Dec 31. Deadline for submission on chapter activities is Mar 1 to Bertie Duffy, 11761 Laurelcrest Drive, Studio City, CA 91604.

Examples are listed in the box on the right.

1. PARTICIPATION

(Actively participated in or assisted with)

- Local general aviation meetings
- Secondary school career days
- Flying club meetings (other than 99s)
- An exhibit or booth at an aviation function
- Elementary school programs
- Activities that support aviation in local, state or federal legislative committees
- Aviation oriented presentations to community organizations
- Writing an aviation article for non-aviation publications
- Placing aviation publications in school libraries
- Taking school children or scouts on airport tours
- Taking students, scouts or other groups for airplane rides
- Taking media person or public official for airplane rides
- Taking non-pilot for first flights or any related function
- CAP meetings

3. PRESENTATIONS

- Poker runs or any related event
- TV/Radio talk show on aviation/aerospace
- Local school programs on aerospace
- Flying Companion Seminars
- Young Astronaut Chapter
- A chapter aerospace discussion group
- Youth Science project Award
- Aerospace workshop for teachers
- Air safety programs
- Scholarships for aviation education
- Air Bear Program
- Talks to clubs on aviation vocations
- Scout Aviation Badges
- Air safety races