

# SLIPSTREAM

Monthly Newsletter of the San Luis Obispo 99s - [www.slo99s.org](http://www.slo99s.org)

## Chairman's Message

By Kathy Dannecker

This month we had a fun fly-out/field trip to the Santa Maria Museum of Flight. Clouds hung on the hills around San Luis past our planned departure time so, while some did some low-level flying, others opted for the ground route. One way or another, seven of us made our way to Santa Maria where we were greeted by Sunni Gibbons and Patti Lynn, fellow 99s from the Santa Maria Valley chapter. After a lunch of burgers and dogs, we were given a tour of the museum by Mike Geddry and Sunni showed us where the 99 memorial garden will be. Thanks to all for a fun outing!

Coming up at the November meeting, Liz Ruth will be talking about her career as a military and airline pilot. She'll give us the inside scoop about what it's like to fly for a living and I'm sure she'll have a few stories to share.



*Santa Maria Fly-Out (see report on page 3)*

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With our Christmas party and "cookies to the tower," December is always a fun month. We hope to have the party in place of our regular December meeting and take cookies to the tower on December 10. So mark your calendars!

And speaking of calendars...the SLO Planes calendars are here and are on sale at PCF, Pacific

*Kathy did a great job on the calendar design. They are already on sale at PCF, Pacific Aeroacademy and the Spirit of San Luis!*

Aeroacademy, and the Spirit of San Luis. If you're heading to any aviation-related events where you might be able to help sell a few, contact Camille Nelson or me and we'll get some to you.

Last, but certainly not least, we hope to get in another flyout or two before the rainy season begins. If you have any destination preferences, contact Julie Butler and let's go fly!

## 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.

Nov 2	General Meeting at the Spirit 5:30 pm (Chapter Meeting)
Dec 3	Toys for Tots at Oceano (see <a href="http://www.friendsofoceanoairport.com/">www.friendsofoceanoairport.com/</a> )
Dec 7	Christmas Party at Louise DeMore's home
Dec 10	Cookies to the Tower

## Minutes of General Meeting

By Grace Crittenden

The meeting [Oct 5, 2011] was opened with the treasurer's report of a current balance \$2821 after payment of \$79 for a Discovery Flight last month for Heather Montgomery. Heather is a freshman at Santa Clara and who started her studies in aerospace engineering the week after her flight with Rhonda West. It was an exciting introductory flight including stalls, a short approach and talking on the radio.

Liz Ruth reviewed scholarship opportunities through The Ninety-Nines. The Amelia Earhart Scholarships are available to complete flight training or get a type-rating. There are funds for

academic training or technical training for A&P certification. Recently, a scholarship for emergency maneuver training was established in the memory of Vicki Cruz, an aerobatic pilot. There is support for research about women in aviation, and some money is available for New Pilot training. Women in Aviation also has \$700,000 for scholarships, and AOPA and EAA are other sources for scholarships for aviation training.

The fly-out next week, Saturday, October 15, will be to the Rocketeer Café in Santa Maria and the Flight Museum. Young Eagles will be flying that morning at San Luis Obispo at 0930 at Hangar 49 for kids from 8 to 17. Someone suggested that we need a program to fly old buzzards...

Kathy Dannecker introduced this year's SLO Planes calendars. They are selling already. Everyone congratulated and thanked Kathy for the great job she did on the calendar design. We are very appreciative of her efforts as it is the primary fundraiser for the scholarship fund.

*Don't miss the next meeting on November 2. Liz Ruth will be talking about her life as a military and commercial airline pilot.*

Chapter events for the rest of the year will include Toys for Tots at Oceano, Saturday, December 3, and our traditional Christmas party will be at Louise DeMore's home on the day of our regular December meeting, Wednesday, December 7. Then Cookies to the Tower will be the following Saturday, December 10.

## Santa Maria Fly-Out Report

By Liz Ruth

The day of the Santa Maria fly-out [Oct 15 2011] dawned dark and cloudy with very low ceilings. The morning was a flurry of emails, as we kept pushing back our departures to get a better weather report. Grace finally took to the air at 11:30, with Wendy Jackson and me as seat-fillers, once SBP Tower called the ceiling at 1300'. Julie Butler followed shortly after. Kathy and Camille had already decided that discretion was the better part of valor and drove. The flight down was an exercise in scud-running, but Grace handled it beautifully and the scenery was gorgeous. Santa Maria Tower was very welcoming as we landed and tied up in the front of the Museum of Flight.

We met up with the Santa Maria 99's and museum staff, who fed us a great hot dog/hamburger meal. We then went on a tour with Mike Geddry, the president of the museum. The main building is actually a hangar built as a set for the Walt Disney movie "Rocketeer", which was filmed at the airport. Disney then donated the building to the museum. It is now filled with exhibits showing everything from the evolution of flight to women in aviation to a huge prop airplane from the movie "Flight of the Phoenix". The amount of work that has been put into the displays is amazing.

We then walked to the second hangar, passing an outdoor display area containing aircraft such as a

Navy F-4S Phantom, an A-4, and various experimental aircraft. This hangar stores the museum's military exhibits. Here we found helicopters, a 55% scale model of a P-38, various WWII bombers and their equipment and armament, a full-scale prop from the movie "The Aviator", tons of models, and walls covered with pictures of various military aircraft. One corner is reserved for displays of women flyers, which is still in progress.

Sunni showed us the garden that the Santa Maria 99's are putting together. With the help of an Eagle Scout, they have installed the walkway and some of the landscaping, and they are working on displays and murals depicting women in aviation. It's going to be beautiful!

After a stop at the gift shop, where some of us bought too many souvenirs, we all got in our various vehicles and headed for home. We still had a ceiling at SMX, but SBP was reporting clear skies, and once we got over the hills, we saw that they were right. With Grace's masterful approach and landing, we had a great ending to a fun and informative day.

If you have never been to the Museum of Flight, try to get down there. They have a truly impressive collection and they have done a wonderful job in their displays. Mike Geddry is full of ambitious plans, so there is a lot more to be done if you have any time to volunteer. Check out their website at [smmof.org](http://smmof.org).



*Santa Maria Fly-Out (see report on this page )*

## Durango: Sectional Meeting

By Cheryl Cooney

It was like it use to be: Forty or so private aircraft were parked on the ramp at Durango (DRO) to celebrate the Southwest Section and the South Central Section joint meeting held from October 20 to October 23, 2011. Over 180 were registered for the three day event held in the historic Colorado town.

I was meant to go. The day I headed east, Wednesday October 19<sup>th</sup>, dawned clear, bright and beautiful; SBP appeared to be the only airport between San Francisco and San Diego that was VFR. The day before and the days following my departure were below minimums at SBP and everywhere else on the coast. I was prepared for the usual early morning Crepe III departure, but it was not needed. I scheduled the first night for Sedona, AZ because of my experience with

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afternoon desert bumps (can you say very heavy afternoon turbulence). Upon arrival in Kingman for fuel (both for my airplane and for me at the airport cafe) three SFV 99s who were on their way to Durango were also fueling their 182. Tailwinds were forecast and my Arrow scooted along at ten to fifteen knots faster than my aircraft's zero wind speed. The early Thursday morning departure and climb out from SEZ provided breathtaking views of the Sedona red rock canyons and formations, a reminder of why we fly. The trip from Sedona to Durango was 1.7 hours and again with a tailwind! Durango (elevation 6685) sits in a wide, expansive

valley tucked up against the west side of the Rocky Mountains, just before altitudes reach the serious elevations of 12,000 to 14,000 feet. DRO FBO's line staff provided a warm and helpful welcome to N2927M. Everywhere I went in Durango the locals were very happy to welcome the 99s to their historic town. Later in the day I met up with Elizabeth Dinan and her daughter Maya as well as Diane Pirman and Pat Viker from the Santa Maria Chapter. I also renewed friendships with 99 friends that I have met over the years from Reno, San Diego, Arkansas, New Mexico and Colorado. It is amazing (at least to me) how you do not see people for a year or more and upon seeing them again the conversation takes off from where you left off last time you were together.

Friday the 99s took the narrow gauge railroad to Silverton (elevation 11075). It was an all day trip with the 99s and guests accounting for over 140 of those who road the rails between Durango and Silverton (a 45.2 mile trip that takes 3.5 hours each way). The fall colors were in their glory and the Rocky Mountain scenery was breathtaking. Roaming between the cars, visiting among friends, the camaraderie was amazing. Those on the trip who were not pilots were fascinated with so many woman pilots being found in one place. The non-pilot passengers and the train crew readily struck up aviation conversations with the 99s during the seven hour train ride. Friday evening there was a buffet dinner complete with entertainment from one of the best country-western groups that I have ever enjoyed. Saturday was the business meeting followed by an afternoon of side trips and seminars. Mesa Verde, a walking tour of historic Durango and various seminars were offered. Saturday evening the awards banquet was held in the historic railroad museum. The San Luis Obispo Chapter was recognized as the winner of the Air and Space Education award. I was accompanied at my table at the banquet dinner by my husband, Mitch, and long time friends from Reno and Arkansas as well

as a new acquaintance and her spouse from Bakersfield (a new pilot who started flying lessons after her retirement and who achieved her private license in 2009) - quite the mixed and lively group.

Sunday morning the exceptional weather continued. I arrived at the Durango Airport at sunrise expecting headwinds traveling west. I landed at Kingman for fuel and Fox Field for lunch before touching down in San Luis Obispo about 2:20 p.m. (Durango to SBP is 660 nm). Smooth air from Durango to SBP and a tailwind from the New Mexico/Arizona boarder to home.

Penny Nagy (Southwest Governor) did an exceptional job in coordinating and planning the event. It was my pleasure to share the San Luis Obispo Chapter delegate responsibilities with Elizabeth Dinan. Sectional meetings and/or Internationals are great ways to meet new friends and acquaintances that will last a lifetime. Mark your calendar for the Southwest Spring Section Meeting planned for May 2012 in the San Fernando Valley with arrival at the Whiteman Airport.

## Young Eagles

By Cheryl Cooney

Saturday, October 15<sup>th</sup> was an overcast day at SBP but spirits were bright as 19 Young Eagles waited for the fog to lift and for the air tours to begin. EAA Chapter 170 locally sponsored a long-standing national event of having those aged 8 to 18 enjoy their first private aircraft ride aimed at getting youth a life-long interest in general aviation. The event coordinator, Elizabeth Dinan, contacted various local Girl Scout groups in advertising the event. At 9:30 a.m. 19 youngsters, mainly girls, and a handful of hopeful parents were gathered on the west side. Cheryl Cooney registered the participants and coordinated the flights. Julie Butler assisted with setup. And Paul Kendrick, president of EAA Chapter 170, gave an



*"Young Eagles" with Elizabeth and Cheryl (article on this page)*

impromptu lesson in aircraft checkout as those assembled waited for the sun to appear. As the sky cleared shortly before noon, various aircraft, mostly RV's and a 172 donated by Sparks Aviation Foundation took the eager youngsters skyward. Each participant was given an EAA Flight Certificate commemorating his/her flight and a log book signed by their pilot. After the flights the local EAA Chapter hosted a BBQ of hamburgers and hot dogs. The Girl Scout leaders whose troops participated in the event promised to attend a future 99 meeting to relay the comments and feed back made by the girls who flew.



*Young Eagles event (see article on this page)*

## 99s Scholarships

By Liz Ruth

This is a reminder that the Ninety-Nines offers scholarships each year, and the application deadline is coming up. For complete information, see the website at [www.ninety-nines.org](http://www.ninety-nines.org). Click on "Resource Center", then "AE Memorial Scholarships". 3 Types of Scholarships are available:

1. Amelia Earhart Memorial Scholarship for Women Pilots (5 categories)

- 1) Flight Training: To complete an additional rating or certificate. Must be a current pilot with medical.
- 2) Jet Type Rating: To complete a type rating in any jet. Must have ATP with 1st class medical and at least 100 hours multi-engine time.
- 3) Academic: Up to \$5,000/year towards college degree in aviation or aerospace. Must be currently enrolled and have at least 3.0 GPA.
- 4) Technical Training: To complete a technical training or certification course. Includes A&P, Dispatch or ATC
- 5) Emergency Maneuver Training: For spin and emergency maneuver training. Must be certified pilot with medical. Not need based.

2. Research Scholar Grants: For research on topics pertaining to women in aviation. Can be as part of an educational degree or to help with a bigger research project.

3. New Pilot Award: For associate members with financial need. Up to \$2,000. Must have soloed, have current medical and passed written exam.

Procedure to apply, find applications and information online at address above. Applications must be turned in to the Chapter Scholarship



*Young Eagles event (see article on page 5)*

Chair (Liz Ruth) by December 1. The Chapter will write a recommendation and forward the application to the national committee by December 20. Scholarships are awarded in Spring. More Scholarships: Women in Aviation awarded over \$700,000 in a wide variety of scholarships last year. Check out their website for scholarship opportunities at [www.wai.org](http://www.wai.org).

For questions or to get more information, contact the Chapter Scholarship Chair, Liz Ruth, at 458-3202 or [lizsruth@aol.com](mailto:lizsruth@aol.com).



*Young Eagles event (see article on page 5)*

## FAA Safety Team: Letter to Airmen

Submitted by Camille Nelson

From FAA Notice Number: NOTC3310

Available through a link below, is a Letter to Airmen from the Troutdale, Oregon Control Tower. You may be wondering why we are sending you a Letter to Airmen from Troutdale (TTD) Tower and you don't even operate near TTD. That's because the problem is not just at Troutdale!

Have you recently been issued "hold short" instructions by a Control Tower and you acknowledged with just your "N" number or even worse, the infamous "roger"? What happens next is the controller tries to get you to say the proper response. This is not because the controller is "having a bad day" and is hassling you. This has been leading to some interesting radio dialog and ties up valuable radio time.

All the Air Traffic Control Towers have been mandated to emphasize the use of proper radio phraseology concerning "hold short" instructions as stated in the AIM. Also please note to always use your "N" number or call sign when acknowledging ATC clearances/instructions.

Complacency and/or the lack of radio discipline



*Julie landing in SMX (see article on page 3)*

### EXAMPLE #1

Controller Phraseology;

*"November One Two Three Four Five, Hold Short of Runway Three Zero Left at Kilo"*

Pilot Response (Option 1):

*"November One Two Three Four Five, Hold Short of Runway Three Zero Left at Kilo",*

Pilot Response (Option 2):

*"Cherokee Three Four Five, Hold Short of Runway three Zero Left at Kilo"*

### EXAMPLE #2

Controller Phraseology:

*"Piper 54321, hold short Runway Two Eight"*

Unacceptable Responses:

*"Piper 321, holding short"*

*"Holding short"*

*"321"*

*"November 321, roger"*

Acceptable Responses:

*"Piper 321, hold short Runway Two Eight"*

*"November 321, hold short of Two Eight"*

has led to numerous runway incursions and other types of miscommunication. We have been getting feedback from Control Towers that many pilots are not using the proper response to acknowledge ATCT clearances/instructions. Please maintain safety and professionalism by adhering to proper and precise radio communications.

For more information and examples see the [TTD Letter to Airmen](#) and the [Aeronautical Information Manual \(AIM\)](#).