

SLIPSTREAM

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

Chairman's Message

By Kathy Dannecker

Well, the first real rain of the season came just in time for our first flyout of 2012. The plan was to fly to Harris Ranch with Santa Paula as an alternate, but the weather just didn't cooperate. Hopefully, it won't be long before we're all able to get in the air again.

On the bright side, we have several great events coming up, so mark your calendars!

At the February meeting, Charly Schaad will be talking about flying in Africa. Did you know that the giraffe is the most difficult animal to scare off a runway? If not, then be sure to come to the meeting and learn why. Charly has made a couple of flying trips in Africa and she'll share stories of her adventures. Bring a friend, spouse, or anyone you know who might be interested. We're opening the meeting to anyone who wants to learn about this rare experience!

We have a full slate of programs scheduled for future meetings. These include a visit from the Sheriff's Aero Squadron as well as presentations on local travel destinations and flying in Alaska. You won't want to miss any of them!

You'll also want to save the date for our annual Poker Run & BBQ. This year, we'll be coordinating with EAA to try to get more folks from the airport community involved. It'll be held April 28 with a rain date of May 19. Cheryl Cooney has volunteered to take charge of the Poker Run again this year, but as the date gets closer, we'll be asking our members to help out with food and supplies.

The Spring Southwest Section meeting is coming up May 4-6. This one is almost in our back yard, possibly giving an opportunity for more SLO 99s to attend. It's hosted by the San Fernando Valley

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chapter and Whiteman airport (WHP) will be the base of operations for those flying in. Schedules of events and registration information are available on the Southwest Section website at <http://ninetyines.net/swsSFV99s>.

Looking even farther down the road, if you're in town on July 4, come celebrate with the 99s! We'll be making our 2nd annual "Freedom Flight," which will be followed by some burgers on the grill back home at SBP.

So save the dates and join in the fun!



Tom Koff and his Beaver (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.

Feb 1	General Meeting at the Spirit 5:30 pm (Chapter Meeting)
Mar 4	Memorial Service for Grace McChesney
Mar 21	Safety Meeting at SMX
Apr 28	Poker Run and barbecue (rain date May19)
May 4-6	Spring Southwest Section meeting
May 11/12	Oceano Airport Day

Minutes of General Meeting

By Grace Crittenden

We started the meeting [January 4] reviewing a couple of accident case studies from AOPA. We all agreed that none of us would make those mistakes, but it was a good exercise to revisit the issues involved.

The treasurer reported a balance of \$2831.32. The calendar sales have gone well. We still have a few calendars available for purchase. The next meeting will be presented by Charly Schaad. She will talk about her adventures flying in Africa. The general aviation community will be invited for this meeting program.

The Poker Run and barbecue will be April 28 with a rain date of May 19. We will extend an invitation to the EAA to join us for this fun flying event. January's fly-out on January 21 will be to the

Harris Ranch. If it is too foggy in the valley, the alternative destination will be Santa Paula.

Santa Maria Safety meeting will be a presentation by Tom Koff about flying in Alaska.

Sadly, Grace McChesney died recently. There will be a memorial service for her March 4 at the Arroyo Grande Community Center from 1:00 to 3:00. The chapter voted to purchase a brick for her at the Santa Maria Memorial Garden, and we will submit an article for the New Horizons section of The Ninety-Nines magazine.

Grace McChesney: New Horizons

By Grace Crittenden

Grace McChesney, a charter member of the San Luis Obispo Chapter of The Ninety-Nines, died peacefully in her sleep December 24, 2011 at the age of 95. She had been attending chapter meetings until just a couple of years ago.

Born in 1916 and raised in Arroyo Grande, Grace married Leoy McChesney in 1935 and helped him run a dairy in San Luis Obispo for 37 years. She cooked for the hands, washed milk bottles and made home milk deliveries in the ranch pickup truck. She was the only woman "milk man" in the county. The dairy grew over the years to over 200 milking cows. Her husband used to come in at lunch after working out in the fields with his team of horses, and he would say, "I watched those buzzards up there, and I know I'm going to join them some day". In the late 1940s Grace inherited a little money. She decided that she wasn't going to spend it on bills. She was going to buy something special. Grace bought her husband a membership in a flying club. He started taking lessons and soloed in eight hours. Soon he had his private pilot license. They did a lot of cross-country flying, mostly in California, as members of the Flying Farmers, but when their daughter married and moved to Minnesota, they started doing longer trips.

About 1960 the McChesney's came across a great opportunity to purchase a Cessna 182. It was a 1956 model, the first model of the 182. Grace told her husband that if he didn't buy that plane, she didn't want to hear the word "flight" again. They flew their 182 (N6324A) for the next 26 years and spending many hours on it. It was about that time that then Governor Reagan appointed her husband to the California Aeronautics Board. Then they were flying all over the state and to Sacramento twice a month. The main focus of their energies was to save airports from urban encroachment. Grace always went along and took some knitting to keep busy. "I must have knitted a thousand socks!" About that time a son moved to Alabama, so now they were also flying a triangle to Alabama and Minnesota once or twice a year.

It was after a long cross-country that Grace decided she needed to have her license. She felt that they needed two pilots for those long trips. So she started flying lessons at the San Luis Airport. "It wasn't easy for me, but I kept plugging." She earned her private pilot license in July 1964. She remembers that there were quite a few women flying at that time.

Initially she and her husband joined the San Luis Obispo Pilots' Association. Then she joined to San Joaquin Ninety-Nines. The chapter was active with fly-outs every month. There was usually someone from San Luis to fly to the meetings with, and soon there were enough women from San Luis Obispo to start their own local chapter.

As a charter member of our chapter, Grace was always active in the group. Over the years, she served in every office and position at least once. She flew the Powder Puff Derby in 1968 with Marci Barnet. She was copilot, and she and Marci made matching dresses and rented a plane for the flight. They left Van Nuys flew on through the Southern route through El Paso and then on to the east coast. They had an unplanned over-night stop due to weather. They landed along with

several other Ninety-Nines' planes in a small town in Mississippi. There were no hotel rooms available, so the local residents put them all up in their homes. All in all it was quite an adventure. She enjoyed air racing and did the Palms to Pines a couple of times as well.

After her husband's death in 1986, Grace did not do much flying. One of the main reasons she flew was to be with her husband. She liked to go to the annual California Pilots Association, but she did not long to fly for its own sake. She put her energy into travelling the world.

Grace always participated in women's service groups. Grace was also very active in Farm Bureau, both locally and at the state level. She served as chairwoman of SLO County Farm Bureau for three years and chairwoman of California State Farm Bureau for two years. Grace was a founding member of Arroyo Grande Women's Club and served as treasurer for many years. She worked tirelessly alongside her fellow members to raise funds for educational scholarships and donations to many local charities.



*Grace McChesney
(article on page 2)*

All along she continued as an active Ninety-Nine. "I'll be a Ninety-Nine as long as I live. I enjoy the way Ninety-Nine women think. Women pilots are different than the women I meet in other groups." Grace did so much for the Ninety-Nines and general aviation. She was a very special member of our chapter! The San Luis Obispo Chapter will sponsor a commemorative brick at the Santa Maria Aviation Memorial Garden recognizing her

Extreme Adventure—Alaska off the Beaten Path

FAA Safety Meeting in SMX

By Maya Dinan

Speaker Tom Koff did a wonderful job talking about his many flying trips to Alaska. The presentation was held at the Santa Maria Museum of Flight [on Jan 18] and hosted by the Santa Maria 99's. Tom started his presentation with the Iditarod trail, taking us through the long journey from Anchorage to Nome. He told us about the wonderful care taken of the dogs. Also, I didn't know some airplanes followed the Iditarod race,



Iditarod race (article on this page)

and what a journey he took us on.

After telling us about his experience flying along side the Iditarod race he took us on another journey, telling us about flying mountain climbers, tourists and some times emergency flights in the winter time to the mountains. His video on landing on the snow and glaciers in the mountains was spectacular and shows you really have to know what you are doing. If we thought that wasn't easy getting out was just as tricky and

you better get out before the weather gets bad. You could tell he really loves Alaska and knew a tremendous amount about the different aircraft and telling us how you take care of your plane in the harsh weather. If you expect to wake up in the morning and just jump in your airplane and go you would be sadly mistaken. It takes two to three hours just to get you plane warmed up enough to start. At night you better tie your plane to anything that will hold it down and cover the airplane to prevent icing.

The photos were beautiful and really made you want to book your tickets to Alaska the next day. Tom Koff was above and beyond what I had expected and it was very exciting. It was wonderful for the Santa Maria 99's to bring him to speak and it was a pleasure attending, meeting him and saying hello to 99 friends. The dinner was good, too.



Tom Koff (article on this page)

Tips from the Tower

By Ellen Banakis

As you taxi to Runway 11 at SBP, you will see some signage that you may question its meaning and when you may proceed beyond that point. When you are approaching Taxiway Mike from the west ramp or proceeding on Taxiway Alpha near Taxiway Bravo, you will see the following sign.



This sign marks the holding position for ILS critical area/precision obstacle free zone (POFZ). The area is protected for an ILS signal or approach airspace. The sign is located on taxiways where the taxiway enters the NAVAID critical area or where aircraft on taxiway would violate ILS approach airspace (including precision obstacle free zone).

On Taxiway Alpha, after passing the ILS critical area sign, you will see this sign.



What is this sign and what does it mean? It is the ILS Critical Area/POFZ Boundary. It identifies the ILS critical area exit boundary. Once you have passed this sign (which is approximately 200 feet from the ILS holding position sign) you may taxi all the way to the hold short line for Runway 11. The remainder of Taxiway Alpha is not a critical area.

What are the weather minimums to proceed through the ILS Critical Area/POFZ? Actually, there are different requirements for each area. The Taxiway M critical area is to protect the glide slope, and aircraft or vehicles cannot penetrate the area when the ceiling is less than 800 feet or the visibility is less than 2 miles. The Taxiway A critical area is a POFZ. The requirement to clear the POFZ applies when the aircraft on a vertically guided final approach is within 2 nautical miles of the runway threshold and the ceiling is below 300 feet or the visibility is less than $\frac{3}{4}$ mile. If an aircraft was to execute a missed approach, the POFZ protects the area of short final during times of low ceiling or visibility.

When the controller gives you taxi instructions to Runway 11, if the weather is a factor with either ILS Critical Area/POFZ, the aircraft should be instructed to hold short at the ILS Critical Area.



ILS critical area (see article on this page)