

# SLIPSTREAM

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

## Chairman's Message

By Kathy Dannecker

It's the start of a new year and a time when many of us reflect on the year we're leaving behind and look forward to the year ahead. In that tradition, I started taking stock of what the SLO99s have done this past year and concluded that we are a small, but mighty, group!

We had a year full of interesting meeting topics and special guests. Discussion topics ranged from flight risk assessments to a "What I did on my Summer Vacation" show-and-tell. Guest speakers included airport management, our ever-helpful SBP controllers Ellen and John, and 2010 Reno Air

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Race winner Mike Dacey. Our own members contributed presentations on piloting gliders and flying through the Midwest and East Coast. But we didn't just spend our time talking about



*Cookies to the Tower (see report on page 3)*

## 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 18      FFAST Safety Meeting at SMX

May 11/12 Oceano Airport Day

flying! Making adjustments for the weather, we managed a fly-out every month in 2011! Lancaster/Fox Field, Santa Ynez, Watsonville, Rosamond, Hollister, Santa Paula, Tehachapi, Santa Maria, and Bakersfield all received visits from the SLO99s.

We had fun flying and socializing at the Poker Run & BBQ in May and at the July 4 "Freedom Flight" & BBQ. Plans are already under way to hold both of those events again in 2012.

As always, a good time was had by all at the annual Christmas party at Louise's house, with plenty of "hangar flying." And delivering cookies to the tower and the firehouse, gave us the chance to spread some holiday cheer, see old friends, and make some new ones.

In 2011, we also had the chance to spread our love of flying with young people. At the Girl Scouts with Wings event and the YMCA Aviation Camp, we held clinics on communication, navigation, women in aviation, making paper airplanes, and flying gliders. We plan on helping out with the "Y" camp again in 2012. If you weren't able to participate last year, I hope you'll be able to this year. It was as much fun for us as it was for the kids!

We gave the gift of flight to one deserving young

woman who is just starting college, majoring in engineering, and hopes to work for NASA someday. She had never been in a small airplane before and applied for our discovery flight scholarship. Her intro flight experience was one I know she'll never forget.

We reached out to aviation fans of all ages at Paso Robles Airport Day, talking to visitors about women and flying, and provided popcorn for Oceano Airport Day.

It was a year of accomplishment for several of our members. Marci Casey and Tish Allan Jacobs earned their private pilot certificates. Julie Butler added Airplane SEL to her glider pilot license. And Charly Schaad passed several check rides, adding an American commercial pilot certificate and instrument rating to the license and ratings she held in Switzerland. Congratulations to everyone!

So, 2011 was quite a year! And we look forward to the coming year, filled with new programs to learn and share our flying experiences with each other, new destinations to fly to together, and new ways to share our love of aviation with others. Here's to a 2012 filled with fun, fellowship, and flying!

## Happy Christmas Party

By Grace Crittenden

It was another happy gathering at Louise DeMore's beautiful home for our December meeting. It is always wonderful to drive up to her house, sparkling with lights. Inside it is bright and warm with Christmas decorations and good spirits. Louise opens her house every year for the chapter's Christmas party, and it is always a festive gathering. Spouses are part of the fun.

There was a lovely buffet and Louise brought out her special Christmas dishes. She made a main dish of ham and scalloped potatoes. The pot-luck salads and dessert were so good. A very tasty

home-made spice cake was decorated with an airplane ornament.

It is a joy to see Louise's remarkable paintings and we often get a tour of her studio though somehow that we missed that this year. The conversation is lively and often about flying. After dinner we had a gift exchange and everyone went home with a gift, but necessarily the first one that they opened. There were a couple of times when someone chose a gift that had already been unwrapped generating exclamations and laughter. It can safely be said that everyone had a wonderful time. It is always a great way to get started in the Christmas season and the spirit of the holidays.

## Cookies to the Tower

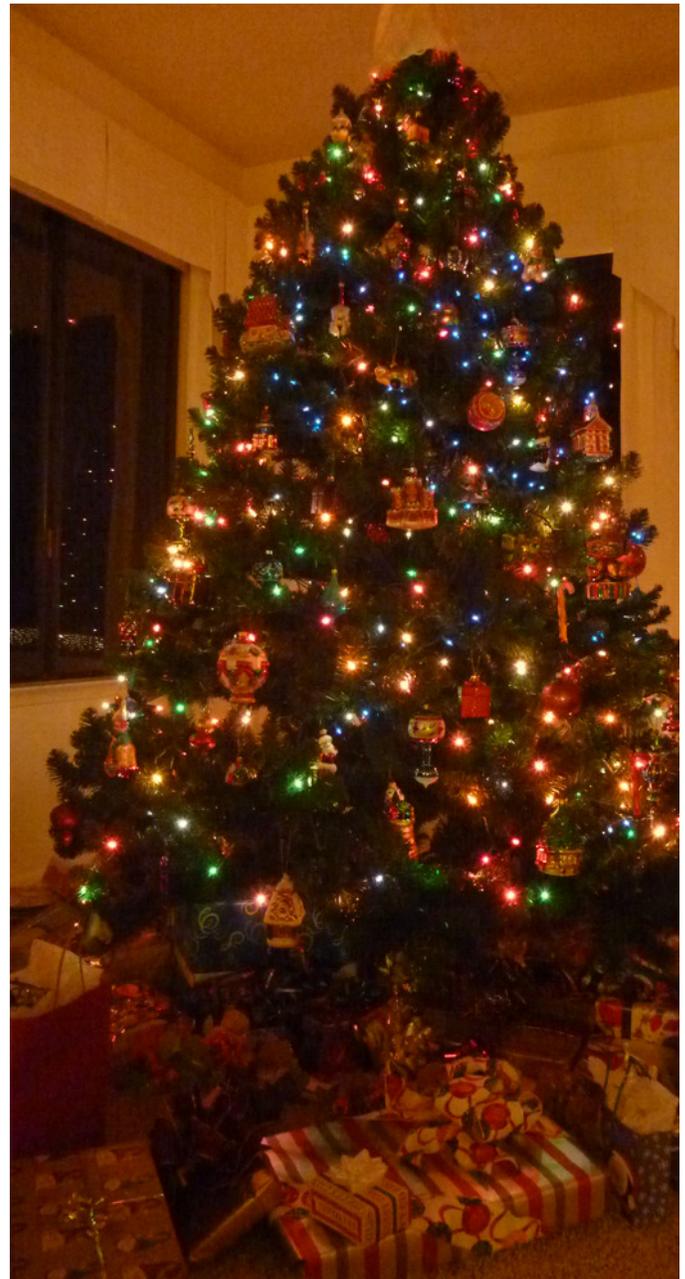
By Letitia Allan-Jacobs

I awoke to a sunny Saturday December morning remembering it was the day that the 99's plan to gift the San Luis Control Tower crew, the Airport Fire Crew and the Airport Administration office with good tidings of cookies, smiles and appreciation. This was the first time for me to be a part of this annual tradition and I had my cookies waiting for their delivery.

We arrived at the Spirit of San Luis, cookies in hand ready to be assembled into festive packages. Soon we were prepared to make our rounds of Christmas cheer.

We began at the Control Tower. Wow! What a treat to have the privilege to ascend the steps into the upper room where we found a circle of windows on the world, at least our small part of the world. Ellen and Dylan were there to greet us and share the workings of the Air Traffic Control system with us from their lofty view above the runways. It was so enlightening to see how these sharp individuals guide us safely around our local skies. They are the stars of the airport, to me, helping to keep us all safe as we depart and arrive to and from locations around the globe.

Our next cookie delivery was to the Fire Station.



*Happy Christmas party (article on page 2)*

We were greeted by Peter Campbell with great appreciation for the Christmas treats. But for us the best part to come was a personal tour of the beautiful new fire station with meeting rooms, private sleeping rooms for the extended stay fire fighters and the enormous fire trucks bedecked with all the life saving and firefighting equipment know to human kind, or so it seemed. Peter asked us if we had time for a spin in the huge Striker Crash Vehicle. With a resounding, "Yes", we all



*Crash Vehicle (article on page 3)*

climbed aboard as if upon Santa's Sleigh for a ride out onto the airfield. Peter showed us how, if necessary, they can rescue us from burning planes or any unexpected incident, bringing us to safety. I had no idea what angels were watching over us at McChesney Field.

So with deepest gratitude we thank all the airport personnel for making San Luis Obispo Regional Airport the efficient, safe and happy place that it is: the gateway into our paradise on the central coast of California.

## The Gift

By Cheryl Cooney

The Gift as we opened gifts with our loved ones during the Christmas Season, a present that was given to me years ago keeps on giving in the form

of cherished memories, life-long friends and anticipated flights yet to come. I am forever grateful for the gift of flight. Many fond and endearing memories and many of the people that I cherish are wrapped up in the world of aviation. As a little girl my father, who, as a B17 pilot, visited Germany 26 times without the benefit of stopping while delivering "presents" to Hitler's troops, would take me to Van Nyes Airport in the days before it was like it is today. We also frequented other San Fernando Valley aerodromes, some that no longer exist. Without realization I was smitten. By chance, a visit to a FBO at SBP years later rekindled the love with being airborne.

I have flown a long time. I remember when fuel octane was 130 and the smaller engines would sip 87 octane, trainers rented for \$20 an hour (less on "block" time), SBP had no tower, and air service at SBP was provided by Swift Aire. I have only owned one airplane and he has been with me since 1982. Together we have experienced many adventures and by chance come across a slice of America: a mechanic in Elk City Oklahoma who got up in the middle of the night to put my aircraft in a hangar because of a threatening thunderstorm, arriving for fuel on a Sunday morning in Dalhart, TX to be met by a sign on the FBO door "Gone to Church, be back in an hour . free sandwiches and soda in the frig", a broken DG in Scottsbluff, NB which was fixed overnight by a friendly mechanic at a very reasonable price, a mechanic in Cutbank, MT who arrived at 8:30 at night to replace a starter, touching down in Sweetwater, TX on the same runway used by the WASPS. Had I had the opportunity would I have loved to have been one of them, a perfect landing (I'm not sure that we ever really touched down) on the dry lake bed of Edwards AFB with a plane full of 99s (or at least as full as a Piper Arrow can get), and the list goes on.

Along the way I have had the opportunity to mentor and encourage young woman with their flying. I have also had the opportunity to meet some of the legends: Fran Bera, Claire Walters,

Bobby Trout, Achsa Donnels, Grace McChesney (pilot and wife of LeRoy after whom McChesney Field is named) and others who have encouraged me, given me pointers, added to the memories, and reminded me of why I love to fly. I have found that the more that I give this gift to others, the more precious it becomes in me. The joy of flying. Pass it on!

*The joy of flying.  
Pass it on!*

## Tips from the Tower

By Ellen Banakis

After you have responded to a control tower instruction, has the controller replied "November XXXXX, read back hold short instruction with call sign"? This is one of the latest items the FAA is really pushing hard and starting to violate both pilots and controllers, if the phraseology is not correct.

The following is taken from an FAA publication. "Communications: A Key Component of Safe Surface Operations, 2<sup>nd</sup> Edition." I am not sure of the date of publication, but I did notice that a couple of items are out of date and have been edited by me (indicated in bold and italics). Adhering to the following principles in your radio communications will help you eliminate many of the common errors that occur in the aviation system. Make the principles in the right hand column on this page part of your standard operating procedures.

## Corrigendum

By the Editor

The stated name of the author of the Chairman's message in the December 2011 issue of the Slipstream was incorrect. The actual author was Kathy Dannecker. The editor apologizes for the error.

1. Listen to the appropriate frequency and establish a "mental" picture of airport activity before transmitting.
2. Know and use standard aviation phraseology.
3. Be brief. Keep transmissions precise and concise.
4. Listen. Be ready to write down instructions.
5. Remember, ATC may direct you to do something that was not in your plan. Don't make the mistake of hearing what you expect or want to hear, rather than your actual ATC instruction.
6. Ask ATC for a clarification when in doubt about a clearance or an instruction.
7. Ask ATC to repeat their instructions if you are not sure about what you heard by saying "say again."
8. Readback *with call sign* (including the runway identifier) all instructions and clearances to: hold short / *line up and wait* / takeoff / land
9. Stop prior to the hold short marking and ask air traffic control if you aren't sure whether you have clearance to enter or cross a runway.
10. Look left and right before entering a runway even after you have received clearance from the air traffic controller. Your scan of the runway and its associated approaches is a crucial link in the safety chain.
11. Ask for progressive taxi instructions if you are unfamiliar with taxi routes at a towered airport. (*Controllers should now give progressive taxi instructions to all aircraft, but it is not always done*)
12. Be especially vigilant for potential conflicts involving the runway you are planning to use; Monitor the tower frequency or the Common Traffic Advisory Frequency (CTAF).