

## Chairman's Message

By Grace Crittenden

The Ninety Nines has been a wonderful opportunity to meet some remarkable women, both in our chapter and from other chapters through some wonderful flying activities. Grace McChesney, one of the founding members of our chapter, said she belonged to several women's groups but even though she was no longer interested in flying (hard to imagine) she loved coming to the meetings because she enjoyed

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*Flying in formation with a Maule and another tail dragger (photo submitted by Julie).*

## 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.

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Aug 7 Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering at 5:30 pm

Sep 11-15 Reno Air Races [www.airrace.org](http://www.airrace.org)

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the women pilots so much. It was unlike any other group of women.

When I started taking flying lessons in 2002 at the local flight school I was surprised that there were no other women around except the secretary, and she did not fly. There is certainly no physical strength needed to fly and flying requires no more skill than driving a car. Where are the women? (I am still asking that question!) What a happy day to find The Ninety-Nines.

What makes us such a special group?

Maybe there is a selection factor that brings together women of ability and confidence and energy - women who pursue their dreams, some against remarkable odds, and who have the tenacity and determination to make it through the check ride.

Perhaps the process of getting a pilot license changes us too. There is an opportunity to push the envelope of our comfort zone and experience flight, challenging gravity, and seeing the world from a perspective few have the privilege to experience.

Then people see us differently because of our accomplishments. We have all had people look at us with amazement when we say we are a pilot.

All of us know the real bond that holds us

together is our love of flight. We support each other as we continue to challenge ourselves and grow and share the joy of flying.

I will miss seeing you all at the August meeting - I will be off flying in the Northwest on a great adventure!

## Minutes of General Meeting

Julie Butler

The July 3rd meeting was a small but efficient one. Our new chairman, Grace Crittenden, had a quick discussion on some of the events we might be participating in for the upcoming year. Our new Treasurer, Janice Odell, states she was still unable to change over the signatories on the bank account and a plan was made to take care of that. It was decided the next fly out would be determined and posted to the yahoo group and the meeting was adjourned.



*CalFire fighting the bush fire near Oceano airport on July 15  
(photo by Rene)*

## Running Out of Photos!

By Charly Schaad

We've almost used up our stash of those awesome photo submissions from our readers. Please, send us more of your aviation-related photos and tell us - in one line - what they're about. Send them to:

[slipstream.slo99s@gmail.com](mailto:slipstream.slo99s@gmail.com)

## 2013 Int'l Conference Bozeman, Montana

By Cheryl Cooney

The flight to Bozeman was breathtaking. Bozeman sits in a wide valley at the West base of the 12,000 foot snow-capped Rocky Mountains. The trip can be easily made (similar to flying over the Santa Barbara Mountains) but do it early in the morning since weather in the Northwest changes very quickly with afternoon thunder-bumpers always present. The FBO at Bozeman was buzzing with activity as the 99s arrived.

As with any occasion when a couple hundred pilots gather, let the fun begin. Bozeman was the site of the 2013 conference. When Bozeman was proposed there was much speculation that the attendance would not do justice to the work to be accomplished. However, over 80 private aircraft flew into beautiful Bozeman International and attendance topped a thirty (30%) percent increase over past International Conferences.

The Bozeman area has many sites to visit and things to do. The host chapter arranged for horseback riding, cavern tours, hot springs relaxing, BBQs, hayrides, an 1860 gold mine town tour and for the adventurous zip line activities. The museum at the University of Montana houses the world's largest collection of dinosaur artifacts. The town of Bozeman is much like Durango, Colorado. Seminars, a Fly Market, and a welcoming Hospitality Suite were also available.

Voting members numbered 223 and non-voting attendees were 42: a total of 778 delegate votes were cast. The agenda for the 2013 conference was approved, the 2012 Business Meeting minutes were adopted, and the Treasurer gave her report: the 99 News costs \$12,000 per issue to print and mail (there are 6 issues per year) and a budget was presented and adopted which was \$40,000 in excess of revenues (contributions to

this shortfall were unknown as of the time of the conference). The AE Birthplace will be featured on a St. Joe, Missouri TV Special and brick donations have reached \$100,000. The AE Scholarship Fund has reached over \$5,000,000 and the Endowment Fund stands at \$820,000. Headquarters in OK City is in good shape; fire prevention needs to be addressed in the near future.

Maureen Kenny (CA) and Marjory Leggit (Oregon) were voted to the International Board of Directors and Elaine Morrow (Minnesota) was elected as a Director of the Endowment Fund. Bylaw Amendments were discussed and voted upon: Amendment #1 Membership (allows for the reinstatement to the original membership date with the payment of all dues since a break in membership) was adopted; Amendment #2 Classes of Membership (allows Associate members, woman holding a Student pilot certificate, to vote) was defeated; Amendment #3 (deals with the appointment of the AE Birthplace Museum Trustees) was adopted; and Amendment #4 Membership (Life Membership) was tabled and referred back to the International Board of Directors for further clarification. Standing Rule #1: Trusts (Changes in Investment Policy) was adopted and Standing Rule #2: Publications (Online Membership Directory) was adopted.

The 2014 International Conference will be held in New Orleans. I plan to attend. I would be interested in anyone else wishing to caravan: regardless of aircraft speed we meet at designated stop-overs along the way for the evening. After New Orleans (for the adventurous) Branson and then Oshkosh is kind of on the way back home. International Conferences are a chance to meet new friends and renew acquaintances. I had dinner with friends from Arkansas, Kansas California and Missouri – friends I come to know through meetings such as Bozeman. If you haven't been to New Orleans, the food is worth the trip.

## Tips from the Tower

By Ellen Banakis

### Local IFR Operations

San Luis Tower has a Letter of Agreement with Santa Barbara Tracon outlining the routing and altitudes agreed upon for any local IFR operations. There have been minor changes to the procedures within the last year. Following are the routings and altitudes for IFR operations departing SBP for aircraft remaining within the SBA Tracon airspace:

### Santa Maria (SMX)

Runway 29 -  
CREPE3 MQO GLJ SMX - Alt. 5000  
Runway 11 - AVILA3 WINCH GLJ SMX - Alt. 5000

### Santa Barbara (SBA)

Runway 29 -  
CREPE3 MQO GVO HABUT SBA - Alt. 7000  
Runway 11 - AVILA3 GVO HABUT SBA - Alt. 7000

### Lompoc (LPC)

Runway 29 - CREPE3 MQO GVO LPC - Alt. 5000  
Runway 11 - AVILA3 GVO LPC - Alt. 5000

### Santa Ynez (IZA)

Runway 29 - CREPE3 MQO GVO IZA - Alt. 5000  
Runway 11 - AVILA3 GVO IZA - Alt. 5000

### Vandenberg (VBG)

Runway 29 -  
CREPE3 MQO GVO HOYTS VBG - Alt. 5000  
Runway 11 - AVILA3 GVO HOYTS VBG - Alt. 5000

Workload permitting, SBP tower can enter the flight plan for you, since it is considered a tower enroute. But it is recommended that the pilot file IFR flight plan yourself, especially if you are IFR training.



*Turning downwind in Oceano (L52) on a December day (photo submitted by Charly)*