

Inside This Issue

We're running out of Photos!	1
Dates and Schedules	2
Treasurer's Report	2
CFI Renewal and Memories	2
Tips from the Tower	3
Oshkosh Fly-in: Rock Your Wings.....	4

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



Fire bombing demonstration at the Air Venture in Oshkosh (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.

Sep 4	Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering, 5:30
Sep 5	“Loss of Control” Seminar, 6:30 with Eric Cook, 4671 Broad St., SLO
Sep 11–15	Reno Air Races www.airrace.org
Oct 18–19	Calpilots CalDreaming SLO

Treasurer’s Report

By Janice Odell

Our annual financial report for 2012/2013 (the year for the 99s ends June 30) is summarized as follows:

Income

Membership dues		\$180
Donations		\$50
Poker Run proceeds	\$825	
Poker Run costs	<u>(\$76)</u>	\$749
Total income		\$980

Expenditures

Donations to other groups (Cal Pilots)		\$50
Office expenses		\$135
Scholarships (intro flight for Tess)		\$79
Other (speaker dinner)		\$54
Net for 2012/2013		\$663

Currently we have a bank balance of \$4,176. The following folks have paid their membership dues of \$15 for the 2013/14 year: Grace, Elizabeth, Lakshmi, Charly, Cynthia and myself. So please if you haven’t paid, I will be at the meeting on the 4th to collect or you can mail it to our PO Box.

At next week’s meeting, I’d like to talk about what our budget and goals for this next year should be. As a 501(c) (3) organization, we need to engage in charitable, educational or scientific activities. I personally would like to see us get more speakers and keep up on the ‘continuing education’ we all need as pilots, inviting others from the general aviation community.

We cannot, however, lobby or campaign. So you budding lobbyists will have to find another venue 😊.

For anyone who went to Bozeman for the national conference in an official capacity, as a 501(c) (3) organization, your expenses are tax deductible. Happy flying!

CFI Renewal and Memories

By Elizabeth Dinan

July found me DRIVING to Santa Monica to renew my CFI before it expired. I always go to American Flyers at Santa Monica Airport and stay with my friend Melinda whom I taught to fly many years ago. The class is on the weekend and I was delighted to see many of the same guys who were there two years ago.

On Saturday night the San Fernando Valley 99s, my old chapter, had a pot luck hangar party at Whiteman Airpark. It was held at Bertie Duffy’s hangar with her beautiful red and white Stearman in the background. It was wonderful to see so many old friends, some I had not seen in 20 years. We recalled the air races we had flown, who was still flying, who still had their airplanes and just everything in our flying lives that we could recall. The food was excellent and as I had not had time for lunch, well, need I say more.

As people started to leave, I was sitting looking at

all the aircraft at Whiteman airport. It brought back memories of my early flying after just having received my private license. I learned to fly at Glendale airport which closed a year later and the Ryan Flying Service moved to San Fernando Valley airport which closed shortly after and we all moved to Whiteman airport. I worked at Coffin Flying Service as dispatcher and was able to fly many different types of airplanes. I had an instructor who could fly everything and so, as they say, I took advantage. Also, I could almost hear old Gus who used to fuel the planes telling me "Not all pilots are safe pilots. You tell me what you want to fly and I will set it up for you if I know he is a good pilot". Gus had a limp and we all imagined he had been in an airplane accident, but we could never find out.

I heard a dog barking in the distance and it reminded me of Brutus, the airport dog who belonged to all of us. He loved to fly and if he saw an open airplane door, he was in and ready to go. He even went parachute jumping. We had a big jar with his name on it to pay for his food, license and to bail him out of the pound.

As the sun went down and we headed for home, I could not help but reflect on what a wonderful day this had been.

Tips from the Tower

By Ellen Banakis

The Code of Federal Regulations requires a pilot to follow all air traffic control clearances and instructions. Request clarification if you are unsure of the clearance or instruction to be followed. If you are unfamiliar with the airport or unsure of a taxi route, ask the controller for "progressive" taxi instructions. Progressive taxi requires the controller to provide step-by-step taxi instructions.

The final decision to act on air traffic instruction rests with the pilot. If you cannot safely comply with any of ATC's instructions, inform them

immediately by using the word "unable."

There is nothing wrong with telling a controller that you are unable to safely comply with the instructions, such as exiting the runway at a certain taxiway intersection. If you do not inform the controller of your inability to follow an instruction, they will expect you to comply with their direction.

When ATC issues a "hold short" clearance, you are expected to taxi up to, but not cross any part of the runway holding marking. At a towered airport, runway hold markings should never be crossed without explicit air traffic control instruction. Do not enter a runway at a towered airport unless instructions are given from ATC to cross, takeoff from, or "line up and wait" on that specific runway. Controllers are required to obtain a read-back from the pilot of all runway "hold short" instructions. Therefore, you must read back any "hold short" instruction, to include runway identifier and your call sign.

PG&E Helicopter activity

PG&E helicopter activity continues north of the airport. Their working days and hours vary week to week, as does the number of helicopters working daily. As of late, they have been working six or seven days weekly.

Their activity encompasses the area from just north of Islay Hill to the Cuesta Grade, on the east side of Highway 101. As they move freely and are not in communications with the tower most of the day, the restrictions have and will remain 500 feet above their working altitude.

As ATC will restrict aircraft from the north above the helicopter activity, aircraft will not be able to descend to pattern altitude until midfield or past Islay Hill.

Some suggestions for aircraft inbound from the north are to ask to cross over the field for left downwind, enter the pattern on an extended left downwind from west of the Morro Bay VOR or fly toward the east (Lopez Lake) and ask for a right base leg or straight in approach.



Panel of Janice's Cessna 421 with her touchscreen Garmin navigator in the center (member photo submission)

Oshkosh Fly-in: Rock Your Wings

By Lakshmi Vempati

"High wing, 1/2 mile SW from Fisk, rock your wings"

"Good rock, Sir. Reaching Fisk, turn right heading 090, enter left base to Runway 36L."

"High wing approaching Fisk be ready to turn now and monitor tower on 126.6."

Good Morning. Welcome to the show!"

It was right after our return from or during our very successful flight to the Bahamas, that Linda and I decided, we were ready for another challenge: How about Oshkosh during Airventure? Normally, I don't make any personal commitments if I can help it, during the last week of July. Professional commitments, as well as unexpected events, are a whole different matter and take precedence over everything else. Each year, I am never really sure if I can make it to Oshkosh until the last minute. So Camp Scholer is absolutely perfect. For, you never need to worry about not finding a spot to pitch your tent and call it home for the duration of your stay. That is, until this year: I found an even more perfect spot to pitch tent and hang out.

The weather, the week of Airventure was perfect. Sunny skies and nary a thunderstorm in the forecast. I thought we might luck out this time. Almost. I monitored the weather and as the coveted day arrived, the forecast got gloomier and gloomier. Still, I had hope. Human beings, thrive on hope. So often meteorologist forecast weather and it never happens. So it could still turn out for the better.

Despite my optimism, Thursday arrived, in bangs and bolts: thunderstorm, lightening and at times heavy rain. We had decided the day before, that we would monitor weather and coordinate a departure time. As the day progressed, our departure times went from 8 am, to possibly noon, to maybe 4 pm until we decided to call it a day and show up bright and early on Friday morning. It was forecasted to be a nice, sunny, summer day in the east coast. At least we hoped.

The flight time from Leesburg, Virginia to Oshkosh, Wisconsin, is approximately 6 hours, and we had picked two destinations along our way for the outbound leg: Dayton Wright Brothers Airport (MGY) in Dayton, Ohio and Waukegan, Regional Airport (UGN) in Waukegan, Illinois. While the journey could be completed with a single halt along the way, we had multiple reasons for wanting to make a second halt before arriving in Oshkosh. Daily afternoon airshows at Oshkosh

meant that the airport was closed between 2:30 and 5:30 pm after which departures were first handled before incoming arrivals were accepted. Further the airport closed for the night at 8:00pm. Knowing we couldn't make it there before the start of the afternoon airshow in our Cessna 172, and allowing for any delays in the completion of the afternoon airshow, we had a small window between 7:00 and 8:00 pm to arrive. The second landing also enabled us to top of our fuel, just in case holding procedures were in effect at our arrival in Oshkosh, or if we had to divert to another airport in case general aviation camping was full or if we were late arriving at the airport before it closed for the night. Finally, one of our goals was to land in every state we crossed paths with, if we could.

We departed right on schedule on Friday. It indeed turned out to be a glorious summer day, that is, until we crossed over the Shenandoah Mountains. Thick clouds laced the area, west of the mountains. We attempted under first, before climbing higher. We continued to dodge clouds as we made our way west, before landing at Dayton-Wright Brothers Airport in Dayton, Ohio for some fuel both for ourselves as well as our transport. Aviation Sales Inc. is an excellent FBO to leave your aircraft, grab a courtesy car and head out for lunch. We headed to the nearest recommended restaurant with vegetarian food: Max & Erma's Restaurant. While walkable, the restaurant is better accessible via the courtesy car, due to the volume of traffic and pedestrian unfriendly roads. We arrived back, to find our aircraft fully fueled and wind shield squeaky clean!

Linda and I set off on our second leg of the journey to Waukegan, Illinois. As we made our way north, we battled cumulonimbus clouds, and rapidly building thunderstorms, so common in the East and the Midwest. We dodged between two storm systems and before we knew it, we had to land and wait it out. And so we did in Gary, Indiana. The passing storm grew in size and as 6:00pm arrived, we knew there was no way we

could depart in time in order to make it to Oshkosh before 8:00pm.

Saturday arrived with clear blue skies: perfect and peaceful. Just the *Wright* day for a flight up to Oshkosh, Wisconsin. We were up, breakfasted, and ready by 7:30 am and departed right on schedule. Where were the clear, blue skies? We climbed to 500ft, turning right, dodging clouds, and headed north. Luckily it was clear up north for now. We leveled off at 2,500ft, and headed up north, past the non-existent Meigs Field, up Lake Michigan and Lake Shore Drive, past Sears Towers and downtown Chicago. Crystal clear day for now. Our route: KGYG→RIPON→FISKE→OSH 15 miles from RIPON: We went dark. The moment had arrived. Intimidating, it was! Nerve-racking? Absolutely! Did I want to do it? You betcha!

The [Airventure website](#) has a wealth of information on planning an Oshkosh arrival. The [Webinar](#) provides excellent information on what to expect, what to review and how to prepare for your flight into Oshkosh during Airventure. There are even a set of videos to demonstrate the [Fisk Arrival procedure](#) from Ripon to each destination runway. The one thing that always brought a smile on my face was hearing the controller say "Rock your Wings". There was almost a sexy lilt to it 😊.

The bible for this trip was the 32-page NOTAM, usually published well in advance, that can be reviewed and memorized. The Fisk arrival is the most applicable if you are a single engine aircraft, can maintain 90 knots and fly at 1,800 ft. Once you arrive over RIPON, the remainder of the journey is completed totally visually by following the railroad tracks and maintaining separation from the aircraft ahead and following instructions. Linda and I had hoped to practice some slow flight, spot landings and holdings in preparation of the flight the weekend before, but unfortunately weather spoke otherwise. So here we were, 30 miles from OSH, having flown GYG direct RIPON, north past the pristine Lake Michigan, Lake Shore Drive, Downtown Chicago and beyond.

Brisk thoughts racing through my mind: Step 1: Listen to ATIS on 125.9, 15 miles from Ripon (fortunately no holding was in practice). – Step 2: Turn on all lights. – Step 3: Set Transponder to standby and go dark. – Step 4: Breathe and reduce speed to 90kts and plan to be at 1800 feet at Ripon. – Step 5: Continue breathing while maintaining 90 knots and 1,800 feet, following the railroad tracks directly overhead towards Fisk, in-trail 1/2 mile behind an aircraft you are following. – Step 6: Continue what you are doing beautifully and monitor Fisk Approach at 120.7. – Step 7: Expect to hear from Fisk Approach only after crossing the town of Pickett, 6miles from Ripon. Don't forget to breathe. – Step 8: Know how to rock your wings briskly and quickly when asked. – Step 9: Most importantly, Aviate, Navigate and maintain silence. Unsurprisingly, despite all this tension, I felt calm, relaxed and excited to be achieving one of my Airventure bucket list items. "High wing on left base, cleared to land on runway 36L on the purple dot, traffic on short final," cleared Oshkosh Tower.

Down below, on the taxiway were a slew of aircraft waiting to depart. As we descended, we spotted the straight-in arrival. On the runway, lined up were two aircraft on the left and right of the center line waiting to depart. "Am I landing over these two aircraft," I asked Linda. "Yes," she responded, "Over them, on the purple dot."

I have been to Oshkosh many times since I obtained my private pilot license in 2001, whenever I could, which is 8 or 9 times so far. This was the first year, I actually flew in to Oshkosh, Wisconsin during Airventure. While flying in on Sunday or Monday during the start of the week when mass arrivals occur would present the most challenging arrival, our late arrival almost towards the end of Airventure, had enough excitement to keep us alert and on our toes. "I am going to have to go around," I thought, as I watched the aircraft on the right start to roll. There was an aircraft executing a go-around ahead of me. One on downwind. One calling

Warbird Island, and another at Fondu Lac. Meanwhile, the controller continued to talk to another aircraft. I waited for him to stop, so I could ask him if he wanted me to abort landing when: "Cessna, put it on the numbers, aircraft departing. They are rolling now. Put in on the numbers." One click, and I dipped the nose down right behind the rolling duo of aircraft in formation. "Good job Cessna, nice job, turn left onto the grass. Follow flagmen. Welcome to Oshkosh!"

Linda had already placed our printed tag: GAC on the windshield as we turned left onto the grass and waited for the ground personnel to steer us to North 40.

This year, it was all about the journey. All though we had planned a full 2.5 days in Oshkosh, we got barely a day due to all the weather delays we experienced. Considering the short time we had, we took it easy. Taking in the two air shows on Saturday, checking out the aircraft on display, visiting the fly-mart and catching up with old and new friends, but mostly spending it in a daze. It is not every day, one gets to log a landing and a take-off from Oshkosh when it is operating in its busiest mode. The next day, after taxing behind innumerable aircraft, maybe 20 or more, we departed Oshkosh. "High wing left side, cleared to depart 27," cleared Oshkosh Tower, as we lined up left side of the runway, to depart Oshkosh, Wisconsin. No added fuel, but this time we flew south towards Waukegan to make our coveted Illinois halt, before heading southwest to Mansfield Regional Airport, in Ohio for lunch and fuel before we finally headed home to Leesburg, Virginia.

If you happen to run into someone with a wide, beaming grin on their face for no known reason, a little out of this world, floating on clouds, it just might be me 😊.

As always you can read about my detailed adventures on

<http://flynthings.wordpress.com/oshkosh/>

