

Chairman's Message

By Grace Crittenden

It is June, and it is time to think about opportunities for new officers - time to trade hats and pass on the gavel to new hands. Time to think about what you can do this year to support the group. The meetings are always fun gatherings. We are lucky to share our love of flying and our amazing adventures. The Ninety-Nines provides networking and connections with the aviation community, the airport staff, our wonderful tower team and an amazing history of remarkable women in aviation. Being part of the Ninety-Nines

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Players checking in at the annual Poker Run (see articles on page 4 and page 5)

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.

June 4 Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering, 5:30

opens so many doors and provides so many opportunities.

We also have quite a bit of money sitting in our account that was raised to provide scholarships. Since we have not been actively seeking scholarship candidates, perhaps we might think about holding some money for Discover Flights and our minimal expenses and sending the rest to the International scholarship Amelia Earhart Fund. They have a good mechanism for identifying good candidates from across the country and dispersing the funds effectively. We also might think of sending some funds to the Women's Museum of Flight in Oklahoma City.

As a chapter, we have not been much enthusiasm for fundraising recently, though the Poker Run is always a welcome and fun way to generate some funds. We have chosen to focus on the social aspects of the group. We have had some wonderful projects in the past like the calendars with photos of local planes and the pilot refresher course. These have been gratifying and fun. Maybe there is a project we could organize just for the fun of doing a project together.

Bring your ideas and consider taking an office - We have a great year ahead to plan! See you at the meeting! Blue Skies!

Minutes of General Meeting

By Cheryl Cooney

The meeting [May 7, 2014] was called to order shortly after 6:00 p.m. Members present were: Elizabeth Dinan, Janice Odell, DeAnn Oliver, Anele Brooks and Cheryl Cooney. Guests joining the meeting were: Madge Morningstar (program director, Big Brothers Big Sisters and Jeannine Blythe (Aerocademy).

There was a discussion about the final preparations for the Annual Poker Run. Cheryl heads the Poker Run and Anele is coordinating the sign-up list of fixings to bring for the BBQ after the Poker Run. Sign-in for the Poker Run will be by SBP Self-Serve fuel and the BBQ will be in Kurt's hangar. The BBQ grilling will be handled by the EAA. The 99s and EAA will split the cost of the meat and the proceeds from the BBQ will be divided between the two groups after the expense for the insurance has been deducted.

Cheryl discussed the bylaw/standing rules changes to be voted upon at 99s International Conference in New Orleans this summer. Cheryl solicited input from the members present. The items to be voted upon are: language changes to eligibility to hold office, increase in the number of trustees, the ability to buy back missed years, returning the number in our ranks who are working on their private licenses to the title of "Future Woman Pilots" from "Associates" and offering voting rights to FWP's.

Officers for the year were confirmed: Grace Crittenden, chair; Janice Odell, treasurer; and Cheryl Cooney, secretary.

Madge Morningstar, Program Director, Big Brother Big Sisters addressed the 99s in attendance requesting that a very special Big Sister, who has completed four years of volunteer work as a Big Sister while attending High School, be rewarded with a flight as a thank-you for her four years of dedication. Cheryl Cooney volunteered to work with Madge and the parents of the honored student to arrange a convenient day for the flight. Jeannine Blythe gave a report on developments to

hold an Airport Day at SBP on October 18, 2014. Planned so far are tower tours, Young Eagle flights, food, static displays and possible fly-overs.

Jeannine also reported that PCF (Pigs Can Fly) has been purchased by Sunwest (who operates out of IZA). The FAA flight test center at the old PCF facility will remain at the current location.

Cheryl presented the Air and Space Award plaque

given to the San Luis Obispo Chapter by the Southwest Section for the San Luis Obispo Chapter's efforts during 2013. Cheryl recognized Camille Nelson for maintaining record of our individual members' aviation activities and submitting the final report which made this award possible.

The 99s welcome Eric, the new SBP tower controller. The meeting was adjourned at 7:30pm.



Hands being played and yummy food being eaten at the annual Poker Run (see articles on page 4 and page 5)

Tips from the Tower

By Ellen Banakis

IFR to VFR on Top Clearances:

The purpose of an IFR-to-VFR on top clearance at San Luis Obispo Airport is to depart IFR through the marine layer, then cancel IFR once on top of the layer and proceed VFR to your destination airport. The pilot must request IFR-to-VFR on top clearance from ATC. The SBP controller will enter your clearance into the system and can also add VFR flight following into your flight plan. Since this is an IFR clearance just to get through the cloud layer, your clearance limit will either be CREPE intersection or WYNNR intersection, depending upon the departure runway.

Example: Cessna 12345 requests to depart SBP on an IFR to VFR on top clearance with flight following to Oxnard at 7500' once on top.

Runway 11 is in use. The following is the clearance the aircraft would receive

“Cessna 12345 is cleared to the WYNNR Intersection via the WYNNR Two Departure WYNNR. Climb to and report reaching VFR conditions on top. If not on top at 4000, maintain 4000 and advise. Santa Barbara Departure 127.72, Squawk (discreet code)” (The SBP controller may also add the current tops report, if it is available).

The flight following request would not be contained in the IFR clearance. However, when the SBP controller enters the flight plan into the system, it does include your flight following request and Santa Barbara is aware of it.

Poker Run – Cheryl’s View

By Cheryl Cooney

A small but determined number of aircraft participated in this year’s annual Poker Run/BBQ fundraiser. Lead off by Grace Crittenden and Janice Odell in Grace’s Cessna, Charly and Rene

quickly followed in a Cessna, and in a flight of two Paul Kendrick flew his newly painted RV to complete the aircrews that joined in this year’s event. Vance Breese flew part of the route in his gyrocopter and joined in for the BBQ. Elizabeth Dinan and DeAnn Oliver assisted with the BBQ and joined us as part of the ground support crew.

Ellen Banakis held the winning hand at terminus with a pair of Aces. Her hand was flown by Grace and Janice (Ellen and John were working the tower which means they were really with us from the start and at the finish). Ellen graciously donated her winnings back to the Chapter. All told 13 poker hands were purchased.

The BBQ, held in conjunction with EAA Chapter 170 (SBP’s own), was held in Paul Kendrick’s hangar. Some of the best hamburgers known to man were prepared by Mike of the EAA (Mike confessed he didn’t cook but he showed us all that that was not true) and the fixings, salads and desserts provided by the 99s. There was a lot of spirited conversation and it was good to see old friends and to make new ones. On the way back to secure her aircraft, Grace delivered a BBQ lunch to Ellen and John in the tower.

Special thanks goes to Ellen for keeping us safe and for her generous donation to the fundraiser, to Anele Brooks for monitoring the 99s BBQ donation roster and for sheparding all of us to ensure that all the food bases were covered, to Paul for the use of his hangar and to Mike for manning the grill and turning out the delicious burgers.

Accounting:

TOTAL COLLECTED = \$454.00

Less:

Insurance = (125.00)
Poker Hands = (130.00)

SUB-TOTAL = 199.00

Total to 99s = \$ 99.50
Total to EAA = \$ 99.50

TOTAL TO 99s = \$ 229.50



After the marine layer pulled back, it was a beautiful day over SMX during the Poker Run (see articles on page 4 and on this page)

Poker Run – Grace’s View

By Grace Crittenden

It was the perfect day for another exciting Poker Run. The weather was as good as it gets. The air was clear and the hillsides still had some green. The winds were right down the runway. The Poker Run was a wonderful excuse to go flying. Santa Ynez was a beehive of activity. It was their airport day and they were flying the Young Eagles. Rather than add to the confusion in Santa Ynez, Janis O’Dell and I decided to take our time picking up the cards. Lompoc was just clearing the fog when

we flew in. It was a little distracting to see ski divers drifting down in the middle of the approach pattern for the airport. We were in right downwind when we first caught sight of them. One after another landed while we turned base, final and landed on 30.

The next stop was Santa Maria. The card pick up was right at the base of the tower. Since we were not going to Santa Ynez, we had time to spare (how often does that happen in our life), so we decided to take advantage of the opportunity to visit the tower there. They are training a new controller who had just come from Oklahoma. The air conditioning was not working. It had been 105

a couple of days before, and it had been just too much for the air conditioner to handle. They were glad that it was a little cooler that day so fans could do the job and that the air conditioner would be fixed Monday. We took a look at the radar image and there was a mass of targets at Santa Ynez. The controllers said that there had been several proximity alerts already that morning. It confirmed our inclination to skip Santa Ynez. The controllers did say that even if you think you are skirting their airspace as you are going to Lompoc they would like to hear from you. Your GPS may show that you are outside the Santa Maria airspace, but their radar shows you in their space. So be safe and just give them a call. They would like to hear from you anyway. Taking off we saw a flight of two RVs yellow and green sparkling as they entered the pattern.

I had a little trouble starting the plane after the SMX stop, so when we landed in Oceano I did not shut down the plane. The fog bank was just off shore so the winds were just a little squirrely on the approach and it had been a little bouncy as we flew along the beach wondering at the ATVs on the dunes. Oceano is such a neat little airport, and it really did seem little after the great expanses of Santa Maria. Two other planes landed while we were there and the "Pumpkin" was getting ready to take up some sky divers.

Janis had not had an opportunity to do any leisure

flying in the area, so we flew over the Pismo Pier and along the coast past the Dinosaur Caves and Shell Beach and out over Avila Bay and the light house. We were careful not to loiter as we flew by Diablo Canyon (By the way, what are the official rules about flying by the power plant? And what could they do about any infractions anyway?) There was a little fog over Valencia Peak, but the coast was clear. Then we flew up the valley and circled over her house on Turri Road.

Our stomachs were telling us it was time to get back to the airport and the barbecue waiting for us. I did not even climb to pattern altitude, did a short approach, and we were off at Echo. The wind was blowing 20knots, so we had to take time to tie the plane down, but it did not take as long as it did to sort out the Poker hands. Looked like we had picked a winning hand for Ellen Banakis with 2 aces, but we had to wait to find out since there were still two plane out.

Finally we were sitting down enjoying a wonderful lunch with friends, talking about planes and flying and the good things in life.

We all agreed what a fun day it had been and how much we appreciated Cheryl Cooney organizing the Poker Run and Anele Brooks for organizing the barbeque (even though she had to work and could not be there) and how glad we were that EAA had shared this fun event.

Another great event and happy memory of flying!



Sporty participants of the 2014 Poker Run (see articles on page 4 and page 5)