

Chairman's Message

By Anele Brooks

1978 was my introduction to the National Championship Air Races in Reno, Nevada. 37 years later I still look forward to attending and am a little downcast after the final Unlimited Race on Sunday afternoon, knowing I will have to wait an entire year to enjoy this aviation spectacular!

When I first started attending the races I remember Judy Wagner flying a Formula 1 Racer: the "Wagner Solution", she was competitive and flew a great race and she was there every year until she was lost in a plane crash in 1982. I cheered for her, she

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always seemed to lose to Ray Cote, who was flying Shoestring. Later, he purchased her Wagner Solution and flew it in her memory. Judy was the only woman air race pilot I was aware of - there were plenty of female aerobatic performers at the Air Races, but not many women racers.



Cheryl's 1978 Piper Arrow on her way to Oshkosh (see her article "Cherokees at Oshkosh" 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.

Oct 7	Chapter Meeting at the Spirit of San at 6 pm, social gathering, 5:30
Oct 10	SLO Airport Day

In 1990 the field was buzzing about Erin Rheinschild qualifying a P-51 Mustang - Miss Fit. Great news, because just a year or two earlier another woman (who was an aerobatic headliner) was given a thumbs down when she tried to qualify in the Unlimited Division. Erin won 1st place in the Bronze Category (stock airplane) in Miss Fit with a speed of 387.723 mph. Very exciting for all the female spectators in the crowd. To date she is still the only woman who has qualified to fly in the Unlimited Division.

While there has only been one female Unlimited Racer over the years the number of women race pilots has grown to 27. No longer is it surprising to see a woman race in Reno and while women tend to race Formula 1's and Bi-Planes the numbers in the other divisions continues to grow. Mary Dilda won the T-6 Gold Race in 1997 and the Jet Gold Race in 2003, Heather Penney who flew one of two the F-16 fighter jets ordered into the air to shoot down UA Flight 83 on September 11, 2001 flew in the Jet Category in 2010. Her father John Penney an airline pilot flew the Unlimited Bearcat "Rare Bear" for many years in Reno.

We sometimes lament the fact that women comprise only six percent of the pilot population, but our numbers have grown over the years that I have attended the Air Races. Fathers' mentoring their daughters, women who have ability and the means to fly and to race. Our numbers continue to grow annually and it is no longer a shock or a

surprise to see a woman pilot in the pits. What I have noticed though, is that the old pilots have been replaced by old pilots. The attack on 9/11 has mandated that airports lock people out of airports for security reasons. That is why Airport Days are so important, it is one of the few times young people can come to an airfield, get close the airplanes, talk to pilots and be struck by the magic that is aviation. We don't just need more women pilots; we need more young pilots!

Following is a link for a YouTube Video showing Marilyn Dash racing her Pitts in the 2010 Reno Air Races, not quite as much fun as actually being there but still fun to watch! And I hope to see all of you at Airport Day on October 10.

<https://youtu.be/FDZ-9ZyTNfy>

Minutes of General Meeting

By Grace Crittenden

It was a beautiful warm evening [September 2, 2015] meeting on the patio of the Spirit of San Luis. After it was announced that Kathleen Schwind had been thrilled with her Discovery Flight with Pacific Aerocademy last month, the discussion turned to how to offer the Discovery Flights through the high schools. We will need to update the web site and develop a flyer. We will attempt to contact the high school councilors to spread the word. Liz Ruth volunteered to be the contact person and the opportunity will be offered to girls in San Luis Obispo County.

Airport day was the next order of business. October 10 will also be the Cal Fire open house. The Ninety-Nines will sponsor the Tower Tours again along with a Kids' Booth. The EAA will be flying Young Eagles and Cal Fire will be giving rides on the Crash Truck. Food will be provided by the Kiwanis Club and there will be beer from Bang the Drum Brewery. Oct 10 will also be the ground breaking for the new terminal.

There will be lots of local planes in the static display area. The tower is short staffed so the guides will need to point out the high points of the tour and do the presentation in the tower cab. The Kids Booth

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10-10-2015

10AM-3PM

San Luis Obispo County REGIONAL AIRPORT

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was lots of fun last year. We will follow a similar format to last year and we will have cotton candy again. There was discussion of ordering some polo shirts with The Ninety-Nine's logo from the international website.

Cherokees at Oshkosh

By Cheryl Cooney

Charlie 3 checking in Cherokees to Oshkosh, Arrival 6. Cherokee lead calls OSH tower (all other aircraft in the flight are at radio silence with transponders off). OSH tower clears a flight of 21 Cherokees (and a rogue Cessna) to land runway 36/36R, yellow dot. Then we hear "Welcome to Oshkosh". Charlie 3: wheels down and locked, C3 has her own runway, on rollout watch the flagmen, all goes as we were briefed before leaving Waupaca, our staging and formation flying practice area for the past four days.

At Waupaca we practiced wings of three aircraft, wings of two, sorties, tight taxi (tighter than you

ever imagined -- getting closer to another airplane than you ever thought possible), nose wheel on the yellow taxi line / 45-degree angle, thumbs up when pre-flight checklist completed, pass it up the line, line up on the runway, three across (are you kidding, Waupaca's runway is 100ft wide). Three wing takeoff, 5 seconds apart / 30 seconds between each lead aircraft, climb 500fpm / 90kts, form up with your lead / 45-degree angle, don't take your eyes off your lead. Airspeed / altitude / rpm / manifold pressure DON'T LOOK AT YOUR PANEL. Follow your lead, straight level, climb, descend, turn. At five miles from landing the tail of lead aircraft wobbles setting up all aircraft in trail. Keep your speed up, land on your spot, keep your taxi speed up to the end of the runway; there is an aircraft behind you that needs that runway.

When I first learned about Cherokees to Oshkosh I was somewhat ambivalent. While I know my skill level, I wondered about the skill level of the other pilots. The first stop was a "mini clinic" held in Aurora Oregon. The weekend was conducted by a very skilled CFI who is a retired 22-year Air Force



Twenty-one Cherokees and a rogue Cessna training hard for formation-flying into Oshkosh (from top-left to bottom-right): Run-up on taxiway for take-off on runway 12 in Waupaca. Lined-up waiting to taxi at Waupaca. In flight 45 degrees off lead aircraft. Lined-up for take-off on runway 12, Waupaca. Taxi to campsite parking, Oshkosh. Short final runway 36R (actually taxiway runway 36), Oshkosh (see article on page 3).

pilot and an 18 year retired airline captain. The idea behind the mini clinic was to evaluate the skills of the participants and to, for the first time, learn to fly in formation. For the first two sorties I had an experienced check pilot. Thirty minutes trying to maintain speed, altitude and position was exhausting. After each sortie there was a very thorough debrief. About eight pilots and six Cherokee aircraft joined me for the mini clinic in Aurora, Oregon.

On to Waupaca, WI. Half a week before the start of Oshkosh all participating Cherokee pilots met in Waupaca, WI for more training and dress rehearsals for our mass arrival at Oshkosh. Waupaca was intense, exhausting and a real opportunity for skill building. The pilots that I met were top drawer: each was very serious, on top of their game, and fully capable to fulfill their role during each of the flights. At Waupaca I was assigned slot 3 of the third wing of 3 aircraft: Charlie 3. The training at Waupaca was more intense than the actual flight into Oshkosh. At Waupaca landings were single file because of the width of the runway (100 feet). At Oshkosh the runway is 150 feet wide with the lead of each wing landing on right of centerline, the number 2 aircraft landing on left of centerline of runway 36 and the third aircraft landing on 36R, the parallel taxiway; I had my own runway. Saturday morning of Oshkosh woke all the pilots at 3:00 a.m. with a tremendous thunderstorm storm. By 10:00 a.m. the skies had cleared and we lined up for the flight into Oshkosh.

I had an exceptional educational experience, sharpened my flying skills, and as a newbie (and the only girl) I was accepted by a very warm welcoming family of fellow Cherokee drivers and their significant others.

Tips from the Tower

By Ellen Banakis

In the last 6 weeks, SBP Tower has sent three great controllers to the FAA. We congratulate Dylan, Kelsey and Brandon for the advancement in their careers, but will really miss them all.



SAN LUIS OBISPO COUNTY REGIONAL AIRPORT

CORDIALLY INVITES YOU TO THE
GROUND BREAKING OF THE NEW

AIRPORT TERMINAL

PLEASE JOIN US FOR THIS EVENT ON
OCTOBER 10, 2015 AT 11:30AM
AT AIRPORT DAY 2015



You may have heard a couple of new tower voices, as we have two temporary controllers filling in until permanent ones arrive. Marney is from Redding, CA and John from Henderson, NV. The good news is that John has accepted the Tower Manager position, so he is no longer a temporary SBP controller. John comes to SBP Tower with seven years' experience working at the Henderson, NV Federal Contract Tower. He also was at SBP Tower last year as a temporary controller when I was on medical leave.

Since SBP Tower is still short a couple of controllers, the extension of tower hours has again been put on the back burner. No word right now as to when the extension will happen.

One last thing, just wanted to remind everyone about flight following requests:

Traffic permitting, we are happy to provide that service for pilots. We ask that you make the request with Ground Control, as Tower Control might have higher priorities. Be sure to tell give the controller the following information: N-number, type aircraft, destination airport, and VFR requested altitude.