

Chairman's Message

By Julie Butler

January is such a beautiful time of year as the grass turns green and snow accumulates on some of the higher peaks. And although it's been cold, the weather has been very suitable for flying and I have tried to make more of a commitment to do that this month.

Unfortunately I've been doing most of my flying lately under the hood and have not had the pleasure of sight seeing. I had every intention of completing my instrument rating last fall, but between work, various boards, and personal commitments, the end of the year arrived and I had not made any progress. I decided I needed a deadline and scheduled the knowledge exam for today. Since none of my obligations disappeared, I figured I would just sleep less; so tonight, I am very tired, but have successfully completed the written exam. Now I can leave for vacation with a weight off my shoulders.

Morgan and I are leaving town for warmer weather next week and I will miss the February meeting. Grace will be running the meeting on February 6th (thank you Grace!) and I hope there is as good of a

Inside This Issue

Chairman's Message	1
Dates and Schedules.....	2
Chairman's Message	3
Thank You, Now Send Us Even More Photos!	3
FAAST Safety Meeting Flyer	3
Tips from the Tower.....	4



Cambria Coastline from Cessna 172CY taken on a solo flight by Tish Allan-Jacobs (see page 3, "Thank you...")

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.

Feb 6	Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering at 5:30 pm
Mar 20	FAAST Safety Meeting, Santa Maria Museum of Flight, 7 pm

turn out as there was in January. It's time to start thinking about the poker run and any other activities we want to get involved in this spring. So please come to the meeting ready to talk about activities that you would like to be in charge of and we will get volunteers to help you make that happen. I will see you all in March if not sooner in the sky.



The Mooney's former home in Caldwell, NJ. Do we really want to fly? The pre-flight could take a while. (Submitted by Kathy, see page 3, "Thank you...")

Minutes of General Meeting

By Cheryl Cooney

The meeting [January 2, 2013] was called to order by Chair Julie Butler. Jennifer Balimore, a Morro Bay High School senior, introduced herself. She will be attending Embry-Riddle University in Prescott, AZ in the fall with a career goal in Air Traffic Control and Flight. She is seeking scholarships to pursue flight training while attending Embry-Riddle. She was encouraged to apply to all aviation groups and to remain in touch with the SLO 99 chapter for advice and support.

Ann Orton from the Intermountain Chapter, Sandpoint, ID, introduced herself to those in attendance. She started flying three years ago, first in a Cessna 150 and then in a Cherokee 140 (souped up to 170 HP). She has about 350 hours and joined UFO (United Flying Octogenarian) last year on her 80th birthday.

Three AOPA videos were aired: the first "Ask ATC/Storm Week". The overlying message here was to talk to ATC and tell them what is happening. They are there to help. The second film was "Trapped on Top". The theme here was to call ATC and to confess. Again, they are there to help. The third film dealt with a Seneca that took off for a 500 plus NM trip overweight, without a weather briefing, and without proper training (the pilot was not instrument rated). The aircraft crashed trying to follow ATC vectors in IMC.

Charly is seeking members' travel and aircraft photos for inclusion in the "Slipstream"; email your favorite photo of you, your aircraft, and your favorite destination to Charly.

Several aviation meetings were announced: FFAST Safety Meeting will be held on January 16 at the Santa Maria Museum of Flight (Taco Salad dinner at 5:45, meeting at 7:00 p.m.), a chapter flyout to Santa Maria is planned for January 19th with alternatives of Watsonville, Hollister, or Camarillo. The 2013 Southwest Section Winter Workshop is to be held January 26th in Redding, CA. The Air

and Space Education Award Activity Sheet was passed around to the membership.

Treasurer's Report: Dues are due. If you have not paid your 2013 \$15.00 chapter dues, please bring the \$15.00 with you to the next meeting. The Treasury (checking account balance) is \$3,399.75. Chair Julie Butler adjourned the meeting.

Thank You For The Photos (Now send us more!)

By Charly Schaad

In last month's Slipstream we asked you to submit your favorite aviation photos with a one or two line caption. Tish, Camille, Kathy, Julie and Grace answered our call and sent in a total of seven photos. Thank you so much! In this issue we're "printing" two of them and are saving the rest for the upcoming issues. Please keep sending us your photos, we need more for the remaining issues of the year. Send them to:

slipstream.slo99s@gmail.com

FAAST Meeting

By Cheryl Cooney

[January 16th] The Santa Maria Museum of Flight was the place to be on the evening of January 16th as about 50+ local pilots gathered for the first FFAST meeting of 2013. Hosted by the Santa Maria Chapter of the 99s, the 7:00 p.m. meeting was preceded by a Taco Salad dinner at 5:45 p.m. On hand were tower chiefs from Santa Barbara, Santa Maria, Vandenberg and San Luis Obispo as well as the Santa Barbara TRACON chief. Each gave a few minutes of wisdom to those in attendance and shared a few pointers for operating in their airspace. Discussed was opposing instrument traffic approaches, the benefits of ADS-B and its future enhancements to air traffic control and the possibility of Santa Barbara Approach assuming Magu's air traffic responsibilities (if this takes place Santa Barbara Approach will give advisories to those heading

South handing off directly to SOCAL). The Santa Maria Airport manager gave an overview of what was happening at this pilot-friendly facility (self-serve fuel now available).

The Vandenberg tower chief enthusiastically welcomed pilots to utilize his facility for practice approaches. Vandenberg has instrument approaches to both runway 11 and 29 so the wind direction can be reduced from the practice equation. Vandenberg is an ideal place to practice since they are less affected by the new FAA rules on opposing approaches. Vandenberg also welcomes VFR pattern practice. The only caution is that you may not touch down on Vandenberg's runway, but you are authorized to go as low as you wish just so your wheels don't touch and these practice procedures are only available when the Vandenberg tower is open (Monday through Friday: 8:00 a.m. until 5:00 p.m.).

The Santa Maria Museum of Flight and the Santa Maria 99s did a superb job of hosting the event. Future FFAST meetings will be announced on the 99 email site. Plan to attend for an evening of great company, good food, and valuable information. And if you are out punching holes in the sky give Santa Barbara Approach a call and coordinate some practice into Vandenberg.

Tips from the Tower

By Ellen Banakis

Opposite Direction Operations and Practice Approaches:

The Letter of Agreement between Santa Barbara and San Luis Tower with an effective date of 01/27/13 contains stipulations for IFR opposite direction operations. According to the agreement as long as one aircraft involved is IFR, all IFR and VFR aircraft must be held on the ground or clear of the airspace when the opposite direction arrival/departure is below 5000 feet or within 10 nautical miles of the airport.

The above rules would apply to any requests for ILS or LOC RWY 11 or VOR-A practice approaches

when Runway 29 is the active runway since practice approaches at SBP are afforded IFR separation and would be considered IFR opposite direction operations.

Contained within the Controller Handbook is the following guidance regarding practice approaches:

"Except for military aircraft operating at military airfields, ensure that neither VFR nor IFR practice approaches disrupt the flow of other arriving and departing IFR or VFR aircraft. Authorize, withdraw authorization, or refuse to authorize practice approaches as traffic conditions require. Normally, approaches in progress should not be terminated."

Instead of requesting a practice approach from Santa Barbara approach, you might ask them instead to "track" the instrument approach under VFR conditions. SBA approach would not provide IFR separation or radar services and you would not be "cleared for the approach". It would then be the discretion of the SBP tower controller to approve the aircraft tracking the approach and advise when they should start the circle to land.

Routine opposite direction procedures will not be a common occurrence, but traffic and workload permitting, SBP controllers will try to accommodate requests.