

Chairman's Message

By Julie Butler

I decided to go some place warm for a few weeks, so I missed the February meeting and feel a little out of the loop. The group forum has been relatively quiet, so I suspect with unsettled weather and busy lives, February has been a fairly slow month for flying. I will go ahead and propose Sunday, March 10 for our next fly out. Everyone should bring a suggestion for destination to the March meeting and we can vote then. There are a few events coming up. The poker

run is our chapter's only fundraiser on the books. We need proceeds from this event in order to fund scholarships and discovery flights and we will need one person to head up the planning for the event. Also coming up May 2-5 is the Southwest Section meeting in Bakersfield. Registration for the event is now open; information can be found at the following link: <http://ninetyines.net/swsbf199s/index.asp>

Please remember to share any ideas you have for events - that could be fly out locations and dates, speakers for our programs at meetings, or other events that would be fun to get involved with. See you all at the March meeting [Mar 6].

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Octogenarian Annette Orton with granddaughter Riley 5 (see minutes on page 2)

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.

Mar 6	Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering at 5:30 pm
Mar 10	Fly out
Mar 20	FAAST Safety Meeting, Santa Maria Museum of Flight, 7 pm
May 2-5	Southwest Section meeting, Bakersfield
May 10/11	Oceano Airport Celebration (see flyer)
Jul 10-13	International Conference, Bozeman, MT

Minutes of General Meeting

By Cheryl Cooney

The meeting was called to order by Grace Crittenden at 6:00 p.m. at the Spirit of San Luis Restaurant. Those in attendance (Grace Crittenden, Camille Nelson, Kathy Dannecker, Elizabeth Dinan, Ruth Holden, Cynthia Douglas, Charly Schaad and Cheryl Cooney) introduced themselves and shared stories about their flying adventures.

Guests included Ann Orton from the Inter-mountain Chapter and a UFO (United Flying Octogenarian). She is spending the winter in Los Osos with her daughter before returning to Idaho for some mountain flying. Susan Cutts, who is completing her flight training with PCF, hopes to

complete her checkride in March. She was welcomed as a new member. Elizabeth Dinan introduced her daughter, Maya, and announced her April 13 wedding.

Ruth Holden gave an update on her Lockheed and the associated summer adventures that included several unscheduled overnight maintenance stops returning to California from Kansas City.

A reminder that Sunni Gibbons, from the Santa Maria Valley 99s, will be giving a presentation about the Memorial Garden dedicated to Women Aviators located at the Santa Maria Museum of Flight. The presentation will be at the Santa Maria Public Library on Saturday, February 9, 2013. All are invited to attend this informative presentation. Tess Badrigian, a 16 year old tennis student of Kathy Dannecker, submitted an essay in support of her application for a 99s sponsored Intro Flight. After reading her letter the membership agreed that Tess should be awarded the Intro Flight. Kathy Dannecker and Camille Nelson will be the 99s liaison for the Intro Flight.

Embry-Riddle University contacted the Santa Maria Valley Chapter and asked if they would be interested in a presentation. The Santa Maria Chapter invited the San Luis Obispo Chapter to attend should the presentation become a reality. More information on the date and time will be forthcoming when it becomes available.

Elizabeth Dinan reported on the medical progress of Pat Viker, a member of the Santa Maria Valley Chapter, who is recovering from a stroke. Grace Crittenden appointed Elizabeth Dinan to purchase a flower arrangement and a card on behalf of the Chapter wishing Pat a speedy recovery. Elizabeth will submit her receipts to the Treasurer for reimbursement.

Finally, I, your humble Secretary, will be winging to S21 for the end of Winter and the beginning of Spring in the Pacific Northwest. Remember the Southwest Section Meeting in Bakersfield scheduled for May 2 to 5 and the International Conference slated for July 10 to 13 in Bozeman, MT. I look forward to seeing you all again when I return which should be in time for the April meeting.

Flying to the Bahamas and the Florida Keys in a C172

By Lakshmi Vempati

*Aruba, Jamaica, ooo I wanna take you
Bermuda, Bahama, come on pretty mama
Key Largo, Montego, baby why don't we go
Jamaica
Off the Florida Keys
There's a place called Kokomo
That's where you wanna go to get away from it
-The Beach Boys*

The song was ringing in my ears, and before I knew it I was grinning. The song has been on my mind the last 2 or 3 months, ever since the first kick-off meeting actually. But I digress.

Last year a group of pilots in the Mid Atlantic had made the trip out to Bahamas. So when my flight school started the planning for the second annual Bahamas trip, I was intrigued. The kick-off meeting was right after Thanksgiving and 12 happy pilots in 10 aircraft were willing, committed and ready for some Bahamas Mamas, kaleidoscope of oceanic hues from turquoise to deep blue, white sandy beaches, sunshine and so much more. Who wouldn't want to forsake some of the arctic freeze prevailing in the area, for some paradise in the tropics, even if only for a week?

In order to fly to the Bahamas there are some key things to plan ahead of time:

1. A User Fee Decal for the airplane that can be paid online
2. A Radio license for the airplane that can be purchased online by the owner
3. A radio license for each of the pilots who wishes to fly in the Bahamas, that can be paid online (no training required)
4. An owner authorization letter giving you permission to fly (if flying a rental aircraft)
5. An international DVFR or IFR flight plan to

the airport of entry (AOE) with customs in the Bahamas. This must be filed 60 minutes prior to departure.

6. An eAPIS account to submit the passenger manifest prior to entry into the Bahamas. This must be submitted in parallel with the flight plan with time of arrival information
7. Customs forms per person or family (same forms as can be found in international flights)
8. Arrival form for each aircraft
9. A transient form to fly to multiple airports within the Bahamas. You can get a stamp at each Bahamas airport you land at, and finally this is handed over at the airport of departure. So don't forget to make a copy or take a photo for your records
10. Life vests (and raft if you prefer) for safety

Items 1-4 have to be achieved well in advance, 2-4 weeks in advance. Although, I have been told that, it was okay to travel with payment receipts. We intended to rent the life vests at Fort Pierce, our proposed port of departure.

A total of eight aircraft were planning to travel from the Mid Atlantic region and rendezvous at St Lucie Airport in Fort Pierce, FL (FPR). Due to unfavorable weather conditions on the day of travel, only 4 aircraft managed to rendezvous on the intended day. As providence would have it, the other 4 aircraft convened the following day and departed in sequence a day later than planned to the Bahamas.

My co-pilot, Linda Knowles and I departed in our rented Cessna 172 G1000, a day later than originally planned and raced against time to make it to FPR just as the sun was setting. We covered almost 850 nm in 8.5 hours with two pit stops at Florence Airport (FLO) and Ormond Beach Airport (OMN).

On day 2, after filing our DVFR flight plan and submitting our eAPIS manifest, we were the last to depart for the Bahamas. We planned to do our customs at Freeport, before heading over to

*The Bahamas**Flynthings**The Bahamas**Flynthings**Headed for Marsh Harbor, The Bahamas**Flynthings*

Marsh Harbor for some lunch and fuel. We departed VFR from FPR, and opened our DVFR flight plan with Miami Radio. We were fortunate enough to pick up flight following with Miami Center. Initially we flew at 5500 ft, but 20nm out, started to encounter some clouds at our flight level and opted to climb to 7500 ft. After that, it was just the ocean, the sky, clouds and us for 40 nm.

We had the first sighting of land through a large hole in the clouds some 20nm from Freeport. Miami center bid us adieu and we transferred to Freeport Tower, who reeled us in to our first landing in the Bahamas. It was as simple as that. Customs were a piece of cake and before long, Linda and I were off. This time we flew across the Grand Bahamas Island direct to Treasure Cay, before turning south to land at Marsh Harbor in the Great Abaco Island. Lunch and fuel later, we

were off again. Traveling airport to airport over the Great Abaco Island, Eleuthra, Cat Island and finally to Stella Maris airport on Long Island. Our goal was to fly and land at as many airports as we could and experience the Bahamas from the air. Stella Maris Resort is the closest resort to Stella Maris airport on Long Island. As we announced our intent to land, our taxi was ready to transport us to the resort. There are no keys to the rooms here. No locks. And it was terrific to keep the double French doors open during the night to hear the waves crashing! There were no miles of white sandy beaches close to the resort, only a small one with the Moonshine bar. Daily activities are offered by the resort such as day trips to the nearby Deal Beach, diving, and snorkeling cruises. For exploring the island you can rent a car, and that is what Linda and I did the following day. There is only one main highway. Directions were



The Bahamas

Flynthings



Onwards to Stella Maris

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Key West Sunrise

Flynthings



Key West: Do you see it?

Flynthings

poor and street signs rarely in sight and it is extremely easy to get lost, Linda and I can attest to that! We did manage to make it to Dean's Blue Hole, the deepest hole in the world at 660ft. An alternate resort, just 7km south of Stella Maris, is the Santa Maria resort that has a beautiful white sandy beach and a dirt strip.

Day 4 dawned bright and clear. Linda and I set off after breakfast. This time tracing some of the most beautiful and exotic islands of the Bahamas: The Exumas. The shades of blues were ineffable. So much beauty abounds, that mere words do an injustice to describe all the emotions that ripple through you when presented with so much pulchritude. We landed at Nassau this time to do our exit customs and the return journey to the States. Our plan was to fly to Key West and use

that as our port of entry. This meant traveling almost 200nm over the ocean with no land in sight. This provided some extreme lessons in instrument flying. It was hard to tell where the sky ended and the ocean began. With no ground references, we had to rely solely on our instruments to show us the way home.

Over eight days, Linda and I traveled from the Mid Atlantic to Florida, over the Atlantic Ocean to the Bahamas, flying over the Grand Bahamas, The Great Abaco, Cat Island, Long Island, The Exumas, and Andros Islands before returning home via Key West, Ormond Beach, FL and St Simons Island, GA. We covered more than 2500nm, dashed through 5 states (VA, NC, SC, GA and FL), and flew over several of the Bahamas islands. The shades of blue we saw, we have never seen them before.

Nothing can replace the experiences we gained: rain, snow, strong winds and IMC conditions provided delays and discussions on weather decision making; plenty of instrument flying across miles of ocean from Nassau to the Florida Keys; actual IMC flying from Key West back to Fort Pierce; racing against Nemo and knowing when to call it quits; and making it safely back home.

There are 29 islands and 57 airports in the Bahamas. Linda and I barely scratched the surface. There is plenty to do and see out there. I hope to make it back there again one day!

The complete day-by-day recount of this incredible adventure can be read on my personal blog:

<http://flynthings.wordpress.com/the-bahamas-adventure/> .

More photos can be viewed here:

<http://goo.gl/ahmy4>

Tips from the Tower

By Ellen Banakis

Information from FAA regarding possible sequestration

To prepare for the possibility of a budget sequestration on March 1, 2013, the Federal Aviation Administration (FAA) is making plans to reduce its expenditures by approximately \$600 million for the remainder of Fiscal Year 2013.

Among the changes they are considering are furloughing the vast majority of 47,000 FAA employees for approximately one day per pay period; closing over 100 air traffic control facilities; eliminating the overnight shift at over 60 facilities; and reducing preventive maintenance and support for all air traffic control equipment. All of these changes will be finalized as to scope and details through collaborative discussions with our users and our unions.

The FAA will begin furloughs and start facility

shut-downs in April. You can read more about this process on the FAA website (www.faa.gov).

Both San Luis Obispo Tower and Santa Maria Tower are not on the list of the 100 air traffic control towers the FAA is considering closing.

New Term for Lifeguard Aircraft

The term Lifeguard is being replaced by the term MEDEVAC. The previous MEDEVAC meaning has been removed. Because of the priority afforded air ambulance flights in the ATC system, extreme discretion is necessary when using the term "MEDEVAC." It is only intended for those missions of an urgent medical nature and to be utilized only for that portion of the flight requiring expeditious handling. When requested by the pilot, necessary notification to expedite ground handling of patients, etc., is provided by ATC; however, when possible, this information should be passed in advance through non-ATC communications systems. Civilian air ambulance flights responding to medical emergencies (first call to an accident scene, carrying patients, organ donors, organs, or other urgently needed lifesaving medical material) will be expedited by ATC when necessary. When expeditious handling is necessary, use the call sign "MEDEVAC" followed by the aircraft registration letters and numbers in radio communications.

Keep Sending Your Photos

By Charly Schaad

Thanks to all of you who sent us your favorite aviation photos. We currently have a backlog of a couple of photos that we'll keep posting here in the upcoming Slipstream issues. But to make it to the end of the year we need even more photos.

So, please keep sending us your photos. Send them to:

slipstream.slo99s@gmail.com

The Friends of Oceano Airport present...

OCEANO AIRPORT CELEBRATION

MAY 10-11TH, 2013

Friday May 10th, Beach Burger Fry & Dance

5:30-9:30 p.m. Featuring...

\$10

San Luis Jazz Band

Saturday, May 11th 8:30 a.m. to 3:00 p.m.

CELEBRATION DAY
A SALUTE TO VETERANS

Help those serving our country: Bring items to donate for troop care packages: protein bars, jerky, trail mix, hard candy, canned meat, black socks, baby wipes, cup of noodles. We are collecting items for distribution to our troops overseas.

Static Displays, Live Music, Lions Club Pancake Breakfast, Elks Tri-Tip Lunch, Camping on Field,

Oceano Fuel: Wheel of Fortune discount.

Lodging discount: Pacific Plaza Resort.

Free Children's Activities.

<http://www.FriendsofOceanoAirport.com>

Oceano, CA

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