

## Chairman's Message

By Julie Butler

It seems as if I just sat down to write the message for the April installment of the Slipstream. But another month flew by and I'm not really sure where the time went. With people preparing for check rides, everyone planning for the Poker Run on April 28th, and personal commitments there have not been many opportunities for socialization this month. That will change soon with the fly out to Delano on Saturday,

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Montana in July: Flight between Great Falls (GFT) and Kalispell (GPI) (photo sent in by Camille)

## 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.

April 28	Poker Run
May 1	Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering at 5:30 pm
May 2-5	Southwest Section meeting, Bakersfield
May 10-11	Oceano Airport Celebration (see flyer on last page)
Jul 10-13	International Conference, Bozeman, MT

April 20th. Hopefully there will be several planes in attendance to eat the rumored superb food at the Aviator Casino [see report on page 5].

The following weekend, we have an opportunity to get together again for the Poker Run. This is our one fundraising event of the year and the more participants, the more we will have available to offer discover flights and scholarships to female pilots. So, invite anyone you know to participate. This would be a great event for students to join in, as they will get to land at 5 different airports in a short time.

Several days after all this fun, we get to party together again at The Spirit of San Luis for our May meeting. Start thinking about what part you would like to play in the club for next year. This next meeting is your chance to put your hat in the ring for an opportunity to serve as an officer beginning in July. This is a great way to get more involved with airport activities, encourage more women to fly, and influence which activities the club participates. Until then, happy flying!

## Minutes of General Meeting

By Grace Crittenden

[April 3, 2013] The meeting started with happy hangar chat. Maya Dinan is getting married 4-13-13 and Ellen Banakis' daughter, Renee is also getting married in June. She is finishing medical school and has matched to a residency at the University of Colorado. Niki Weinold was introduced. She is a student at PCF and already has 35 hours.

Cheryl Cooney has the Poker Run all organized for May 18 [moved to April 28 in the meantime, the ed.], with a rain date for May 19. There will be 5 stops. She has the promotion arranged. We are anticipating 30 lunches, with donated salads and desserts, and the charge will be \$15. Susan Cutts volunteered to coordinate the barbeque.

Julie Butler announced that her friend landed his glider here 2 weeks ago after starting at Byron. Susan Cutts has her check ride scheduled for Saturday. Julie Butler is working on her instrument rating. Camille Nelson is keeping record of all Air and Space qualifying activities. The fly-out this month will be to Delano (DLO) on April 20 [see Cheryl's report of the fly-out on page 5, the ed.]. Ellen Banakis told us that John Malizia will be back in the tower. His appeal was upheld after one year. He will receive all his back wages as well. Finally, it was moved and voted that Cheryl Cooney will be our delegate to the Southwest section Meeting in May.

### Request for More Photos

By Charly Schaad

This is my monthly reminder to send me your favorite photos. This month we're publishing two photo contributions by Camille from a flight near Great Falls and one from one of my own flights in Switzerland.

Please keep sending us your photos for our upcoming issues this year. Send them to:  
[slipstream.slo99s@gmail.com](mailto:slipstream.slo99s@gmail.com)



*Pathway through the clouds – over the Mission Mountains – Great Falls (GFT) to Kalispell (GPI) (photo sent in by Camille)*

## Renewing Your Medical With MedXPress

By Rene Schaad

Since last October, it is incumbent upon every pilot who applies for or renews a medical to use the FAA's MedXPress web site on <https://medxpress.faa.gov/> to pre-fill the electronic version of the FAA Form 8500-8. If you're like me, you'll have a lot of "but-what-if" questions. From how to deal with pre-existing

conditions to how many days before the exam you can start filling out the electronic form. Many, if not most, of those questions are answered in a recording of a very informative AOPA webcast that was broadcast on Dec 19, 2012. It consists of a presentation of about 30 minutes, followed by a 30 minute Q&A. Listening to this recording will allow you to sail through MedXPress more easily. You must have an AOPA member number to sign in. To take a listen, go to:

<https://goto.webcasts.com/starthere.jsp?ei=1011670>

## Tips from the Tower

By Ellen Banakis

### Surface Painted Holding Position Signs

Pilots at SBP have seen an addition to the surface of taxiways as you approach the runway. Here is a little information about the new markings: At airports with operating airport traffic control towers, runway holding position markings identify the location on a taxiway where a pilot is to stop until clearance is received to proceed onto the runway. Surface painted holding position signs have a red background with a white inscription and supplement the signs located at the holding position. This type of marking is normally used where the width of the holding position on the taxiway is greater than 200 feet (60m). It is located to the left side of the taxiway centerline on the holding side and prior to the holding position

marking.

### Latest on Sequestration and Federal Contract Towers

The following was taken from Government Executive website regarding the delay of the closure of the Federal Contract Towers (FCT) on April 7th. Currently the FAA is still planning to close the 149 FCTs on June 15th unless alternative funding is found.

Facing lawsuits, complaints and planned picket lines from air traffic controllers, the Federal Aviation Administration on Friday announced it is delaying the plan announced in March to close 149 contract airport towers as part of the agency's \$637 million in across-the-board budget cuts under sequestration.

By delaying the closures from April 7 to June 15, the FAA plans to "attempt to resolve the multiple legal challenges to the closure decisions" and continue consulting with airports and operators



*Charly's lonely piston powered Arrow shortly after sunset, parked across a line of turbines at the mountain airport of St. Moritz/Samedan, Switzerland*

and review “appropriate risk mitigations,” it said in a press release.

FAA Administrator Michael Huerta said, “We will continue our outreach to the user community to answer any questions and address their concerns about these tower closures.”

About 50 airport authorities and other community members have expressed interest in funding their towers locally by joining the FAA’s non-Federal Contract Tower program, an option FAA can help accomplish, the agency said.” (Clark, Charles. “FAA Delays Sequester-Related Closure of Contract Towers.” Government Executive. 05 April 2013.)

[News update: On April 27, after a vote in Congress to allow more flexibility in applying sequestration cuts, the FAA stated that it had suspended all employee furloughs and that “the system will resume normal operations by Sunday evening”, the ed.]

## The Delano Angel

By Cheryl Cooney

Does he exist? What a day for a flyout. Delano was the destination. The weather was perfect if you ignored the bumps and the Aviator Casino Café right off the Delano airport parking area has excellent food. On a beautiful Saturday April 20th three aircraft from the Central Coast departed in late morning for Delano. I took my favorite copilot, Mitch, Grace and Elizabeth flew in Grace’s beautifully restored 172 and two very fun folks, Tom and Patti Lynn, from Santa Maria rounded out the group in their 182.

I was the first to arrive at Delano. Deserted only half describes the airport. Even the Airport Admin building was closed. The three of us parked on a ramp devoid of any other aircraft. Although the airport has a beautiful runway, self-serve fuel and ample restrooms, human inhabitants, with the exception of three practicing aerobatic aircraft, were not in existence.

The lunch we had was delightful. If you are looking for a place with good food and an extensive menu, Delano has to be on your short list for \$100 hamburgers. The lunch conversation was all about, as can be expected, flying. After a lunch, served by a very attentive waitress, we headed back to our aircraft for return to the Central Coast. At start-up, Grace’s plane would not start. After a couple of tries it appeared that the battery had retired. Just as Grace and Elizabeth removed their headsets and prepared to exit their now sick bird, a small pickup drove across the ramp. Grace approached the occupant who had just opened his very well stocked hangar. There was no aircraft therein, only a classic totally pampered Corvette, a motorcycle and several bicycles. Bill, as we learned his name, informed us that he had been on the Delano aerodrome for over 42 years.

For the next two hours, Bill worked to bring Grace’s aircraft back to life. With skill and a knowledge possessed by few, Bill removed Grace’s cowling and its dozens of fasteners. Mitch and I waited to leave for home to ensure that Grace and Elizabeth would not become transient residents of Delano, but after Bill’s successful efforts we all taxied for return to SBP.

When your luck appears to be running on empty, fate steps in. You don’t have to believe in fate because it believes in you and will somehow find you and stand by you when you need it most. Delano on that particular Saturday was devoid of people, aircraft or anything moving. In retrospect it was almost eerie. If you reflect, Bill only existed in concept. He had no reason to be at the airport: no friends met him there and he had no airplane of his own that he came to attend to. Why would this skilled individual open a fully equipped hangar only feet away from Grace’s stricken plane? If you were to travel to Delano, I doubt that you could ever run into Bill (I also doubt that his overly neat hangar even exists). He was sent from the cosmos to aid a stranded fellow traveler. Bill was a figment of our collective imaginations, there in a time of need: an angel.

The Friends of Oceano Airport present...

# OCEANO AIRPORT CELEBRATION MAY 10-11<sup>TH</sup>, 2013

**Friday May 10<sup>th</sup>**, Beach Burger Fry & Dance

5:30-9:30 p.m.      Featuring...

\$10

**San Luis Jazz Band**

**Saturday, May 11<sup>th</sup>** 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**

**CTAF 122.7**