

Chairman's Message

By Grace Crittenden

Winter flying is the best! The air can be crystal clear. As they say, the closer the rain the clearer the air. The cloud formations can be remarkable. The planes love the dense cool air and perform at their best. The scenery is even more beautiful with the shadows created by the sun being low on the horizon throughout the day. When there is

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Christmas party at Louise's place on December 13 (member photo submission)

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.

Jan 8	Chapter Meeting at the Spirit of San Luis at 6 pm, social gathering, 5:30
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snow in the Sierras, it is amazing to see the mountains when you are hundreds of miles away. The desert destinations are beckoning. The fog is gone from the coastal airports. With so many wonderful places to go, it is definitely time to log some flight time. We have a new year ahead of us with lots of opportunity for flying and adventure. With the holidays behind us, it is time to get started!

Since Wednesday, January 1, is an official holiday, our next chapter meeting will be the following Wednesday, January 8.

Until then – Wishing you blue skies, tail winds, and Happy New Year!

Tips from the Tower

By Ellen Banakis

Intersection Departures and Wake Turbulence

For departures from San Luis Obispo Airport's main runway, only Runway 29 at Taxiway Lima intersection is not considered an intersection for wake turbulence purposes. The following information is taken from the Airman's Information Manual, Chapter 4, regarding intersection takeoffs and wake turbulence requirement for intersection departures: Controllers may initiate intersection

takeoffs as well as approve them when the pilot requests. If for ANY reason a pilot prefers to use a different intersection or the full length of the runway or desires to obtain the distance between the intersection and the runway end, THE PILOT IS EXPECTED TO INFORM ATC ACCORDINGLY. Controllers will issue the measured distance from the intersection to the runway end rounded "down" to the nearest 50 feet to any pilot who requests it. An aircraft is expected to taxi to (but not onto) the end of the assigned runway unless prior approval for an intersection departure is received from ground control.

Pilots should state their position on the airport when calling the tower for takeoff from a runway intersection.

Controllers are required to separate small aircraft (12,500 pounds or less, maximum certificated takeoff weight) departing (same or opposite direction) from an intersection behind a large non-heavy aircraft on the same runway, by ensuring that at least a 3-minute interval exists between the time the preceding large aircraft has taken off and the succeeding small aircraft begins takeoff roll. To inform the pilot of the required 3-minute hold, the controller will state, "Hold for wake turbulence." If after considering wake turbulence hazards, the pilot feels that a lesser time interval is appropriate, the pilot may request a waiver to the 3-minute interval. To initiate such a request, simply say "Request waiver to 3-minute interval," or a similar statement. Controllers may then issue a takeoff clearance if other traffic permits, since the pilot has accepted the responsibility for wake turbulence separation.

The 3-minute interval is not required when the intersection is 500 feet or less from the departure point of the preceding aircraft and both aircraft are taking off in the same direction. Controllers may permit the small aircraft to alter course after takeoff to avoid the flight path of the preceding departure.

The 3-minute interval is mandatory behind a heavy aircraft in all cases.



HONEY NUT BREAD

Put in bowl:

1-1/2 cups sliced dates
 1 cup boiling water
 2 Tbsp shortening
 2/3 cup sugar
 1 tsp salt
 1/2 cup liquid honey
 1 tsp vanilla

Stir until blended and cool.

Add:

1 large egg
 1 tsp soda
 2 cups flour

Beat well, add 1 cup chopped nut meats.

Pour into a well-greased loaf pan. Bake in a slow oven 1 hour and 15 minutes or a little longer if necessary.

Lois Bradshaw

Recipe from the Monterey 99s Chapter's Cook Book from 1970

Oh, come, little photos!

By Charly Schaad

Kathy provided us with a couple of awesome photos from Saba (Caribbean), the world's shortest commercial landing strip (this page), and from Page and Lake Powell, AZ with its breathtaking scenery (next page). The latter photos are from their trip to Longmont, CO for some hiking at Rocky Mountain National Park. We love to be able to share with you some of the smaller and greater aviation-related adventures our members experience.

Please send us your own aviation related photos! Send them - including a one-line caption - to:
slipstream.slo99s@gmail.com

The world's shortest commercial runway (1300') on Saba Island in the Caribbean. The X on the runway means that it is closed to everyone except for one approved commercial operator.

