



The Leader In Recreational Aviation



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FAA Safety BRIEFING
November/December 2018
Your source for general aviation news and information

Birds of a Different Feather

The Experimental Experience p 9 Ride the Lightning p 14 Flying Light p 22

Federal Aviation Administration faa.gov/news/safety-briefing @FAASafetyBrief

[Click Here](#) to read the Safety Briefing





PRESIDENT'S PERSPECTIVE



I would like to take this opportunity thank all members for their support in implementing a successful 2018 Chapter program and wish everyone best for the holiday period and the new year.

2018 was a busy year with regular monthly Chapter meetings on a varied number of topics including guest speakers from Truckee Tahoe on Airport Mountain flying, the Cal

Poly Aeronautical Department on design of composite aircraft, safety and technical briefings by our safety and technical officers, working on a T Craft restoration project etc. We also visited a Cozy experimental aircraft construction project, implemented several young eagle's events, hosted a Lancair Aircraft fly-in, and supported a Mooney fly-in.



During the past month we sponsored: (1) a breakfast for Young Eagles and their parents on Nov 3, as a follow-up to our Young Eagles flights in May (see following write up in the Newsletter), and (2) a member Xmas party at the Air Terminal on Dec. 2, which included a silent auction that generated several hundred dollars for our Chapter treasury (see following write-up).

Chapter Officer Elections: We held nominations for two-year terms for President and Vice President of the Chapter. The President elected was Dave Fretwell, and the Vice President is Kendall Pearson.

2019 activities: We look forward to a busy 2019 with more special speakers, perhaps supporting another type club fly-in, another Young Eagles event (tentatively scheduled for May), perhaps organizing quarterly fly-outs to selected airports, etc. Our January meeting will focus on developing an overall schedule and plan for 2019 Chapter activities.

Membership Alert: 2019 Membership dues of \$20 for 2019 are due for all adult members January 1. Please send your check to Dale Ramey at 7460 Pinal Ave, Atascadero, 93422 or bring the funds to our January 16 meeting. Note that Young Eagle members retain their free Chapter and National membership until they are 18 years old.

I look forward to working with members on a successfully 2019 !!!!

MEETING MINUTES

No meeting held last month

YOUNG EAGLES BREAKFAST NOVEMBER 3, 2018

On November 3rd the local Experimental Aircraft Association (EAA) Chapter 465 hosted a Young Eagle pancake breakfast at Paso Robles Airport. The event was attended by over 40 YE's and their parents. They were treated to sausage and pancakes in the hanger of local EAA pilot Tina Nelson and hosted by many members of our local Chapter. After the feast, presentations were made on many fields of aviation including flying for fun, maintenance careers, civilian and military options for pilots, CALFIRE operations and Highway Patrol aviation. Participants were able to view general aviation aircraft, helicopters, and experimental aircraft and interface with their owners and operators. There was a lot of good career and aviation information presented and the event was well received by adults and children alike with lots of smiles. We hope to make this a yearly event and thanks to members of our local chapter for all the effort in making it possible as well as Tina for providing the venue and the CALFIRE/Highway Patrol members for their participation. *The Chapter expresses its thanks to Bill Siegel, the Chapter Young Eagles Coordinator who spends considerable time making sure the Young Eagles program is a success!!!*



RIGHT SEAT PASSENGER COCKPIT MANAGEMENT

When is the right seat occupant more than just a weight and balance factor? We all know the various types of right seat occupants. Some just plain don't want to be there. Some just want to get to the destination. Others enjoy the views, but are uneasy with the unknowns at altitude. And so on. But then there are the right seaters who want to be actively involved, especially if the PIC encourages it. My wife is one of those. Here's how she contributes to her enjoyment of our Mooney and to the overall safety of each flight. Like the movie *One Six Right*, "This is a love story".

During PreFlight

Of course I perform a thorough pre-flight on my Eagle before and/or after each flight. My right seater takes her own look on her **walk-about** as well. (Yes, I have been influenced by the Australian Mooniacs). On one occasion, she found the first bird's nest ever deep inside our engine cowling during a 2 night stay in Prescott, Arizona. She's found tiny blue streaks under the wings and oil drippings as well as an occasional popped Camlock. She wipes off suspect oil or grease spots, informs me, and then checks to see if there are new spots upon landing. She's involved and learns more about our Eagle every pre-flight. We recently had our vacuum systems removed, and she was asking our mechanic questions about our Mooney. She's seen enough over the years that I am confident she will spot anything amiss that I might have overlooked. Of course, that never happens. Ha!



Pre-Takeoff

I have the checklist for our pre-flight run-up, etc., but she has her own as well. She runs her fingers over all the circuit breakers... checks the oil pressure and oil temp. She will never let me start the run-up on a cold day until the oil pressure and temp are appropriate. Is all this redundant? Sure, but we are all human and redundancy is a good thing when flying airplanes. If she feels a little roughness while doing the mag check, she vocalizes it. I then retest it.

At a Class C airport, she independently writes down our clearance. Once in a blue moon, I might transpose a radio frequency and read back incorrectly. She sees my pad and corrects me before I do the readback. Again, harmless stuff, but a very cool backup. She's involved.

Departure

Once aloft, when departure gives us a heading, she's aware of it as I bring the Eagle around. If she does not detect that I am beginning to roll out on the heading, she'll say something like "Did you want to roll out on heading 180°?" She's better than my STEC-55 for altitude and heading information... Ha Ha.

All the while she is looking for traffic on our ADS-B equipped GTN750. I told her it's more valuable for her to look outside the cockpit for real traffic. With her 20-20 eyesight, she detects traffic that sometimes is not on the GTN750. It makes her feel safer... it makes us safer...



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Enroute

My right seater is as good as I am at spotting traffic; sometimes she's better. It's hard to see a small GA airplane at 5 miles, but for her. Sometimes, we play "who can spot the traffic first". It's in the name of being just a tad safer. Two sets of eyes on traffic better than one.

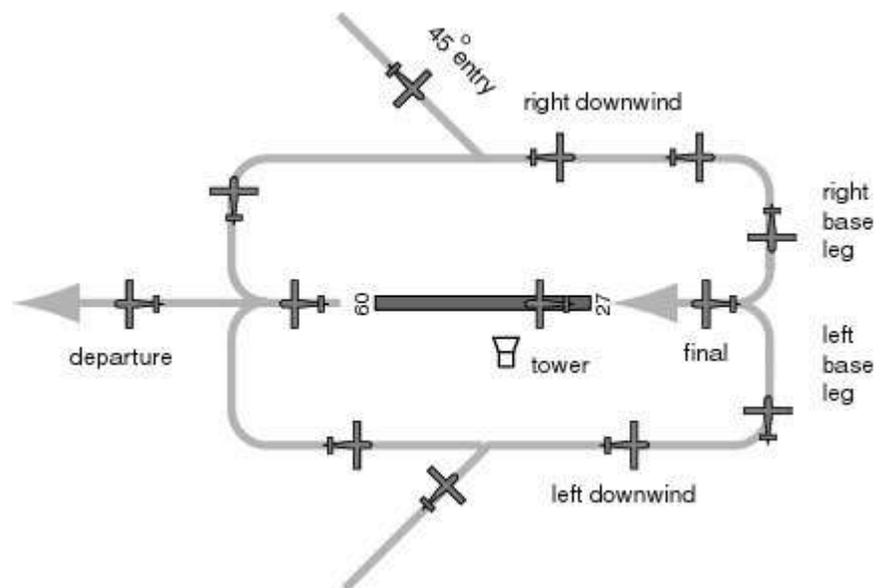
Another fun game we play is "Where would we land right now if engine stopped?" This came up the first time one afternoon when we were flying the Grand Canyon from Lake Mead to Lake Powell. We were looking down at the amazing spectacle of the Grand Canyon (a view afforded only to GA pilots). She asked, "Where would we land if we lost the engine now?" I thought for and told her, "We would enjoy the view down". Now every once in a while, one of us will ask the other, "Engine out, where would you land?" We compare our choices and discuss the pros cons. I cheat now that I have ForeFlight showing me our glide distances in every direction based on wind and terrain.

We have a top of the line JPI engine monitor and she knows what all the EGTs and CHTs look like in cruise and notices a "delta" when the data is askew.

She is also very "fuel aware". She hates it when the annunciator light goes on for a tank reaching 9 gallons. She wants me to switch tanks before the light goes on. She does not like an illuminated warning light – ever. The point being, I will never run out of fuel with such an involved "backup fuel annunciator".

Arrivals

In VFR, there are always options for pattern entry and runway selection. She's terrible with math, but enjoys figuring out the favorable runway. She's learned to listen to CTAF to hear runway in use at uncontrolled fields. next challenge is which pattern entry is best. Over the years, she has figured that most of the decision is the direction we are entering from, but knows it's also based on the level of traffic in the pattern. Aware that the is the most preferred entry for most pilots, that's her default. But she likes straight in if we are aligned. Often at home field in Paso Robles, we enter pattern from the opposite side. She likes the midfield entry and turn to downwind. My point is, we talk about the pattern entry and compare notes sometimes. She's learning right of way, although she realizes my philosophy is that I give way to all other aircraft unless we are talking to each other.



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Emergency Practice

Years ago, I made my right seater an Emergency Checklist. She does not want to become a pilot, but is interested in being prepared. You know the drill: 1) Fly the Plane straight and level, 2) Set the Transponder to 7700, 3) Set the Comm to 121.5, etc. It also includes how to set a DIRECT TO to any airport on the GTN750. So once in a while, I simulate loss of consciousness, which she claims is easy for me to do. She goes through the checklist, switches to 121.5 and calls ATC. I play the role of ATC. She informs ATC that I am unconscious, that we have X gallons of fuel, etc. ATC vectors her to a suitable airport. She always asks for a close one with a long runway. ATC gives her the identifier and she enters it into the 750. She's done it enough that it's almost routine. Of course, it's a simulation and nerves are not frayed, but it is becoming muscle memory for her. That's valuable for the safety of our flight.

She always asks for a long straight in as she hates doing turns in the pattern. I think this is good. She's assertive like a PIC, even though she's not a pilot. She was a cop in her career, so she handles emergency situations with lots of composure. I hope this never happens, but she's trained and ready. A nice backup.

Could she land the Eagle? I doubt it, but I think she can get it on the ground and walk away.

Summary

A second set of eyes on a pre-flight inspection... a second set of eyes and ears on the run-up... a second set of eyes for traffic in all phases of flight... seeing/hearing/smelling/feeling something amiss in the cockpit... emergency training.... These all add up to two key things: 1) Redundancy and Backup and 2) A more Involved and satisfied right seat flyer.

Referring to Bruce Jaegar's article on Cockpit Overload, I hope it never happens to me or anyone else, but if it does, having an involved right seater could tip the scales in your favor. Could happen.

Han Solo had Chewbacca and I have Linda!



FAA APPROVED

MOONEY M20C

EMERGENCY OPERATIONS & PROCEDURES

In case of engine fire, turn cabin heater off.

Turn carburetor heat FULL ON if icing conditions are inadvertently encountered.

WARNING: A discharged storage battery may prevent the gear from fully extending by electrical power.

EMERGENCY GEAR-EXTENSION

To manually extend the landing gear:

1. Pull landing gear actuator circuit breaker to OFF position.
2. Place gear switch in DOWN position.
3. Push handcrank engage lever forward to engage drive mechanism.
4. Crank handcrank clockwise to fully lower the gear. The gear is down-and-locked when the green light comes on. In case of electrical malfunction, check the visual gear-down indicator marks for alignment.

CAUTION: Do not attempt to manually retract the electric landing gear.

WARNING: Do not operate landing gear electrically with handcrank engaged.

EAA Chapter 465 Christmas Party

This year we moved the Christmas Party to the Airport Terminal in the upstairs Observation Area and it proved to be a great choice. We had floor to ceiling windows to watch all of the airport operations during the party. Phil & Linda Corman hosted the event this year, after years of Dave and Jan hosting it at their home out at Heritage Ranch. The party began at 12:30 with finger foods, Paso Robles wines, and 805 Paso Robles beer.

Instead of having a gift swap, as we have done in past years, it was decided that we'd have a Silent Auction with all the proceeds going to the Chapter Treasury. Items spanned the spectrum from renting the Fretwell's condo in Breckinridge, a Keurig coffee maker, Historic Aviation books, a Lamp built from an aircraft cylinder, and much more. The Chapter added \$400 to the treasury.

Then we moved onto Tall Airplane Stories. Jan Fretwell kicked off with her tale of their trip to Death Valley with the Cormans, followed Jhonny Via tale, and then Ralph Herman. Everyone had a good time listening and enjoying the stories. Ralph had historic pieces from the Hollywood & Vine Post Office, collectors items.



CLASSIFIED ADS

Zenith Zodiac 601HDS Home Built **REALLY CHEAP FLYING!**

97% Complete, never flown, Taildragger.
Alum. Fuselage, wings & tail, Fiberglass cowl.
Bubble canopy, 2 seater, dual controls.
Upholstered seats & interior.
Primed inside & out, ready for paint.
Vortex Generators – Wings & Tail
Engine – Subaru Stratus, 100 HP /3.5-4 GPH
Installed & Running. 16 gal. Fuel tank
Prop – Warp ground adjustable 3 blade.
Panel – Dynon 10, interfaced with Garmin 295 GPS, PTT
intercom, remote compass, electric trim,
Radio, Transponder, ELT, antennae installed.
Engine group, including Tach, Water Temp, Amps,
Elec. Fuel Gauge. Clock, Circuit breakers.
Strobes, Exterior Position lights.
Predicted Performance – 120 MPH
Climb – 13-1500 F/M, Stall 42 MPH.
Hangared – PRB, CA – 805-215-5785
\$30,000



Young Eagle Dreams



EAA MEMBER BENEFITS

- EAA Insurance - Aircraft, Non-Owner, Renters & Personal
- EAA Aircraft Financing
- EAA Flight Planner
- Discounts on FAA written tests at LaserGrade
- EAA credit card 10% savings from Aircraft Spruce
- You can save 'hundreds – even thousands – of dollars' on your next Jaguar or other Ford car
- You can buy your John Deere Tractor for less money
- EAA has discounts for Hertz and Enterprise car rentals

Interesting EAA Chapter Web Sites

EAA Chapter 1 at Flabob www.eaach1.org

EAA Chapter 7 at Long Beach www.eaa7.org

EAA Chapter 14 at San Diego www.eaa14.org

EAA Chapter 1000 at Muroc www.eaa1000.org

EAA Chapter 170 @SLO www.eaa170.blogspot.com

Paso Robles Airport: www.pasoairport.com



EAA CHAPTER 465

MEMBERSHIP APPLICATION/RENEWAL

Chapter membership dues are \$20/yr. Please help us to verify your personal info.

Members with e-mail will receive the chapter newsletter via e-mail for their review.

Members without e-mail can receive copies of the newsletter by mail or at the meetings.

Return the completed form to the Chapter Treasurer, or any Chapter Officer.

Name: *(Please Print)*

Address *(Number, Street, City, State, Zip)*

Email

Home Phone

Cell Phone

Work Phone

EAA National Membership #

Expiration Date *(MM/YYYY)*

FAA Ratings

Student

Glider

Tailwheel

CFI

A&P

Light Sport

ASEL

Seaplane

CFII

IA

Private

Multi

Instrument

Avionics

Commercial

Rotocraft

Other

ATP

Aircraft Project Underway

I need help in:

Selection Design Construction Other

Aircraft Now Owned

Newsletter: I prefer to receive my newsletter via e-mail , printed via U.S. mail , or at meeting

Special Skills *(That might be helpful to members)*

Payment Enclosed \$20.00

Make checks payable to **EAA Chapter 465**

Please mail this form with payment to:

EAA Chapter 465, c/o Dale Ramey
7460 Pinal Ave, Atascadero, CA 93422

Or bring with you to any Chapter meeting

<http://www.eaa465.org/site/index.php>

