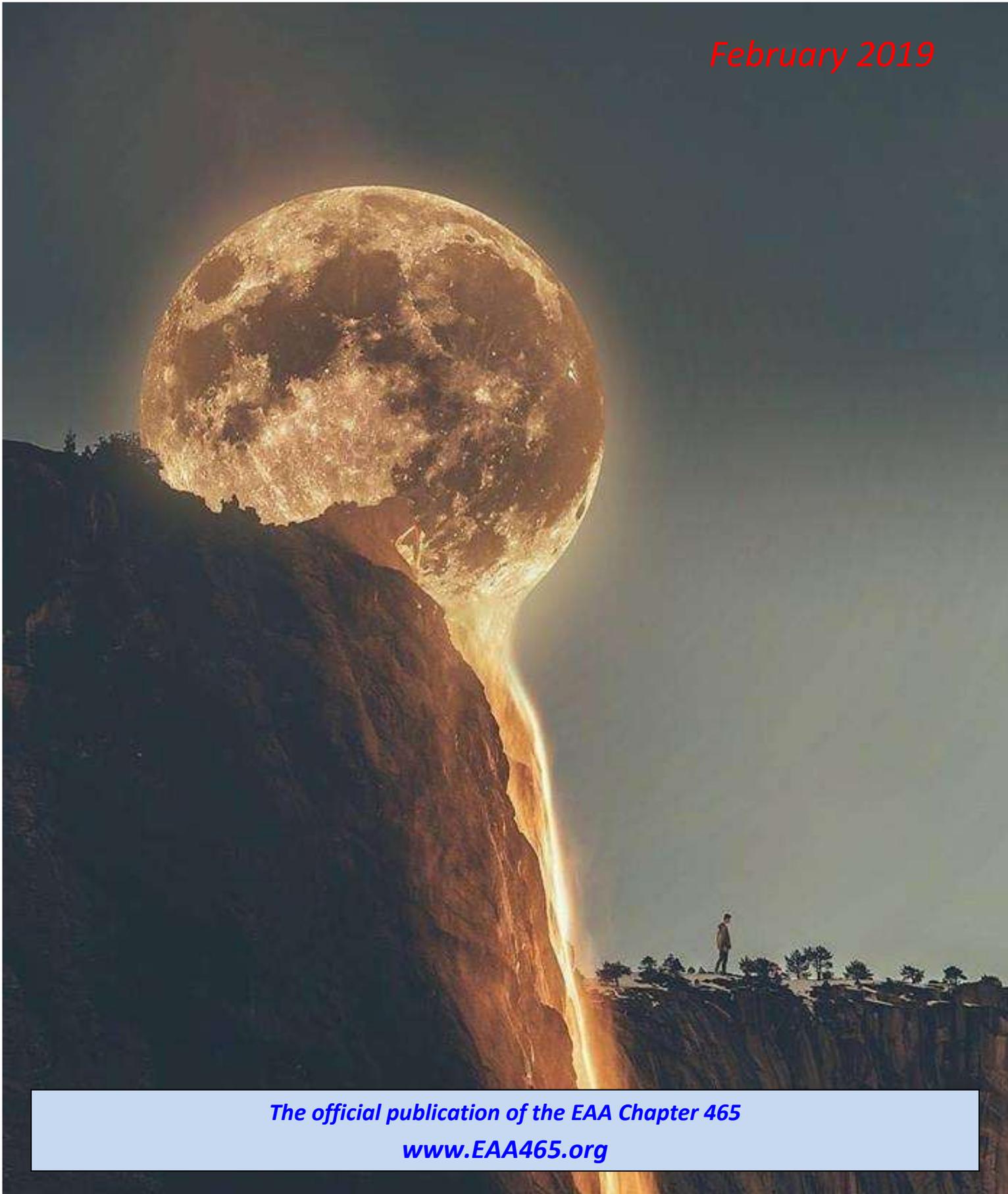




*The Leader In Recreational Aviation*



*February 2019*



*The official publication of the EAA Chapter 465*

[www.EAA465.org](http://www.EAA465.org)

## INSIDE THIS ISSUE

President's Perspective	Dave Fretwell
Minutes of Last Meeting	Dave Fretwell
GA Changes from 2018	Jim Price
Program on Aeronautical Decision Making At February Meeting	David Muzio
Report on EAA Bootcamp in Flabob	Dave Fretwell
EAA Benefits	
EAA Chapter Member Application	

### CHAPTER OFFICERS

**President:** Dave Fretwell

[eea465@sbcglobal.net](mailto:eea465@sbcglobal.net) 703-606-0865

**Vice President:** Kendall Pearson

[Kendallflies@gmail.com](mailto:Kendallflies@gmail.com), 408-205-3878

**Treasurer & Membership:** Dale Ramey

[mdramey360@yahoo.com](mailto:mdramey360@yahoo.com) 805-466-3684

**Secretary:** Steve Allen

[steve@connecthomeloans.net](mailto:steve@connecthomeloans.net) 805-674-6608

**Technical Advisors:** Joel Marketello

[jam0552@msn.com](mailto:jam0552@msn.com) 206-769-8839

**Flight Safety Advisor:** Rod Dykhous

[n441rd@hughes.net](mailto:n441rd@hughes.net) 805-434-2748

**Young Eagles Coordinator:** Bill Siegel

[bugsluke@yahoo.com](mailto:bugsluke@yahoo.com) 805-221-5669

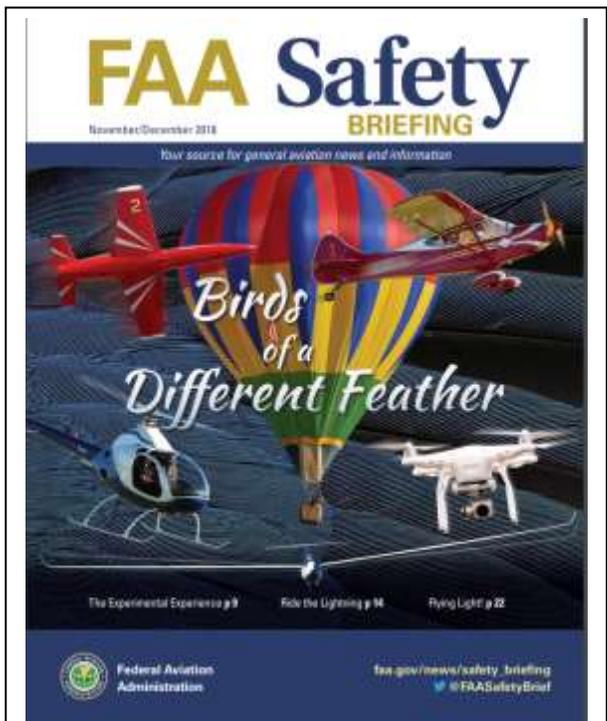
**Board Member/Director, Newsletter Editor**

**Phil Corman**, [philcorman@hotmail.com](mailto:philcorman@hotmail.com)

[philcorman@hotmail.com](mailto:philcorman@hotmail.com) 805-769-8750

**Board Member/Director:** Darrell Radford

[r40radford@gmail.com](mailto:r40radford@gmail.com) 805-238-2509



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





## PRESIDENT'S PERSPECTIVE



• Special Program/Speaker at our Feb. 13 meeting: the topic will be “Aeronautical decision making and interacting with the Safety Board after an accident”. The speaker will be Mr. David S. Muzio worked for the National Transportation Safety Board for 12 years before retiring with 20 years of federal service, and has conducted or supervised over 2,500 investigations (see following more detailed announcement)

- Flabob Airport (Riverside CA) EAA Team Leader Event January 25. Gordon Heinricks and I and flew down for this event which was attended by over 60 chapter members from 5 States. This is the site of the first EAA Chapter- #1. We appear to already be doing some good things based on EAA recommendations, but we got lots of additional and new ideas about how to:
  - grow our Chapter with new adult and youth members, ○ new ideas for programs at monthly meetings, ○ chapter promotion,
  - generate funds that can be used to promote aviation in N. County, and
  - alternative ways to communicate with the public, potential new adult and youth members, and our own chapter members.

There are too many things to list here so we will report on them at our Feb 13 meeting and see if we can discuss and plug some into our 2019 Chapter Program.

- Annual Copperstate AZ fly in Feb 8-10 <https://www.copperstate.org>. I cannot go because I will be working in Pakistan but recommend this event highly – I attended last year, a nice 2-hour flight puts you at the airport.
- Membership Alert: Just another reminder that our 2019 Membership dues of \$20 for 2019 are were due for all adult members in January. If you have not already done so please send your check to Dale Ramey at 7460 Pinal Ave, Atascadero, 93422 or bring the funds to our Feb 13 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 to help initiate some new ideas into our 2019 Chapter program. If everyone does a little to lead an activity, then no one must do a lot!!!!*



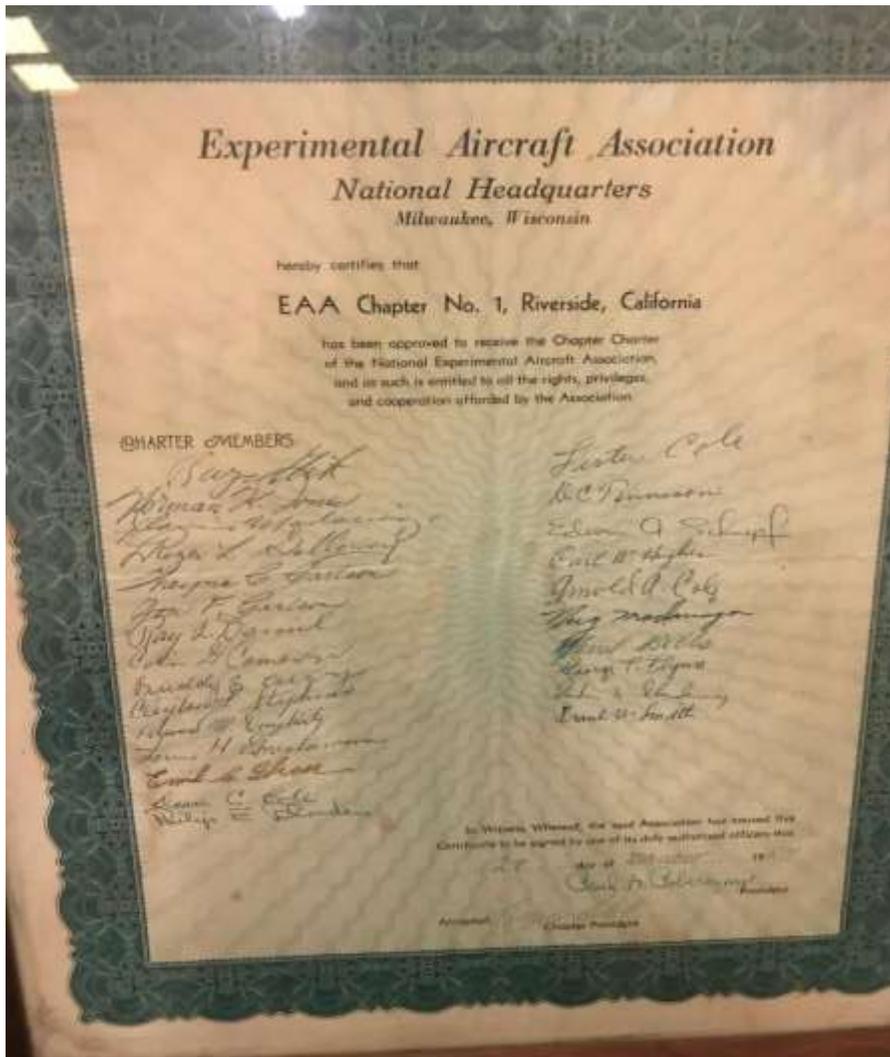
Flabob Taxiway



EAA #1 Hanger donated by Ray Stiz



Meeting in Hanger



Original 1954 EAA #1 Chapter Charter from EAA National



# MEETING MINUTES – JANUARY 16

Dave Fretwell opened the meeting at 7:00 PM, twelve members attended plus several guests attended including Dave Nutile and Angelia Hepburn who we hope will become new members

Membership Report: Dale Ramey indicated we have 33 adult members including four honorary members which are from other aviation organizations we need to coordinate with, and 248 recent (2017/2018) young eagles' members.

Finance Report: Dale Ramey gave a short verbal summary of our Chapter finances at the end of 2018, which are positive, and we have more funds in the Bank than at the end of 2017. He will provide a final 2018 financial report to the Chapter in February for approval of the members

## Old Business

2018 Xmas Party Sunday December 3, 12:30 to 3:00. The Chapter party was organized and facilitated by Phil Corman (including purchase of food and beverages) It was held in the upper foyer of the Paso Robles air terminal which was decorated by the city for the season. The party was attended by about 16 members and spouses. A good time was had by all including sharing recent flying experiences, and the silent auction netted the Chapter Treasury over \$600/

2019 Chapter Membership: Dale Ramey initiated collection of 2019 Chapter dues of \$20 per person which were due January 1. The funds are not large but essentially are used to pay for all administrative expenses related to Chapter operation (i.e. National Chapter services including insurance coverage for our Chapter), Chapter activities (i.e. promotion of young eagles and other events, administrative costs Note that Chapter membership dues are separate from EAA national dues which must be paid annually directly to EAA,

## New Business

- 2019 Program Plan Discussion: a general discussion ensued about program ideas at and between monthly Chapter meetings. Ideas included a summer barbecue, special speakers, fly-outs on Saturdays, visits to other aviation related sites, another type club event, etc.. Members were asked to come forward to volunteer to provide leadership as we need 6-7 ideas for the 2019 year. It is understood that if there is a significant Chapter sponsored event (i.e. Young Eagles flights or breakfast) that these would replace any regular monthly chapter meeting, and that no meeting/event would be held in August.
- EAA Boot Camp Flabob Fly-Friday January 25: This event is to provide Chapter members, in particularly Board members, with an opportunity to get new ideas to invigorate their Chapter. Several members have registered (i.e. Phil Corman, Kendall Pearson, Gordon Heinrichs, Dave Fretwell) with the idea of flying down, weather permitting, Thursday 24 late afternoon and departing back home Friday about 3 PM.
- Copper State AZ Fly-in Feb 8-10, this is a nice medium sized event that is not too far from Paso Robles, and at an airport that is easy to access. Several members have attended previously, and it has been an annual event for a considerable period. If members are intending to fly down they are encouraged to let other members know as this is a chance to share the event and gas costs.
- Young Eagles Event Saturday May 18. The date is set and agreed with the Airport Manager. Bill Siegel will provide overall leadership, Dave Fretwell will handle media publicity as he has the contacts and draft public announcements. In a related area Ms. Angelia Hepburn spoke about the JR (Junior) Pilots Inc she has organized as a 501C [www.JrPilotsInc.org](http://www.JrPilotsInc.org) which, although not directly affiliated with EAA Chapter 465, provides follow-up activities (i.e. meetings, access to computers for completing Shorty's Pilot Ground School, use of simulators etc.). She has about 30 members, is working with parents, schools and community organizations and is purchasing computers to assist with the program. A suggestion was made that it may be useful and prudent, given the small size of the aviation



community in N. County to have the multiple groups (i.e. EAA, Estrella Museum, High School Aviation clubs, and JR Pilots informally meet together to coordinate activities and reduce any potential conflicts or misunderstandings about the roles of each group.

- Fly-outs: There was considerable interest in reviving this activity on a monthly or quarterly basis, as was done several years ago. The idea would be to fly out for a breakfast or lunch, or even an overnight to selected places. Individuals would be asked to volunteer to lead/coordinate each fly-out. **These flyouts could not be a formal EAA Chapter 465 sponsored activity due to insurance and liability issues** and could be open to other pilots from other organizations (i.e. EAA 170, general aviation pilots etc.). Sites suggested included New Cuyama, Porterville, Bakersfield, Kern Valley, Mojave, Watsonville etc.).

**Program:** Rod and Dykhouse Dave Nutile made a presentation, and led an interesting and in-depth discussion, of the Automatic Dependent Surveillance Broadcast (ADS-B). The FAA will require all aircraft to have special equipment to fly in more congested airspace in the US, and increasingly internationally, by January 2020, . Rather than attempt to capture the excellent presentation Dave and Rod will be asked to provide a written summary of their notes for including in the February Chapter newsletter.

**ADS-B**  
**EQUIP NOW!**

**DON'T GET LEFT IN THE HANGAR**

**January 2020**

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11

**LEARN MORE AT** [faa.gov/go/equipadsb](https://faa.gov/go/equipadsb)



## HOW TO GROW AND IMPROVE AN EAA CHAPTER

### SOME IDEAS FROM EAA SEMINAR "BOOT CAMP" AT FLABOB AIRPORT JANUARY 25, 2019

Dave Fretwell and Gordon Heinrich flew down for this event which was attended by over 60-chapter members from 5 States. This is the site of the first EAA Chapter #1. We appear to already be doing some good things in our Chapter 465 based on EAA recommendations, but we obtained lots of additional and new ideas about how to:

- Grow our Chapter with new adult, as well as youth members. Ideas included working more with the "Eagles" program to attract and get adults involved in aviation. This "Flying Start" program has been well developed by EAA. It parallels the young eagles' program with some of the same benefits and focuses on reaching out and mentoring adults to become Chapter Members and get more involved with flying. It was noted that nationally about 20% of chapter members drop out of participation in chapters annually so if we are not adding new member we are slowing "dying". *Getting adults involved includes making personal invitations to Chapter meetings and activities, as well as public promotion on our Chapter but the key is personal contact. EAA provides a 6-month free national membership for adults and we should possibly adjust our Chapter bylaws to do the same.*
- New ideas for programs at monthly meetings. Meetings need to have three components: social, food, and program. This requires continued effort to get decent speakers or site visits organized. Having food/drink at meetings helps social interaction, as does being sure visitors always introduced, made to feel welcome, and encouraged to become part of the Chapter. *Some good videos from EAA and other sources can be used to present ideas and encourage discussion on specific topics. Name Badges are very important, EAA can provide up to 50 personalized name badges for only \$35*
- Chapter promotion. This is of course linked with previous points but EAA will provide nice Chapter specific banners, activity posters, and materials at low and sometimes no cost as part of our EAA national membership. Pancake breakfasts etc. for the general public as well as participants from other Chapters or aviation organizations are a way to promote our chapter. Flyouts/fly ins which do not need to be restricted to Chapter members, and potential "adult members" can be give a free "ride". Note that EAA confirmed that EAA Chapter liability insurance does cover fly ins to our chapter, and flyouts to other venues (but liability for the inflight portion of the fly in/flyout has to be covered by the individual plane owner's insurance). *Social media including Chapter Web Page and Facebook were highlighted as one of the best ways to promote Chapters. Web pages are good but passive, Facebook is active and has much more impact that web pages for both adults and youth. Our Chapter needs to improve our Facebook presence. EAA will also, at our request, send out a "blast" to nearby EAA members if we have a special event.*
- Generate funds that can be used to promote aviation in N. County. Chapters are using a wide variety of ideas including breakfasts, silent auctions, and are getting significant donations of tools, planes, hangers, etc. from donors and using the funds generated to finance more promotion efforts, expand Chapter activities including providing "learn to fly" scholarships for young eagles. Most chapters which are having success in generating funds have set themselves as 501c non-profits as this allows individuals to give chapters tax deductible donations Our Chapter should consider establishing a 501C3 status and EAA can provide assistance with processing the Federal IRS paperwork.
- Young Eagles: This is of course one of the major initiatives of EAA and our Chapter. *A donor has just provided a USD 1.0 Million Grant to EAA for learn to fly scholarships for young eagles. Our chapter was encouraged to pre-qualify and apply for grants. This would also allow our Chapter to provide leadership and help support other youth aviation initiatives in N. Country via our active Young Eagles program. In addition, EAA is obtaining some free SIG RC kits to provide to selected Chapters who want to get them for youth to build and fly. In the future, if the program works well, EAA expects to have kits available to all chapters at a low cost (i.e. \$350 which is about 1/2 retail)*

The above are just a few ideas that were outlined at the event, and the EAA provided us with a "Chapter Handbook" with many better and concrete ideas which we should review and selectively implement in 2019



**PROGRAM ALERT**  
**EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 465**  
**PASO ROBLES CALIFORNIA**

---

**Presentation on aeronautical decision making and  
interacting with the National Traffic Safety Board after an  
accident.**

**Speaker:** Mr. David S. Muzio who worked for the National Transportation Safety Board for 12 years before retiring with 20 years of federal service and has conducted or supervised over 2,500 investigations. At the Safety Board, he served as an air safety investigator, senior air safety investigator, regional director, and regional chief. As regional chief, he was responsible for general and corporate aviation accident/incident investigations for the eastern third of the United States, along with the United States' treaty obligations for general and corporate aviation accident/incident investigations in the Caribbean, South America, Eastern Europe, and the majority of Southwest Asia. In addition, Mr. Muzio is a retired military fixed and rotary wing pilot, and currently holds an airline transport pilot rating in airplane single and multi-engine land, and rotorcraft-helicopter. He has a total of 5,800 hours and actively flies over 200 hours a year.

**Date/Time:** Feb 13. 7:00 PM (regular Chapter Meeting time)

**Location:** Paso Robles, California, Airport Terminal

**For more information** contact EAA465 Chapter President, David Fretwell [aaa465@sbcglobal.net](mailto:aaa465@sbcglobal.net)

FAA FAST Credits are being applied for





by Jim Price

**A lot happened in 2018. Here's a quick review that might affect you.**

## **The 25 year old traffic pattern was updated**

The guidance from the 1990s indicated that non-towered traffic patterns were to be flown between 800 and 1,000 feet above ground level (AGL).

Now, unless terrain or obstacles require another altitude, 1,000 feet AGL is the standard for **non-towered** pattern altitudes. Large or turbine-powered airplanes should enter the traffic pattern at an altitude of 1,500 feet AGL, or 500 feet above the established pattern altitude. Ultralight aircraft are to operate no higher than 500 feet below the powered aircraft pattern altitude.



1,500 feet AGL for large and turbine powered aircraft or 500 feet above the established pattern altitude.



1,000 feet AGL



Ultralights operate 500 feet below the light powered aircraft altitude

# Maintaining IFR currency is easier, but the Home Sims are Pricey



*The Redbird TD is one of several home based simulators that can help you stay IFR current. (\$7,000)*

The FAA adopted new regulations related to instrument currency. The biggest changes are:

- Pilots can maintain instrument currency using an approved flight simulator at home without needing to have a flight instructor present,
- Pilots can maintain currency for six months instead of the previous two months.
- The extended currency interval allows instrument-rated pilots to use any combination of aircraft and aviation training device to accomplish the flight experience required for currency.

## IFR vs. VFR Traffic Priority



Imagine a day when there's a layer of overcast clouds above the airport at 2,000 feet AGL and VFR aircraft in the pattern flying well below the clouds. If an IFR aircraft on an instrument approach (final approach) pops out of the clouds, they do not get automatic priority or right-of-way ahead of VFR traffic that might be on downwind, base, or final. Instead, they need to sequence themselves with the flow of other traffic.

**Pilots were also reminded that circling approaches require left-hand turns unless the approach procedure explicitly states**

**otherwise.**



Pilots can claim the \$500 rebate until Oct. 12, 2019, or until all 10,000 remaining rebates are claimed.

## ATC Privatization Bill Eliminated



More than 300 aviation organizations, state and local officials, airports, manufacturers, labor unions, businesses, management associations, and consumer groups stood united against the so-called 'privatization' of ATC. Thanks to a relentless group of pilots, more than 200,000 phone calls, emails, and messages were sent to lawmakers, and the bill never made it to the floor of the House.

## VFR traffic pattern entries updated

When you're crossing over midfield. The preferred method is the "midfield overhead teardrop entry". If you're crossing midfield to get to the downwind leg, the FAA

recommends that you cross at 500+ above pattern, fly clear of the traffic pattern (approx 2 miles), and then descend to pattern altitude and make a teardrop entry to the midfield downwind.

The second option is the "alternate midfield entry"

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



## New guidance for CFIs giving Flight Reviews

From 2001 through 2010, Loss Of Control (LOC) was the number one cause of GA fatalities. In an effort to improve safety, the FAA has identified three primary areas for pilots and flight instructors to focus on during the flight review:



## TRAFFIC PATTERN emphasis:

- Departure stalls
- Attempting a return to the field after an engine failure (the Impossible Turn)
- Base-to-final turn



## STABILIZED APPROACH emphasis. This includes:

- **On the correct Glidepath**, typically 3 degrees to the runway touchdown zone (TDZ) (obstructions permitting).
- **Tracking the extended centerline** to the runway with only minor heading/pitch changes necessary to correct for wind or turbulence to maintain alignment. Bank angle should not exceed 15 degrees on final approach.
- **Airspeed** within +10/-5 knots indicated airspeed (KIAS), which is usually at, but no lower than, the recommended landing speed specified in the pilot's operating handbook (POH)/Airplane Flight Manual (AFM), approved placards/markings, or 1.3 times the stall speed or minimum steady flight speed at which the airplane is controllable in the landing configuration (VSO), if not specified.
- **Landing Configuration** with flaps as required, landing gear extended, and the airplane in trim.
- **Descent rate is a constant** and generally no greater than 500 feet per minute (fpm). If a descent greater than 500 fpm is required due to approach considerations, it should be reduced prior to 300 feet above ground level (AGL) and well before the landing flare and touchdown phase.
- **Power setting is appropriate** for the airplane configuration and is not below the minimum power for approach as defined by the POH/AFM.
- **All briefings and checklists** (except the landing checklist) are completed prior to initiating the approach.



## FLIGHT THROUGH IMC emphasis:



Vertigo or spatial disorientation has been a significant factor in many aircraft accidents. The common result when a non-instrument-rated pilot inadvertently continues flight into IMC is spatial disorientation of the pilot and LOC. Pilots who are instrument rated, but not instrument proficient, are also susceptible. Recovery from LOC in IMC can be nearly impossible without skills and competency. Additionally, instrument-rated pilots maneuvering in IMC who fail to prioritize pilot workload properly and use Crew Resource Management (CRM) or Single Pilot Resource Management (SRM) may become inattentive or distracted and lose situational awareness (SA), which too often can lead to LOC. The GAJSC determined that pilots and flight instructors need to emphasize effective preflight planning and pilot proficiency to reduce the risk of LOC in IMC.

## Five major weather forecast improvements added to ADS-B FIS-B (Weather Broadcast)

Using ADS-B for free in-flight weather updates got a whole lot better this past June! If you have an ADS-B receiver like the Stratus, here are the new Flight Information Services Broadcast (FIS-B) additions you can now see on your iPad/Tablet:

- Lightning Strikes
- Turbulence
- Icing Forecasts
- Cloud Tops
- Center Weather Advisories (CWA)



## FAA halted the Unleaded Fuel Testing Program



In early September 2018, the FAA said some final testing of a 100LL AvGas replacement for the nation's GA aircraft would be postponed until the middle of 2020 from its original December 2018 date. Officially known as the piston aviation fuels initiative, the agency said, "Phase 1 and 2 testing of fuels from Shell and Swift (the two finalists in the program) revealed unique issues with each fuel that needed to be addressed. In response, the PAFI Steering Group (PSG) notified each of the fuel producers and provided a list of issues that needed to be better understood and mitigated in order for their fuel to move forward in the program.

# 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](http://www.eaach1.org)

EAA Chapter 7 at Long Beach [www.eaa7.org](http://www.eaa7.org)

EAA Chapter 14 at San Diego [www.eaa14.org](http://www.eaa14.org)

EAA Chapter 1000 at Muroc [www.eaa1000.org](http://www.eaa1000.org)

EAA Chapter 170 @SLO [www.eaa170.blogspot.com](http://www.eaa170.blogspot.com)

Paso Robles Airport: [www.pasoairport.com](http://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>

