

PASO ROBLES PILOT



The Newsletter of EAA Chapter 465

4251-B Dry Creek Road, Paso Robles, CA 93446

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

Volume 11 Number 7 – July 2011

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The next Chapter 465 meeting is Thursday July 7 at 7:00 PM

At Thomson Hall in the Estrella Warbird Museum

President’s Message for July 2011

Hi and Happy 4th of July,

I trust that everyone has some plans to enjoy our Independence Day.

AirVenture 2011 is approaching – July 25-31.

There is still space in the Watsonville SportAir workshop on July 16-17. It is for electrical and avionics. I will have information at the meeting.

The deadline approaches (October 15) for submitting a tour stop for the B-17 “Aluminum Overcast” in its 2012 West Coast tour. Before I submit a request, we need a commitment from members that we can support it. It requires the participation of at least two members.

The organizer of the annual Paso Robles Airport Day

has picked this year’s date as Saturday, September 10. Over the past four years (at least), we have held a Young Eagles event during this day, however this year is in doubt. My wife, Liz, has decided she will resign as our Young Eagles Coordinator as she begins her countdown to retirement from PG&E later this year. In order for this YE event to be held, someone needs to step up. In recent years, we have had decreasing support for this program from chapter members.

For those who are passionate about getting young people interested in aviation, this is the job for you. It’s not hard, and I will help you set it up!

I hope to see you all at the meeting on July 7. Have a great 4th of July!

Regards,
Pete



Fly-in events within 250 miles of Paso Robles
From the [EAA Calendar of Events](#)

Dates, Event Name, Location, Distance from PRB

Jul 2, 2011	EAA Chapter 119 Young Eagles Rally	Watsonville, CA, USA
Jul 8-10, 2011	27th Annual West Coast Piper Cub Fly-in	Lompoc, CA, USA
Jul 8-10, 2011	West Coast Piper Cub Fly In	Lompoc, CA, USA
Jul 16-17, 2011	EAA SportAir Electrical Systems & Avionics Workshop	Watsonville, CA

Thought for the Month



DEAD RECKONING: You reckon correctly, or you are.

ENGINE FAILURE: A condition that occurs when all fuel tanks mysteriously become filled with low-octane air

DESTINATION: Geographical location 30 minutes beyond the pilot's bladder saturation point.

RANGE: About 3 miles short of the destination.



(PRAA) Update: [Click Here](#) for Details

The Paso Robles Jet Center has been awarded the FBO contract for 3 years with options to renew for an additional 3 and 4 years for a total of 10 years. Please welcome the **new** Paso Robles Jet Center.

Please help us to distribute the **Paso Robles Airport Brochure?** [Click Here](#) for a printable copy.

[Click Here](#) to join the PRAA mailing list.

Chapter 465 Minutes

June 2, 2011

The meeting was called to order by President Pete Johnson at 7:12 pm at the Estrella Warbird Museum Thomson Hall. Ten members were present. Visitors were Rick Timmons, Tom Hunter, Wayne Watson, and Kathy Rezich.

Announcements:

- Golden West Regional Fly-In in Marysville on June 10-12
- Info. On Martin Hollman Aircraft Designs
- Light Sport Aircraft Accidents

The minutes of the last meeting were approved.

The Treasurer's report was submitted by Pete Johnson from report received from Treasurer Dale Ramey, who was absent. We have \$1,693.00 in the bank as of end of April 2011. Report was approved as submitted.

Old Business:

- Ground School – not discussed – Dennis Bradshaw was absent

- Highway Litter pickup along Airport Road – any more volunteers? No one came forward.

New Business: None

Progress Reports - none

Flight Advisor's Report – none

Technical Counselor's Report – none

Safety Advisor's Report – none

Other reports – Ron Rose asked if anyone had any copies of old AOPA Airport Guides – if so, contact him. Also, he reported that he cannot access the member's only side of the website.

Mike Perry reported finding a syringe near his hangar and will report it to the Airport Manager.

Program:

Showed the documentary "Memphis Belle" – this was not the movie – all actual war footage.

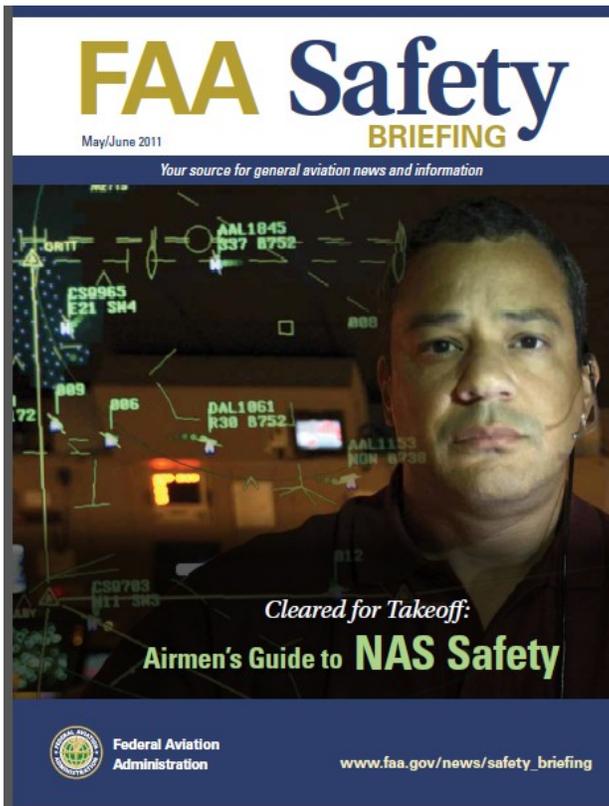
The meeting was adjourned at 7:55 prior to the video presentation.

Dale Ramey, Secretary

Click on the FAA Safety Briefing to view the entire issue.

The calm runway at Paso Robles is Runway 19. Calm is usually defined as winds of 3 or less knots/hr.

There continue to be a regular occurrence of transient pilots flying a Right Pattern at Paso Robles. This is a safety issue and could result in a serious accident at our airport. When you hear a pilot reporting Right Traffic, please consider getting on the radio and informing that pilot that there is Left Traffic at Paso Robles unless there is a NOTAM in effect.



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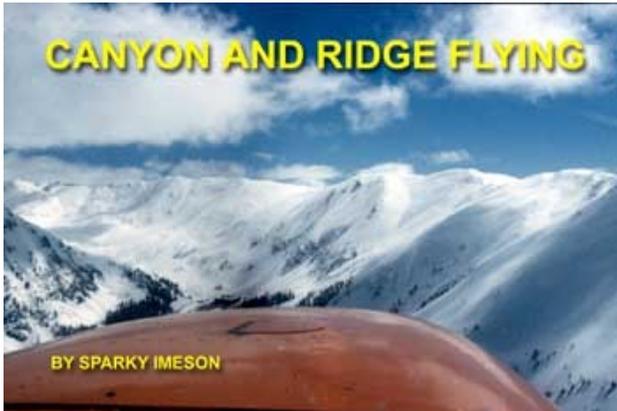
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Local Safety Tip:

Canyon and Ridge Flying
 from MountainFlying.com



Mountain Flying is defined as that type of flight that involves maneuvering in areas exhibiting steep or precipitous terrain, without regard to the elevation of that terrain. The terrain may only be 1,000 feet above sea level. But if it is abrupt or sheer terrain, it qualifies as mountain flying.

The term "mountain flying" often is called "contour, drainage or terrain flying."

Mountain flying may involve flying through the mountains where the surrounding terrain is higher than the airplane.

It is also acceptable to describe mountain flying in terms of flying over the mountains. In this case the pilot selects an altitude 2,000 feet above the highest terrain within about 5-statute miles of his course.

Regardless of whether you are flying with the mountains or over the mountains, the basic premise of all mountain flying applies: "Always remain in a position where you can turn to lowering terrain."

Flying Canyons

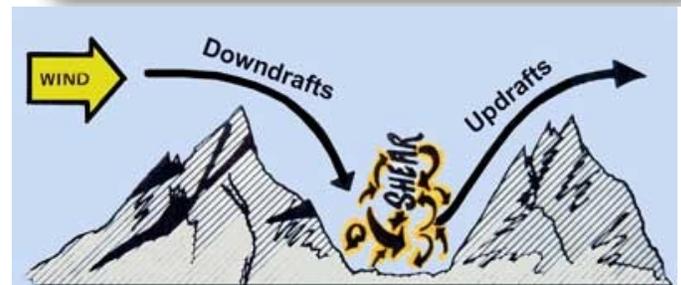
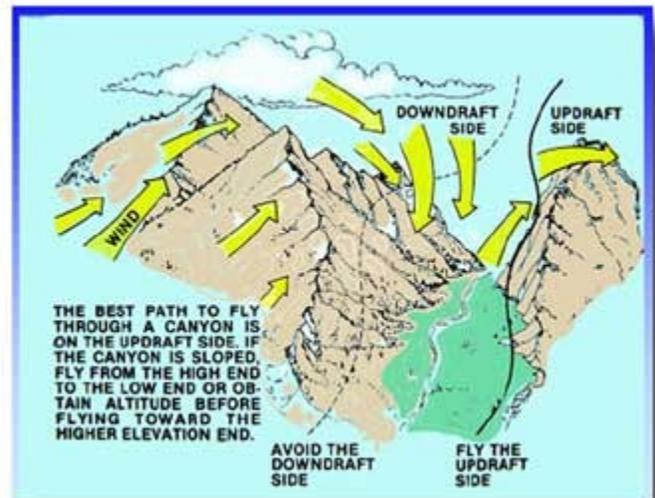


Recalling an afternoon flight from Billings, Mont. to Jackson, Wyo. during the fall of 1968, I

found myself, as a novice pilot, positioning my airplane in the middle of canyons for what I

considered good reason ... staying away from those scary old canyon walls. This is when I first discovered that flying in the center of a canyon places the airplane in a poor position to turn around and backtrack to avoid some scattered thunderstorms passing through the canyon area.

I later learned there are two compelling reasons to avoid flying the center of the canyon. First, there is only half the canyon width available for a turnaround maneuver if the canyon narrows, the terrain begins to out climb the airplane, or if the weather provides an impelling reason to skedaddle the area.



Second, the center of a canyon is the area where shear will be found. Air flowing down the lee side and up the windward side of a canyon creates turbulence.

Fly the side of a canyon to allow for a turnaround maneuver.

Depending on the stability of the air, or lack of stability, there is often found an area that lacks any type of a meteorological emulsifier to mix the air; rather, the air sets up an eddy current that creates shear.

If you have a choice when flying through a canyon, fly the upwind side. It provides a better ride and there is no-compromise with aircraft performance degradation due to downdrafts and turbulence.

Canyon flying can be broken down into three broad classifications: the wide canyon, the narrow canyon and the downslope canyon.

Wide Canyon with Level Terrain

This canyon does not pose a problem for flight. Still, to avoid the possibility of shear, the flight path should be along one side. How close you fly to the side depends on the circumstances and stability of the air. If you are trying to take advantage of potential lift, you will find 500 feet from the canyon side is an acceptable distance. Occasionally, to take advantage of any uplifting air it will be necessary to move closer to the canyon walls.

Narrow, Upslope Canyon



The narrow canyon is defined as being of a width that if a turnaround is required, the airplane will use more than one-half of the canyon width.

Radius of turn is defined as being from the center of a circle to the outside edge. This often creates confusion for the novice pilot who thinks he can turn around within the computed value of the radius of turn. The airplane begins its turnaround on the outer edge of a circle. It is necessary to double the value of the radius to determine the width of the turnaround.

Turn around and gain additional altitude before the terrain out climbs the airplane or the canyon narrows to prevent a turn.

For normal flight through a canyon, even one with upslope terrain, the flight is generally made on the side with the updraft.

Flying up a narrow canyon is different; it should be accomplished by flying on the downwind side. This way, if you get into trouble and need to reverse course, you are not turning into a worse situation,.

Flying in a narrow canyon along the updraft side will cause the airplane to penetrate into the downdraft side during a turnaround maneuver.

Downslope Canyon



Normally the downslope canyon can be flown on either the updraft side or the downdraft side. Since terrain clearance is not a concern, if you get in a downdraft and feel uncomfortable, move to the other side.

Canyon Turnaround

I had a student who was introduced to flight by a buddy while in the military (you will be hard pressed to find better pilots than the ones trained by the military).

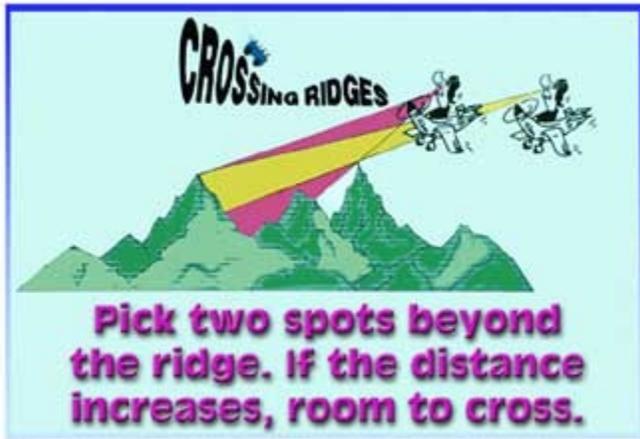
John, in response to my ground school question about a canyon turnaround, told me in all seriousness that if he was ever "trapped" in a canyon he would do a hammerhead stall to get out.

There are a couple of problems with his idea. Generally by the time a pilot realizes he is in trouble, the airspeed is too slow to perform a hammerhead stall or a hammerhead turn. The second problem, even with sufficient airspeed, most of us do not fly aerobatic airplanes in the mountains.

The proper procedure to reverse course is to use the steepest bank you are comfortable flying at the slowest speed possible.

Speed is important. Go outside and draw a six-inch circle on the ground. Place your feet within this circle (as much as possible), and turn around slowly. You can complete a 360-degree turn without your feet leaving the circle. Next, while walking about two miles per hour, try to keep your feet within the circle. Not possible. As your speed increases, the radius of turn increases. The same thing happens to the airplane. The faster the airplane is flown at any given bank, the larger the radius of turn.

Crossing Ridges



Without experience the visual aspects of determining whether you are higher than an approaching ridge can be deceiving. The spot method works well to determine your altitude (the spot method is not covered in this article).

As you approach a ridge, turn to a 45-degree angle to allow a safe retreat if you encounter downdrafts or turbulence. This recommendation does not suggest that if you fly perpendicular to the ridge and need to reverse course that you will not be able to do so. The main reason for the 45-degree approach is to ease the forces on the airplane.

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If you approach a ridge "head-on" and need to reverse course, during a 60-degree bank the airplane experiences a 2-G load factor. Turbulence can add to

the load factor where it can exceed the normal category limits. The 45-degree angle approach allows a turn to lower terrain with less bank angle and less force on the airplane.

When you want to know whether or not you have sufficient altitude to cross a ridge, determine ridge clearance with the "spot method for landing."

I used to teach students to pick an arbitrary point near the top of the terrain on the other side of the ridge. Then they looked for the lowest point they could see on the other side of the ridgeline. As the airplane approaches the ridge, if the distance between the two points is increasing, the airplane is higher than the ridge and the flight can most likely continue.

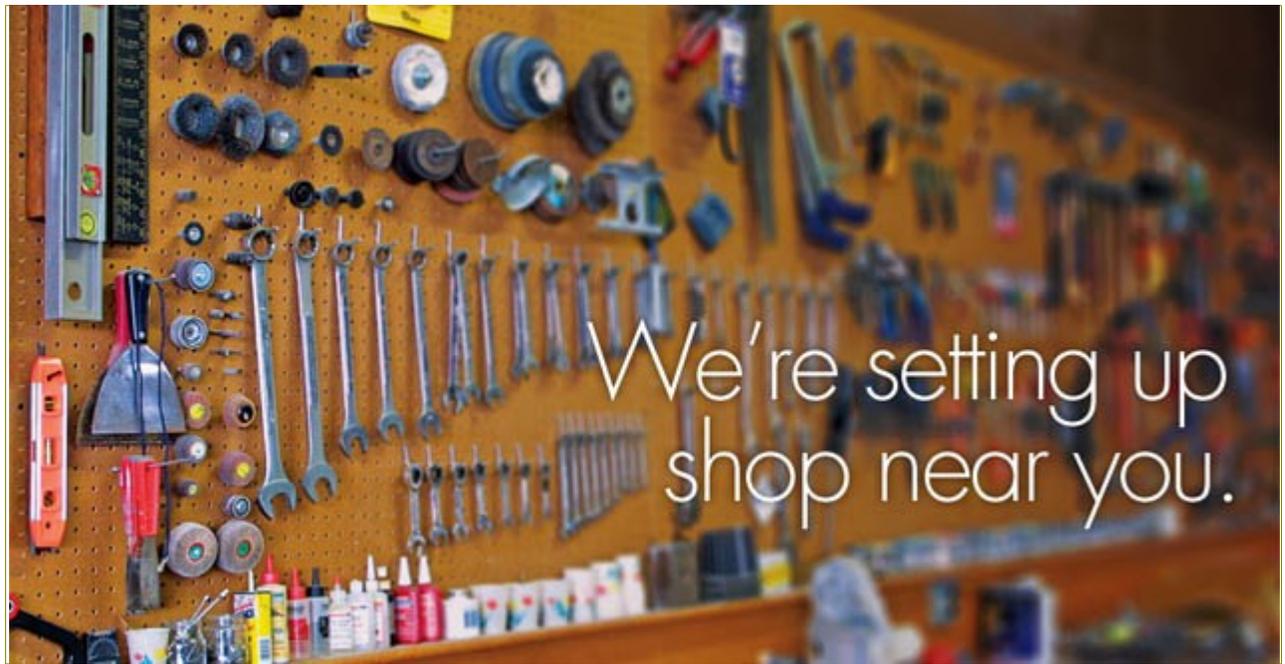
I found this method does not work well with students. The student becomes so involved with watching the points that they develop "tunnel vision," where they are not aware of anything else that's going on with or around the airplane.

To determine if it is safe to cross a ridge, continue (you are flying at a 45-degree angle that allows an easy escape) until you are at a point where, if the power is reduced to idle, the airplane will glide to the top of the ridgeline. It is not proper technique to reduce the power when crossing ridges, this is just your "measuring stick" to make sure you are crossing with safety. As this point you can turn the airplane to any heading and cross the ridge.

If the airplane has arrived at the point where it can glide to the top of the ridgeline without experiencing a downdraft, it is now positioned so that even if a downdraft is encountered, the performance is such that by lowering the nose slightly to maintain the airspeed, the airplane can safely cross the ridge.

Blue skies and safe flying.

Electrical Systems Workshop, Watsonville, CA – July 16-17



Space still available in our Electrical Systems Workshop in Watsonville, CA.

There's still space available in our Electrical Systems, Wiring and Avionics Workshop for the weekend of July 16-17 at Watsonville Municipal Airport, and hosted by EAA Chapter 119 at their hangar.

Get first-hand knowledge, tips, and techniques from an aviation expert in this intensive, two-day session. Learn the basics of antenna mounting, coax cable installation, wiring of radio systems, soldering and crimping components, alternator and electrical system requirements, installation of electrical systems, and more. You'll learn proper soldering techniques and have plenty of opportunities to practice. Complete several hands-on projects designed to apply and reinforce what you learn in the classroom. Duration: 2 days.

Tuition for EAA members is \$289 and includes materials. Space is limited to 16 students.

Comments from recent attendees:

"I feel much better about being able to complete my project than before the class. Now I am confident I can get it done."

"An excellent workshop and knowledgeable instructor. I would recommend this workshop without reservation."

"Learned a lot! Thank you."

"Excellent weekend - wonderful location/facilities, friendly classmates, helpful instructors, great job."

"Great workshop and instructor. The hands-on experience was good. The projects are well-planned so that most of the common techniques are practiced. Good job!"

EAA CHAPTER 465

MEMBERSHIP APPLICATION/RENEWAL

Chapter membership dues are \$20.00 / yr. Please help us to verify your personal information.

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 LAST FIRST INITIAL SPOUSE

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EAA National Membership # / / EXPIRATION DATE

FAA Ratings: []Student []Private []Commercial []ATP []IFR
[]Light Sport []SEL []MultiE
[]Glider []Tailwheel []Rotocraft []Seaplane/Amphib.
[]CFI []CFII []A&P []IA []Radio Repair
[]Other (Specify)

Aircraft project underway % COMPLETE

I need help in: Selection Design Construction Other

Aircraft now owned

Special skills that might be helpful to members

Interest in Chapter 465 Activities: []President []Vice President []Secretary []Treasurer []Newsletter []Membership []Program []Other:

Suggestions/Meeting Topics:

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

PAYMENT ENCLOSED \$ Please mail this form with payment to: EAA Chapter 465, c/o Dale Ramey, 7460 Pinal Ave, Atascadero, CA 93422 or Bring to meeting

EAA Information

EAA Member Benefits

- EAA Insurance for Aircraft, Non-Owners, Renters and Personal
- EAA Aircraft Financing
- EAA Flight Planner
- Discounts on FAA written tests at LaserGrade
- EAA credit card gives 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.eeach1.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.av.org
- EAA Chapter 170 at San Luis Obispo <http://www.eaa170.blogspot.com/>

PRB Websites

- Paso Robles Airport Association <http://www.prb-association.com/>

Corrections - E-mail addresses

Please send any newsletter comments, corrections, and your new e-mail address to:
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