



The Leader In Recreational Aviation



March 2019



The official publication of the EAA Chapter 465

www.EAA465.org

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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



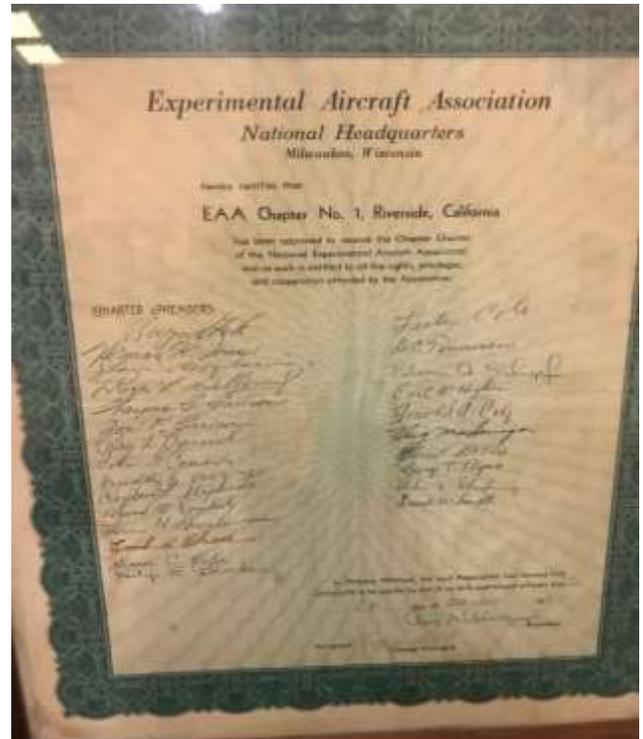
- Special Program/Speakers at our March 13 meeting: The topic will be "*History of Aviation in North County- from grass strips -to supporting WW1 to KPRB Today*". Come and hear about how aviation has developed over the years in our area. Two people who know the history will be presenting and answering questions.

- Accident Prevention and the Role of the FAA and NTSB if you happen to have an incident or accident. We had an excellent presentation and discussion at our Feb. Meeting from Mr. David S. Muzio worked for the National Transportation Safety Board for 12 years before retiring with 20 years of federal service. We had 26 participants at the meeting, with several from other nearby EAA Chapters, and we signed up four new Adult Members!! See a more complete write up on the presentation in the minutes and see that attached form you should use with the NTSB or FAA to report an incident or accident.

National Transportation Safety Board for 12 years before retiring with 20 years of federal service. We had 26 participants at the meeting, with several from other nearby EAA Chapters, and we signed up four new Adult Members!! See a more complete write up on the presentation in the minutes and see that attached form you should use with the NTSB or FAA to report an incident or accident.

- Chapter Fly-out: Heads up that we are restarting Chapter Fly-puts. The first one will Saturday March 30, we will go for brunch at a nearby airfield, and the trip will be led by Phil Corman. Watch your next newsletter for details.
- 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 Mar. 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!!!!



Original 1954 EAA #1 Chapter Charter from EAA National

Good participation and information by Dave Muzio



EAA Chapter 464

2018 Financial Report

Jan 1, 2018 Beging Bank Balance		\$1,637.84
Income	\$2,862.04	\$4,499.88
Expenses	\$2,918.13	\$1,581.75
Young Eagels	\$96.30	\$1,678.05
December 31 Ending Bank Balance		1462.17

Income		Expenses		YE costs	
\$285.00	2018 Dues	\$369.00	EAA Membership	\$10.56	YE Posters
\$220.00	2019 Dues	\$48.00	B of A Maint Fees	\$85.74	YE Breakfast
\$195.00	Silent auction	\$50.00	Web Fee		
\$175.00	2017 EAA YE Reimb	\$75.00	Gift Card		
\$85.24	2018 EAA YE Reimb	\$100.00	Alz Donation		
		\$133.65	Member Badges		
		\$31.02	Supplies		
		\$30.46	Supplies		
<u>\$960.24</u>		<u>\$837.13</u>		<u>\$96.30</u>	

Lancair Fly In

Fees Rec	Expense
\$300.71	\$80.00 Warbird Museum
\$155.00	\$100.00 Wine Tasting
\$155.00	\$850.00 Eberly Winery
\$150.20	\$299.00 Farmstead Catering grill
\$296.06	\$752.00 Lancair Nat Reimbursement
\$155.00	
\$155.00	
\$193.90	
\$125.93	
\$15.00	
\$200.00	
<u>\$1,901.80</u>	<u>\$2,081.00</u>



MEETING MINUTES – FEBRUARY 13

Meeting Called to Order – David Fretwell called the meeting to order at 7:00 PM

Attendance – 26

Treasurer Report - the chapter has a total of \$ 1,462.17 end of 2018. The membership is made up of 34 members and 3 2019 Young Eagles. Chapter dues need to be paid so if you haven't paid up at this point. You need to get your \$20.00 in to Dale. Motion to accept was Rod Dykhouse and 2nd was Joel Marketelo

Old Business

- EAA Boot Camp Flabob Fly-In Results/ideas – Gordon Heinrichs and Dave Fretwell flew to the boot camp. Held by EAA about chapter operations there were 63 people from 6 states participating. Gordon explained that the EAA is trying to keep chapters vital and growing. The strategy is to visit with all chapters to discuss promoting EAA and gain new members. Invite people to the meetings. Further emphasis on various programs and utilizing EAA resources. Not all chapters are 501C3. This structure will allow sponsorship and help increase involvement of the community. Good for funding. Maintain consistency in the meetings and to include food as an enticement.

Looking at increasing the training available for YE. Bring in more adults to handle more initiation flights possible. The EAA is also looking to extend chapter involvement in the Oshkosh event.

- Select the date for future fly-outs – A year ago we did a series of fly-outs but they went away. Looking at starting them again and running them once a month. The emphasis will be to try and get more Young Eagles involved. Looking to have these regularly.

New Business

- Young Eagles Event May 18 – Bill Siegal discussed the upcoming event to spend the day flying YE's. Looks like 4-5 aircraft will be available for the event. Planning to bring in some high school age YE's to be available to talk to the younger kids.

Scholarship – Bill set-up the chapter to possibly provide a \$10,000 private pilot scholarship. We may have this by the end of February. The Board will discuss how to best handle this if it all comes together.

Dave mentioned a possible AOPA scholarship. Bill will look into this in an effort to get more young people involved.

- Nomination of Gordon Heinrichs as Chapter Board Member - Dave proposed that Gordon be nominated to the Board. Dale nominated and the 2nd was Bill.

Presentation

Aeronautical Decision Making & Safety Board Interaction following accidents – a great presentation was given by David Muzio who worked for the NTSB for 12 years and has conducted over 2,500 accident investigations.

At the start he made sure we understood that he was not at the meeting representing the NTSB.

Here are some of the major highlights:

- Incidents are not investigated by the NTSB. Actual accidents are. Basically, structural damage to the plane is considered an accident. If you believe you are in an accident situation call the NTSB first and talk to an investigator before going to the FAA. They will help you determine if you are in an actual accident and advise you if you need to go to the FAA.



- Accidents can happen to any pilot from the newest to the veteran pilot. In fact, experienced pilots can have a higher accident rate due to complacency. Many of the examples of accidents Dave discussed involved experienced pilots.
- Know yourself and Know your equipment! – Outside influences and pressures to be at a destination has led to more accidents than anything else. This inhibits focus on the flight itself and the necessary planning.
- Always be aware that as pilots you can make mistakes so that you are prepared to deal with a problem. Avoid the “invincible” attitude.
- The only reason aviation is safe is because pilots recognize the danger and act to mitigate it. Pilots must have a heightened sense of awareness at all levels from the personal skill level to outside forces.
- Make your decisions before you get to the plane. There is too much mission pressure when you are at the field and getting ready to go.
- Deteriorating weather is the highest factor in accidents followed by fuel starvation. Rarely is it an equipment malfunction.

**ADS-B
EQUIP NOW!**

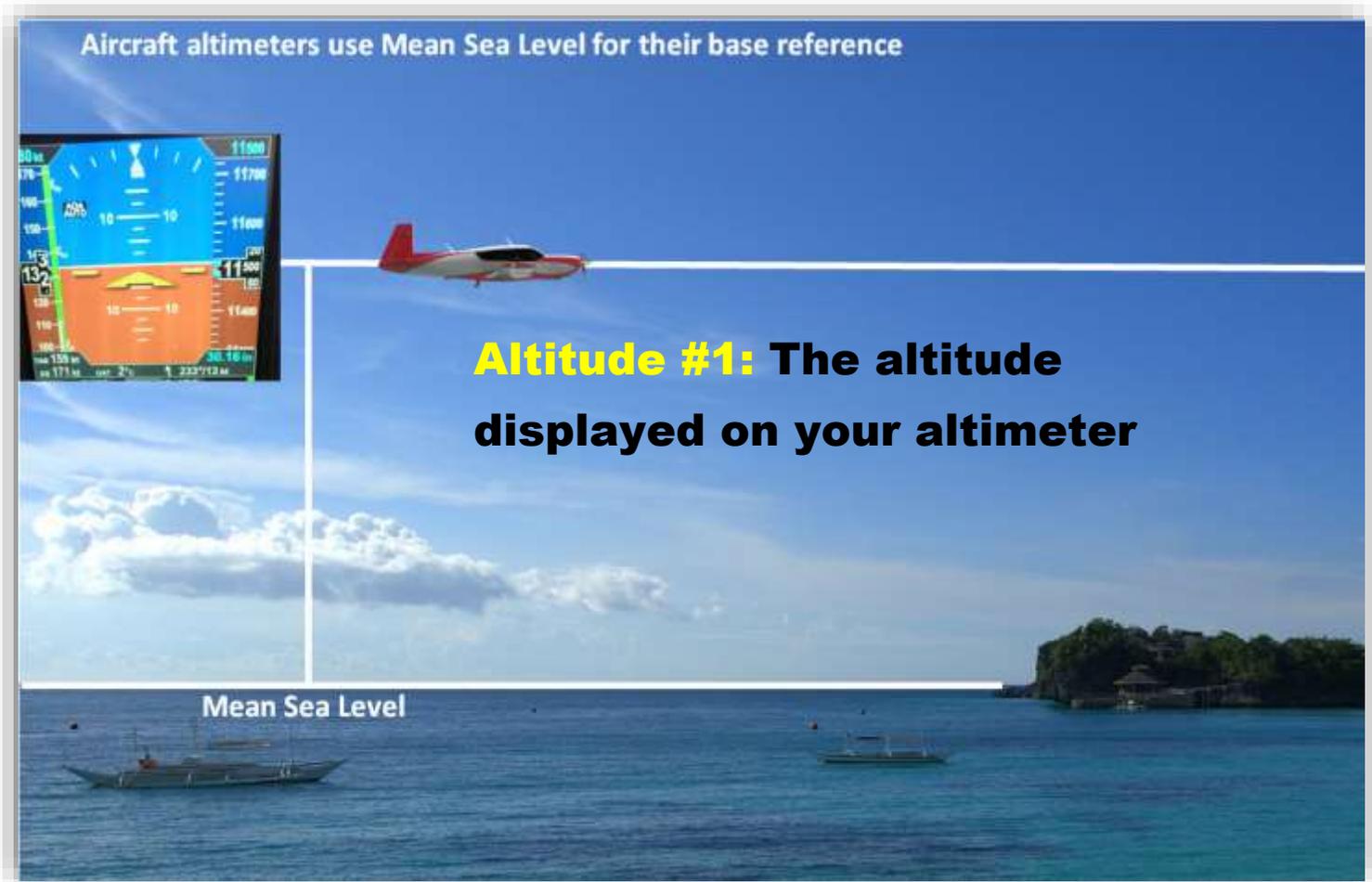
**DON'T GET
LEFT IN THE
HANGAR**

January 2020 🇺🇸

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

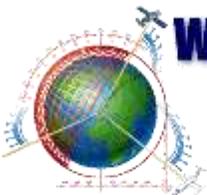
LEARN MORE AT faa.gov/go/equipadsb

Three Different Altitudes



Measuring Mean Sea Level (MSL)

MSL is a measure of the average height of the ocean's surface, such as the halfway point between the mean high tide and the mean low tide.

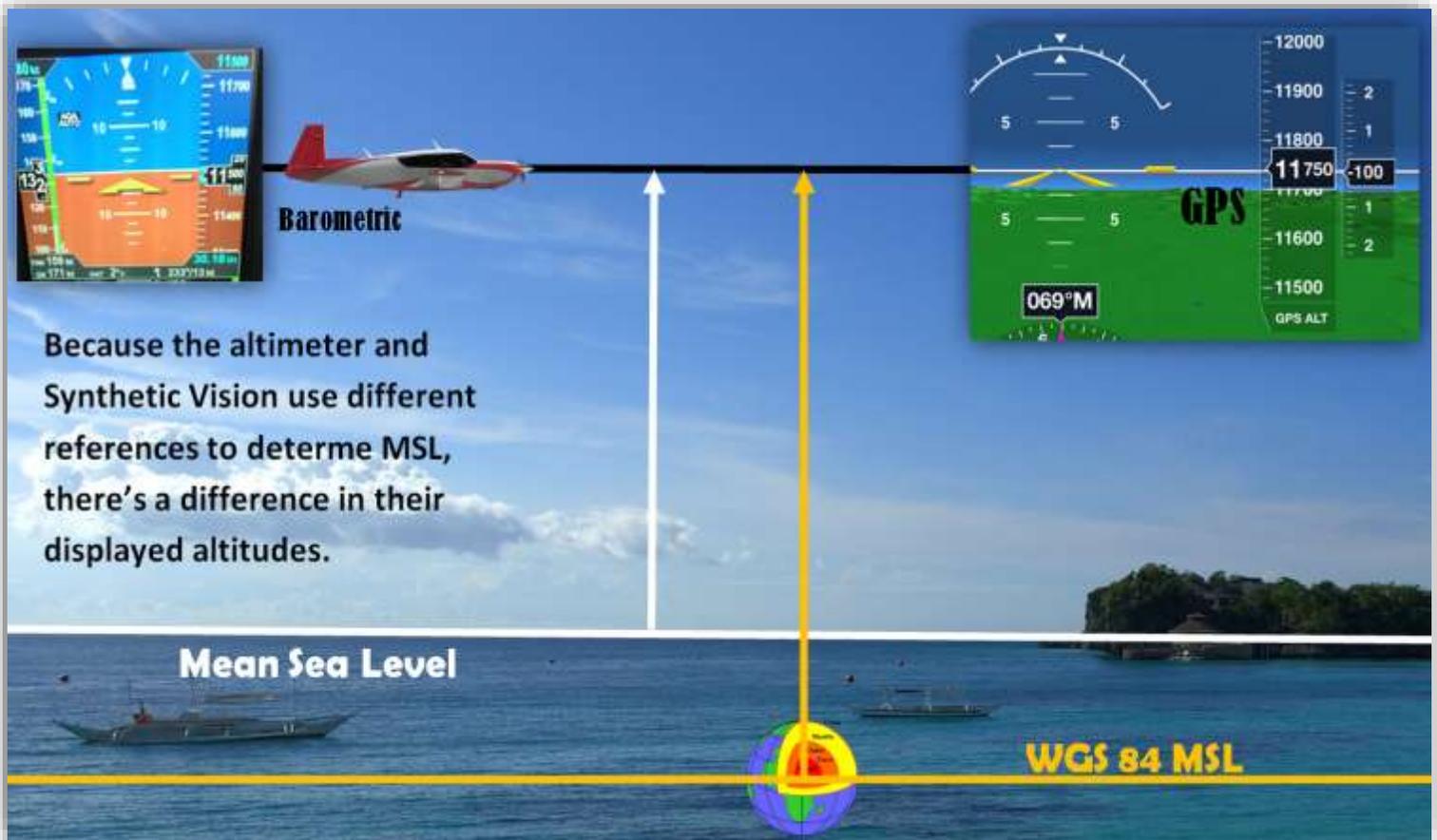


WGS 84
World
Geodetic
System
1984

Altitude #2: GPS MSL, (calculated from the Center Mass)

GPS uses a mathematical model of the earth that was developed in 1984. It's known as the World Geodetic System ellipsoid, also known as WGS 84.





WGS 84 is estimated through a massive collection of surface measurements. It's comprised of a reference ellipsoid, a standard coordinate system, altitude data and a **geoid**. From Earth's center mass, it provides a hypothetical measurement of MSL. The error of WGS 84 is believed to be **less than 2 centimeters** to the center mass.



Altitude #3: Mode C Transponder altitude (29.92)

Your Mode C transmits an altitude that is independent of the barometric altimeter. Your Mooney's transponder gets its *Pressure Altitude* information from one of two sources:

1. An **Encoding Altimeter**, (popular on early model Mooneys, but rarely found today).
2. A **Blind Altitude Encoder**, which is most likely on your Mooney. This is an altimeter without needles or an adjustment knob, and it's **permanently set to** (pressure altitude).



ACK
Blind Alt Encoder

29.92

If the pilot and the controller are using the same altimeter setting, the altitude that the controller sees on his or her display, should match the pilot's indicated altitude.



ATC's computers apply the current altimeter setting to the pressure altitude received, and that process converts the reading to Mean Sea Level. The transponder transmits pressure altitude to ATC in 100-foot increments.



Transponder Certification – About \$120

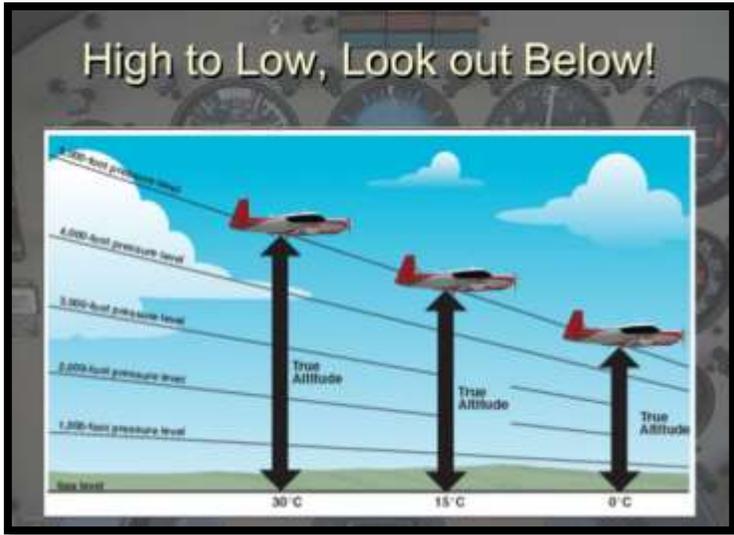
Transponder systems that are out-of-alignment can cause significant problems with ATC radar systems, including incorrect altitude readout, duplicate targets or no target at all. That's why transponders need to be inspected **every two calendar years**, whether you fly the aircraft VFR or IFR.

Full IFR Certification – About \$300

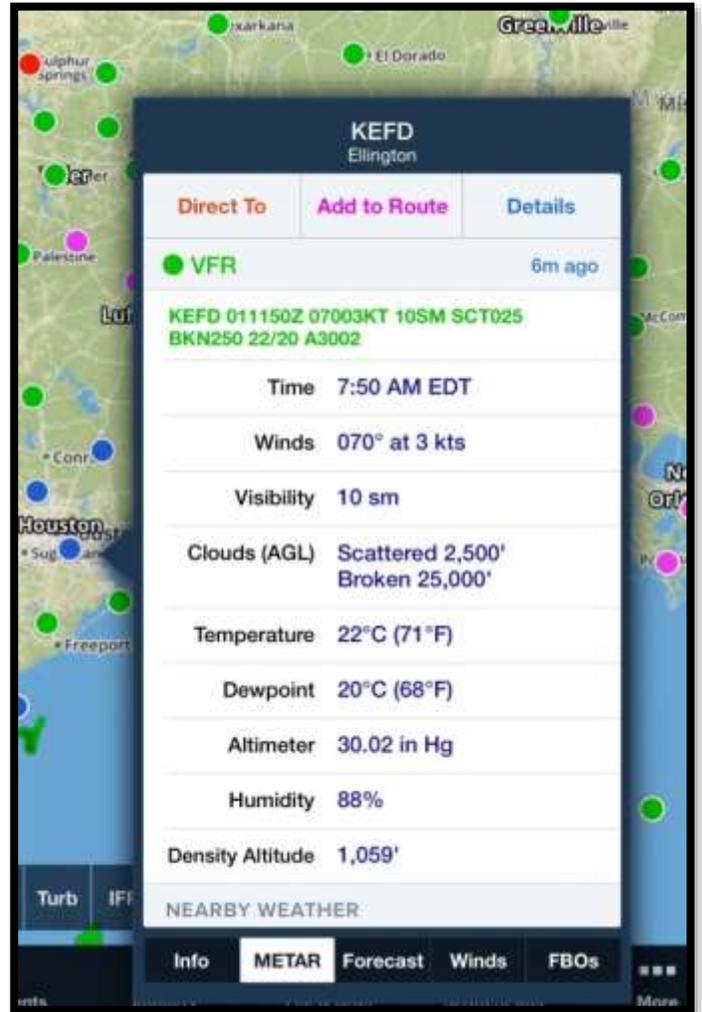
You cannot file an IFR flight plan with your airplane unless, **every two calendar years**, the aircraft has a full IFR Certification. I recommend that you have the full certification, even if you don't plan on flying IFR. It's worth every penny! In addition to checking your transponder, the avionics technician will test your altimeter at various altitudes to make sure it's working properly. Plus, the altitude encoder will be checked against your altimeter and adjusted as necessary. They will also check your static system for leaks.

Check the Altimeter before each IFR flight (Great idea for VFR flight)

1. Set the current reported altimeter setting.
2. The Altimeter should now read field elevation (if you are located on the same reference level used to establish the field elevation).
3. The allowable altimeter error is **+/-75 feet**.



If you are flying from an area of high pressure into an area of low pressure, and do not reset your altimeter, when you arrive at the low pressure area, your aircraft will be closer to the surface than your altimeter indicates.



Altimeter Settings

With apps like *ForeFlight* and ADS-B receivers like *Stratus*, it's easy to find the closest altimeter setting. If you are flying from an area of high pressure into an area of low pressure, and do not reset your altimeter, when you arrive at the low pressure area, your aircraft will be closer to the surface than your altimeter indicates.



I love my Mooney and I'm sure you do, too. Mooneys are great treasures and whether you are an IFR or VFR pilot, when it comes to flight instruments, you should never settle for less than perfect. If your altimeter, transponder or altitude encoder is operating improperly, for crying out loud, get it fixed! You'll thank me later.



FREE FLIGHTS FOR YOUTH

Experimental Aircraft Association (EAA) Young Eagles Program will take flight in Paso Robles

Saturday May 18, 2018 at 9:00 AM -3:00 PM



- Have you ever wondered what your neighborhood looks like from the sky? Or maybe you're curious how airplanes even work. You might even dream about being a pilot. If you're nodding your head "Yes" and are between the ages of 8 and 17 you can take a free Young Eagles flight & see what pilots do on the ground & in the air.
- Since 1992, more than 2 million Young Eagles have enjoyed a flight from EAA's network of volunteer pilots. For many, it was the start of their journey to becoming a pilot, aircraft mechanic, air traffic controller, or many other aviation career possibilities.
- On Saturday May 18, 2018, members of EAA Chapter 465 of Paso Robles will provide free flights to introduce young people to aviation at the Paso Robles Airport. Flights will originate from the vicinity of the airport terminal, commencing at approximately 9 to 10 am, weather permitting. A parent or legal guardian will be required to sign a permission form prior to the flight.
- After the flight, the Young Eagle will get a signed personal logbook and free access to Sporty's Learn to Fly Course (\$199 value), first flight lesson (\$120 value), admission to 300+ science and technology museums, Academy of Model Aeronautics Student Membership, electronic copy of *EAA Sport Aviation* monthly magazine, and access to valuable flight training awards, education scholarships, and Air Academy camperships.

For more information on Young Eagles go to <http://www.eaa.org/en/eea/aviation-education-and-resources/eea-youth-education/eea-young-eagles-program> or contact Bill Siegel at 305-962-4027 or send an email to bugsluke@yahoo.com

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>

