



## PASO ROBLES PILOT

Monthly Newsletter of EAA Chapter 465 [www.EAA465.org](http://www.EAA465.org)

Meeting May 11<sup>th</sup>  
Airport Terminal (Upstairs)

### PRESIDENTS MESSAGE

Hello Chapter Members. We have some neat events happening in April and May and I would encourage you to participate if able'

#### Lancair West Coast Fly-in April 29-May 1

In keeping a decision our Chapter made last year, to host/help with one type club fly-each year, we are hosting a Lancair fly-in. This is a chance to learn more about composites and see the full range of models which will be on display on Saturday April 30. We have planes coming in from Oregon, Washington, California, and Colorado. A copy of the program events, most of which occur on Saturday April 30, were sent out with the newsletter and more information can be found on our web site.

I would like to thank all Chapter volunteers who have offered to help (see summary in the May newsletter). **We could use several more to help with: (i) providing transport for participants, and (ii) during the "meet and greet" pancake breakfast we are sponsoring for all Chapter Members and Fly-in participants. The breakfasts occurs 8:00-9:45 Saturday morning and all Chapter members are invited, after which Chapter members are welcome to stay for the technical presentations by Lancair and Guest Speaker on drones.**

### Chapter Officers

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Saturday ends with a late afternoon visit at two wineries including tasting, dinner and cave tour at Eberle Winery. I would encourage Chapter members to attend the Eberle event if you can. There is a charge of \$40 per person for the Eberle visit so if you want to attend please inform me and Dale Ramey, no later than Wednesday April 27 so we can adjust the catering numbers.

### **May Chapter Meeting and Event on Aerobatics**

Our regular chapter meeting will occur Wednesday May 14, 7:00 PM at the Airport terminal and will feature our own Chapter Vice President, Darrell Radford, who will be making a presentation on Aerobatics. This presentation will be followed by an aerobatic demonstration Saturday May 14, 9:30 to 10:30, at the Jack Creek Ranch about 12 miles west of Paso Robles on Highway 46. The Chapter meeting, and follow-up demonstration, will be a neat chance to hear about the techniques involved, then view them in action. I hope many members will be able to participate, in particular our youth members.

## **Lancair West Coast Fly-In April 29 -May 1 – Paso Robles**

### **Friday April 29**

- Meet and greet early arrivals 4-7 PM, transfer to hotels

### **Saturday April 30**

- Meet & greet arrivals, registration, pancake breakfast at Airport Terminal, 8 -9:45am
- Review of Fly-in Program, 10:15 -10:30 AM
- Technical Presentation/Discussions: Lancair, 10:30 -11:30 AM
- Guest Speaker: Paul. Kendrick, Drone Contract officer. Lockheed Martin: 11:45-12:15
- Lunch at First Class Café, Paso Airport 12:15-1:00 PM
- Tour of Estrella Warbird/Race Car Museum 1:15; 3:15 PM
- Initial Aircraft departures: 3:30 PM
- First Wine Tasting ( [www.sculpterra.com](http://www.sculpterra.com) ) 3:30 PM – 4:45
- Second Tasting, Cellar Tour, Dinner ( [www.eberlewinery.com](http://www.eberlewinery.com) ) 5:15-8:00 PM

### **Friday May 1**

- Individual scheduled technical discussions with Lancair
- Tourism at your leisure
- Aircraft Departures at your leisure

## Paso Robles Pilot - EAA Chapter 465 Volume 17 Number 5

### Lancair Event Activity Support –Volunteers needed and committed

<u># volunteers needed</u>	<u>Fri. April 29 PM</u>	<u>Sat. April 30;</u>	<u>Sun May 1 AM</u>
<u>Meet/ Greet/Register (1)</u>	<u>4-7 PM</u> <u>Dave Fretwell</u> <u>Joel Marketello</u> <u>Jerry Burns</u>	<u>8-10 AM</u> <u>Dave Fretwell</u> <u>Joel Marketello</u> <u>Jerry Burns</u> <u>Dale Ramey</u>	<u>NA</u>
<u>Organize Pancake Breakfast (3)</u>	<u>Set up only</u>	<u>7:30 – 10 AM</u> <u>Bill Schaller</u> <u>Tamara Nunley</u> <u>Tom Brink</u>	<u>NA</u>
<u>Provide Shuttle vehicles to venues and motels (2-3)</u>	<u>3-6 PM</u> <u>Darrel Radford</u> <u>Dale Ramey</u> <u>??</u>	<u>8-3:30</u> <u>Darrel Radford</u> <u>Dale Ramey</u> <u>???</u>	<u>8-9 AM</u> <u>Dave Fretwell</u>
<u>Organize Transport to wineries (about 10 Custom Cars)</u>	<u>NA</u>	<u>3:30 to about 6 PM</u> <u>Darrell Radford</u> <u>Dave Fretwell</u>	<u>NA</u>
<u>Develop Welcome Package for Registration (1)</u>	<u>Needed before event</u> <u>Volunteer needed</u> <u>Tamara Nunley</u>	<u>NA</u>	<u>NA</u>
<u>Organize Spouse Program</u>	<u>NA</u>	<u>10-12 AM</u> <u>Lillian Burns</u> <u>Janet Fretwell</u>	<u>NA</u>
<u>Set Up Meeting Facility Probably at Terminal (1)</u>	<u>PM</u> <u>Roger Oxborrow</u> <u>Jerry Burns</u> <u>Bill Siegel bring chairs</u>	<u>7-9 AM</u> <u>Roger Oxborrow</u> <u>Jerry Burns</u>	<u>NA</u>
<u>Provide Chapter/Experimental Planes for Display (3-4)</u>	<u>NA</u>	<u>Dave Fretwell</u> <u>More volunteers?</u>	<u>NA</u>
<u>Setup tour At Estrella (1)</u>	<u>Before event</u>	<u>1:30 to 3:30 PM</u> <u>Phil Corman (?)</u>	<u>NA</u>



## Drones and Aircraft

by Scott "Sky" Smith [skysmith@PilotGetaways.com](mailto:skysmith@PilotGetaways.com)

I wanted to talk about a subject that has been getting a lot of news lately: drones. The drones I am talking about are small Unmanned Aerial Vehicles (sUAV).

The FAA likes the term, small Unmanned Aerial Systems (sUAS), and others use Remotely Piloted Vehicles (RPV), but most people just call them drones.

I've been a modeler since I was a kid flying remote controlled aircraft and helicopters, so the drone world was an easy transition for me. Additionally, many aviation insurance underwriters have been insuring drones for years, although on a larger scale and for bigger organizations. Underwriters have only recently gotten involved with drone insurance in the general aviation category. For me it is a fun and exciting area of business.

The drone industry is growing exponentially. Many pilots see drones as a danger because this new rapidly growing industry can open the doors to many people getting into the airspace, but I believe it can also offer opportunities for drone pilots to move into other areas of aviation. In reality, I think it's a chance to promote aviation.

What's the big deal about drones? Well, the FAA estimated that over a million drones would be sold before Christmas. That's a lot of flying machines. I was at a drone convention and one major manufacturer was reportedly selling 15,000 drones a day worldwide. With that many drones flying around, any report of a near miss will add to our concerns as pilots. But let's think about how drones can work for us. Thousands of people flying drones has made the public more aware of the world of aviation. Sure it's just a "model," but now people who had never previously been involved with aircraft are thinking about drones as a hobby or business. Just as I did, many model aircraft pilots went on to become full-size aircraft pilots too. Why can't this new drone trend be the same?

An important side note must be made here about commercial drone operations. Currently, in order to operate a drone as "for hire" or "commercial" use, the drone needs to be registered with the FAA and have a 333 Exemption, a Letter of Authorization (LOA), and the pilot needs to have a pilot license. In the legal sense, commercial operators should know the "rules of the air" compared to hobbyists.

With the huge number of drone operators, I would guess many do not meet those minimums, so they will need to have some sort of training to get them up to speed. Sure there are drone-specific training programs such as UAV Boot Camp or Unmanned Safety Institute. But what's available for drone operators if they want more? I, along with many underwriters, recommend that a drone operator take an FAA ground school or even obtain their pilot license. I gave a webinar for the EAA a few weeks ago and was informed by a powered parachute CFI that you can get your sport powered parachute license with about 12 hours of training. While it might not seem like much, I believe that any training and any sort of pilot rating is not only a plus for the drone operator, but also a plus for the aviation community.

My son and I decided that we should go through the process of getting our drone approved for commercial use, so we could expe-

rience what our customers go through. We started the filing for the exemption and discovered that it's a nightmare. The FAA required we submit an explanation of what we would do with the drone, how we would do it, and what FARs we wanted to be exempted from. If you weren't a pilot, you sure would know a lot about the regulations by the time you were done creating your request. Not only did we learn a few new things, but we will also become FAA-qualified commercial drone operators!

These commercial requirements are destined to change, but probably not for another year or so. I think before they change the rules, the flying public has the opportunity to recognize the drone community and offer some guidance and help. In my mind, it would be better for me, as a pilot, to help a drone operator that is not a pilot.

Thinking out loud here, many of the people that file for this 333 Exemption are not pilots. But to operate officially, they need a pilot to fly the drone. Hmm... I'm thinking part-time job. If you know of a drone operator, maybe you can offer your pilot services and help keep the operator within the boundaries of the FAA.

Even though the rules state a drone shouldn't fly higher than 400 feet, they have done so and will do so again. Drones also shouldn't fly within five miles of an airport without notifying the airport, and that rule is often broken too. So be aware and vigilant. It is in all pilots' best interest to help educate drone operators. If you have hobbyists flying in the area, take a minute to stop and see what they are doing. It is not a time to lecture about the "evils of drones,"

it is an opportunity to talk to them about their interest and share information from a pilot's perspective.

What about non-commercial use? In December, the FAA announced that all drones over 250 grams (just under 9 ounces) would need to be registered. They hope that the registration will help educate people

about the rules when flying a drone, and give the agency a way to track down a wayward drone. To register, the owner logs onto [registermyuas.faa.gov](http://registermyuas.faa.gov), inputs their name and address, and pays five dollars. The FAA then provides a registration number that must be written (with a sharpie pen if you want) on all of the registrant's model aircraft and drones over 250 grams. Again, as a commercial operator, your drone is registered through the FAA with your 333 Exemption and FAA N number.

I recently watched a First Person View (FPV) drone race, and couldn't believe how much fun it was. I was able to get a view of the race from "inside the drone"; it was like I was actually sitting in the drone. But I must warn you: it's a blast and it can have an effect on your pocketbook as it did mine. (I ordered a race drone recently.)

In the end, aviation is a small community and drones are part of it. Drones do present a risk to pilots, but instead of complaining about the drones, get involved and help educate the drone operators and maybe even help transition them to the next level: full scale aircraft. ■

*Scott "Sky" Smith has been a single- and multi-engine pilot for more than 25 years. He has owned aviation businesses from aircraft and avionics sales to his current SkySmith Insurance Agency. During his career, he has flown planes from experimental homebuilts to light twins.*

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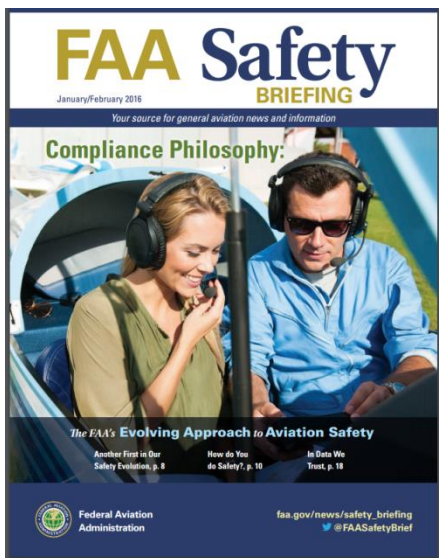




by Phil Corman

**PRAA Update:** [Click Here](#) for Details  
[Click Here](#) to join the PRAA mailing list.

Please encourage your family and friends to join the PRAA by sending an email to [join@prb-association.com](mailto:join@prb-association.com) or [CLICK HERE](#) to join. Our membership has is currently 328 strong. Please join and pass this along to others interested in the airport



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

### PRAA Fly Outs – EAA Invited to Join



#### PRAA Fly-Outs

**May 14th: TBD (tbd)** – Meet at the Terminal. These are a lot of fun and build up camaraderie amongst pilots here at Paso Robles. Join us anytime. If you are not a pilot, or don't have an available plane, you can still join us.

[CLICK HERE](#) if you would like to be added to the mailing list for all information pertaining to our PRAA Fly-Outs. Once you have done this, you will receive all emails regarding PRAA Fly-Outs including any changes. You can also send an email, at anytime to [PRAAFlyOuts@flyinglists.com](mailto:PRAAFlyOuts@flyinglists.com) to ask for a ride or make any inquiry regarding a Fly Out.



## **EAA Information**

### **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)

### **PRB Websites**

Paso Robles Airport Association

<http://www.prb-association.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	<input type="checkbox"/>	Glider	<input type="checkbox"/>	Tailwheel	<input type="checkbox"/>	CFI	<input type="checkbox"/>	A&P	<input type="checkbox"/>
Light Sport	<input type="checkbox"/>	ASEL	<input type="checkbox"/>	Seaplane	<input type="checkbox"/>	CFII	<input type="checkbox"/>	IA	<input type="checkbox"/>
Private	<input type="checkbox"/>	Multi	<input type="checkbox"/>	Instrument	<input type="checkbox"/>			Avionics	<input type="checkbox"/>
Commercial	<input type="checkbox"/>	Rotocraft	<input type="checkbox"/>					Other	<input type="checkbox"/>
ATP	<input type="checkbox"/>								

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>

**LANCAIR WEST COAST GATHERING  
Saturday/Sunday April 30-May 1, 2016 at KPRB, Paso Robles, CA**



**Program.** The “gathering” is designed for Lancair owners who want to participate in a one day fly-in Saturday April 30 which includes technical discussions, a guest speaker, and tour of the Estrella Warbird/Auto Museum. And, if participants want they can join an afternoon winery tour, tasting, & evening dinner, then stay overnight, visit other attractions & depart May 1.



**Host-Organizer:** The gathering is organized and hosted by the Paso Robles EAA Chapter 465 with support from Lancair International and Elite Pilot Services For full information go to [www.eaa465.org](http://www.eaa465.org), or contact Dave Fretwell, Pres. EAA 465 [eeaa465@sbcglobal.net](mailto:eeaa465@sbcglobal.net) 703 606 0865) who built and owns a Lancair Legacy and is member of the Lancair Owners and Builders Organization (LOBO) which encourages regional Lancair gatherings to promote safety and share best practice.

