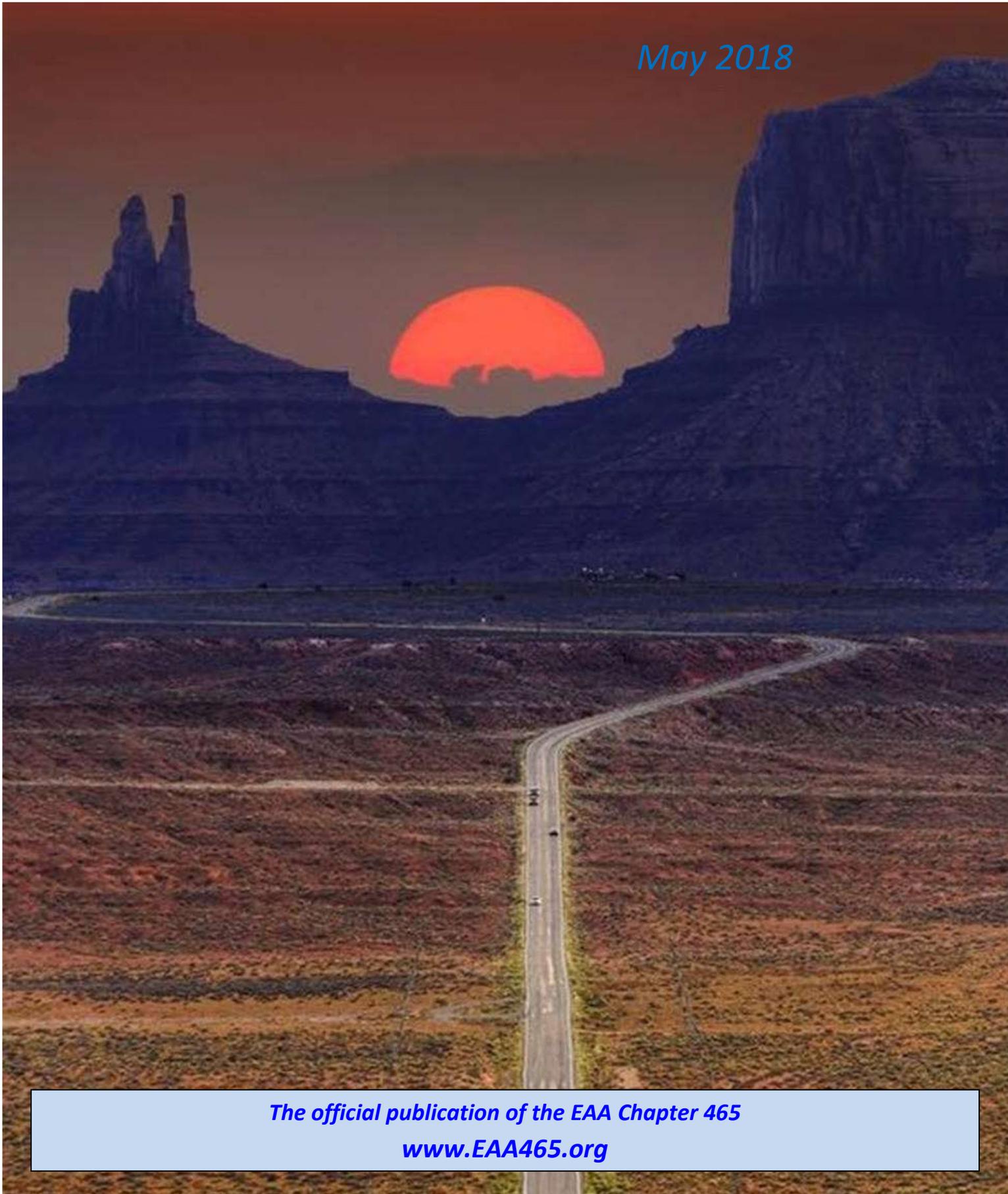




The Leader In Recreational Aviation



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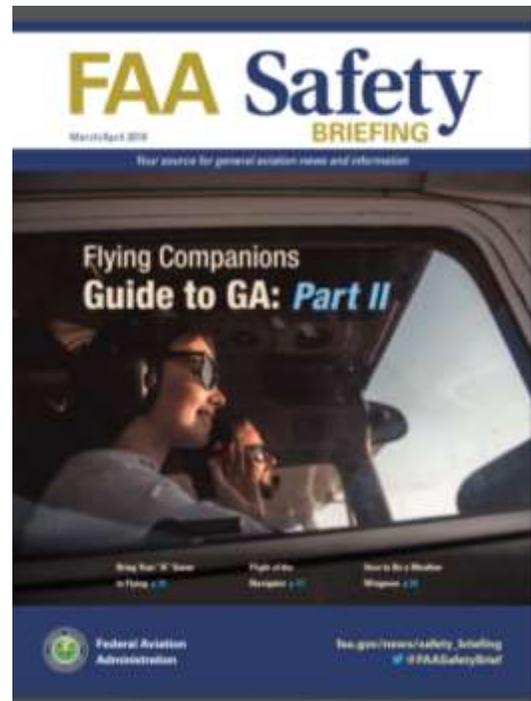
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[Click Here](#) to read the Safety Briefing



PRESIDENT'S PERSPECTIVE

There will not be a regular EAA 465 Chapter meeting on Wednesday May 9 as the Chapter is hosting our annual Young Eagles event on Saturday May 19. See below and the attachments in this newsletter for details on this event.



- **Young Eagles event May 19.** We have finalized plans for the event and if you are a volunteer pilot or ground support person arrive at the airport terminal **on or before 8:00 AM** on the 19th so you can participate in the event briefing, by our Young Eagle Coordinator Bill Siegel, before the public begins to arrive. If you are a pilot please arrive with your plane full of gas because at the end of the event API will fill your plane for 0.65 a gallon less than self-serve price.
- **Mooney Fly-in April 14.** 55 planes and 125 people flew in to Paso for a day of fun and food. The event was a great success & details are attached in this newsletter. It was coordinated by Phil Corman & assisted by a number of Chapter Members in keeping with our Chapter policy of supporting type-club fly-ins like past Mooney, Taylorcraft, and Lancair events.
- **Our special speaker at our meeting on April 11th was Paulo Iscold from the Aerospace Department at Cal Poly – see photo below.** He is an aeronautical engineer who has developed three composite experiment airplanes, among other projects, with university students including two race planes that hold nine world records. He is looking for a 48' hanger space at KPRB to store his latest glider project which he is working on with his Cal Poly students – call me if you have any ideas. He is also the newest member of our Chapter.



- **Traffic Pattern.** The FAA put out a new AC_90-66B that facilitates a newly approved entry for Traffic Patterns at non-towered airports like KPRB. If you are a pilot you may want to look at the details so you are not surprised by what you feel are different pattern entry procedures being used by some pilots.
https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_90-66B.pdf

I look forward to seeing many of at on the 19th even if you are not a volunteer you may be interested in seeing how EAA encourages youth and their parents to understand the field of aviation.

MEETING MINUTES APRIL 11, 2018

Meeting Called to Order – Meeting called to order at 7:00 by David Fretwell

Attendance – 19 In attendance. Many were Cal Poly Aeronautical Engineering Students

Previous Minutes - Gordon Moved to accept last meeting minutes, Dale gave the 2nd. All said “aye”.

Treasurer Report - Dale gave the total as \$1,731.84. The official paid membership stands at 31.

Old Business None

New Business

Name Badges –

We are looking at ordering name badges for the members that will be more substantial than the paper versions we had previously. The general pricing is around \$4.80 each for a solid plastic badge with a magnetic backing. The group voted to go forward with the project.

May 19 – Young Eagles

Volunteers should be at the airport by 8:00 AM to set-up and plan on Young Eagles starting to show at 8:30AM. The planes need to be here by 9:00 AM. ACI Jet is providing fuel at \$0.65 off of the self serve price.

As of this meeting we have 7 pilots and planes signed up.

Note: No general Chapter meeting in May due to this event.

Chapter 170: San Luis Obispo Young Eagles Event

The planned date is 4/14/2018 and they are looking for planes and volunteers. If you are interested please contact Paul Kendrick at (805) 801-2971.

Mooney Fly-in

The Mooney Fly-in happened on April 14 and according to the pictures and general feedback it was a great success. Last known was about 54 planes that showed up. That number may actually be revised higher.

Lancair West Coast Rally

The West Coast rally is planned for the end of September and will likely cover 2 nights and the Chapter will be hosting the event.

Flight School

Kendall Pearson is opening a flight school at the airport. He has 2 Cessna 172's and a Citabria.

Presentation

Paulo Iscold gave an excellent presentation about his career of developing and building several record breaking experimental aircraft. He is starting a new position as a professor at Cal Poly for Aeronautical Engineering. Many of his students were in attendance.

He described how he started out in Brazil developing a number of aircraft under difficult conditions and nearly non-existent budgets. Several of his designs set records for speed and altitude while adhering to strict weight allowances.



The FAA issued a new Advisory Circular for Traffic Patterns in non-towered Airports. It is important that all pilots understand this, so that you can have your eyes on airplanes entering the pattern from new directions. [CLICK HERE](#) to read the entire AC_90-66B.

Figure 1. Preferred and Alternate Entry When Crossing Midfield (From the PHAK)

Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



The existing method for entering the pattern when approaching from the opposite side of the traffic pattern is to fly over the field at traffic pattern altitude (TPA) + 500' and then perform a 225° right descending turn to enter the pattern on a 45°. The AC indicates that a Midfield Entry can now be made at TPA with a direct 90° turn to the downwind leg. The AC is clear that you should yield to traffic on the 45° or downwind. This method appears to require less time in the pattern and avoid a descending 225° turn to the 45.

I have always recommended that Pilots do the following in all traffic patterns:

1. Plan for some NORDO traffic. Never assume all aircraft are equipped with Comms, or that they are using them.
2. Keep your eyes on a swivel and expect traffic from any and all directions at all times.
3. Do NOT rely on accurate entries or even accurate reporting.
4. Always rely on "See and Avoid" from all directions and all altitudes

A Deeper look at the Midfield Entry

The Midfield Entry provides excellent forward visibility to all traffic on the runway, on the 45, downwind, base and final as well as departing traffic. We report 10 miles out, then 5 miles out and then as we are approaching the Midfield entry. If the pattern is busy, the easiest thing to do is orbit well outside the pattern until the pattern opens up. If the pattern is not too busy, then you are listening and looking from inside 10 miles and planning your entry. If you are 3 out and another aircraft is 3 out on the 45, then slow down and plan to follow that aircraft. If you are inside of the aircraft on the 45 and faster than him (say C-172/182 or equivalent Piper, etc.) then speed up a little and report that you will enter the pattern first. If there are more planes in the pattern, say someone on downwind and you cannot blend safely, then either slow down and be #3, orbit outside the pattern, or turn upwind/crosswind/downwind.

You have excellent visibility for departing traffic and traffic on base or final and should not lose site of them at all, as opposed to the 225° entry. This makes us feel that the newly approved Midfield Entry makes a lot of sense.

Just remember that if you are entering on the traditional 45, to be aware of midfield entries from the other side. Again, if you have a visual on them and know their position, a simple speed up or slow down will enable a smooth blend into the pattern. Essentially, you are using the same decision making criteria as always, while orbiting or blending into the pattern, with the addition of traffic entering from a new position.

Other Legal Entries

Despite the new Advisory Circular, remember that the only FAR guiding traffic patterns at uncontrolled fields is to honor right or left traffic and only make the corresponding turns in the pattern.

A Straight In approach really irks the vast majority of pilots, but is not prohibited by FARs. It is only the AIM and AC_90-66B that recommends entries. So a straight in is legit. I always check straight-ins before I turn base, and then again on base. I don't assert right of way and am satisfied to extend my downwind for a straight-in if necessary. Vice versa works also where the guy on final may let you turn base-to-final ahead of him.

The other legal pattern entry is an Overhead Break. Again, the aircraft flies down the runway at TPA and breaks about midfield and performs a 360° descending turn and touches on the threshold. Military pilots utilize this entry sometimes. This one doesn't seem appropriate to us since visibility is blocked in the entire turn, but it is legit and if your head-is-on-a-swivel you should not be surprised.

Summary

All along you should have been prepared for NORDO aircraft, and therefore rely on See-and-Avoid for all patterns. You also should be prepared for bad position reporting, usually accompanied by questionable Comm technique, but not always. So this AC doesn't really change your pattern entries, but makes you aware that more pilots may be making Midfield Entries than before. But they were always legal, just not in the AIM or an AC. Safe and Fast Flying to all.



FREE FLIGHTS FOR YOUTH

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

Saturday May 19, 2017 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 19, 2017, 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/eaa/aviation-education-and-resources/eaa-youth-education/eaa-young-eagles-program> or contact Bill Siegel at 305-962-4027 or send an email to bugsluke@yahoo.com

VOLUNTEER SIGN UP SHEET YOUNG EAGLES EVENT May 19, 2018

(Briefing & set-up at 8:00 am, flying 9:00 AM to 3 PM, Overall Coordinator Bill Siegel, volunteers must be EAA members)

VOLUNTEERS TO FLY YOUTH (5-6 planes needed –all pilots must be EAA members & complete Youth Protection Training)					
Name Confirmed pilot list 1	Plane type	Seats (inc. Pilot)	Youth Protection certification	Labels Printed	Comment/Phone #
Bill Siegel	Saratoga	4	y		confirmed
Darrel Radford	170	4	y		confirmed
Sonija Johnston	?	2-4	y		confirmed
Steve Ells	P24 Comanche	4			confirmed
Brennan Johnson	Bonanza	4	y		??
Kendall Pearson	172	4	y		confirmed
Joseph Dezso	172	4			??
Taulor Lamascus	172	4	y		confirmed
Jim Buenrostro	172	4	y		confirmed

GROUND VOLUNTEERS (6-8 needed Sat. May 19, 8 AM-3:30 PM) At least 2 must have completed youth protection training					
Name	Which role do you prefer?				
	Log in /2	Log out /3 (2-3 needed)	Flight line control/2 (two needed)		
Joel Marketello					
Dave Fretwell	y			y	confirmed
Jerry Burns	Call				?? 805 459 9870
Phil Corman	y	y		y	confirmed
Ralph Herman			Y		confirmed
Steve Allen		y			confirmed

1/ **Role of pilots:** fill out pilot certification sheet (must be EAA member & complete youth protection program), meet youth at log-in registration table & **escort youth to plane**, brief youth & provide 15-20 minute flight, **escort youth to log-out table** and sign log book etc., return to log in table for next flight

2/ **Role of Log-in persons:** supervise desk for log-in & give registration youth/parent to fill out with EM, schedule youths on specific planes, introduce youth to Pilot when he/she comes to log-in table. Priority first time riders, parents & second time riders on space available basis

3/ **Role of log-out persons:** fill in pilots name on youth registration and Log Book, advise youth of benefits of membership (give summary to be prepared and tell them there will be a special event for them later in the fall. Be sure to put youth EM on the Registration sheet)

4/ **Role of Flightline/control officer:** General crowd control, be sure youth escorted to and from aircraft by the pilot, assist aircraft arrivals and departures.



CLASSIFIED ADS

Partially Completed RV- 6 For Sale – Asking \$29,000

Partially Completed RV- 6 For Sale – Asking \$25,000 OBO

The basic construction of the plane is about 70% complete including the empennage, wings, fuselage, and canopy and includes finishing materials. The price includes a new MT Constant Speed prop, L 360 motor mount, landing gear, and lots of miscellaneous hardware. It was being carefully built by Tom Brink an A&P and the CEO of Genuine Aircraft Hardware (GAH) in Paso Robles who is selling it for health reasons. You will need to finish up the basic construction, then purchase and install a motor and instruments of your choice. The plane is stored in Paso Robles, California.

This is an excellent project for someone who wants and likes to do a bit of building, and get into his/her own new RV fairly quickly at a reasonable cost.

Call GAH 805 239 3169 and ask for Pamela Brink you are seriously interested.



Young Eagle Dreams

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





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>

