



November 2018



INSIDE THIS ISSUE	
President's Perspective	Dave Fretwell
Minutes of Last Meeting	Dave Fretwell
Right Seat Flight Management	Phil Corman
Young Eagles Breakfast	
Great American Lancair Rally	Dave Fretwell
EAA Benefits	
EAA Chapter Member Application	

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FAA Safety BRIEFING
September/October 2018
Your source for general aviation news and information

Our Kaleidoscope Community

Click to the FAAST Lesson 6 | Reflections of Our Aviation Community p 10 | The Space Between: Strategy and Tactics p 18

Federal Aviation Administration | faa.gov/news/safety_briefing | @FAASafetyBrief

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





PRESIDENT'S PERSPECTIVE



The next EAA 465 Chapter meeting is be Nov. 3 Sat., 8-10 AM at the Young Eagles Pancake Breakfast (see below).

- **Young Eagles youth and parents day**

Saturday November 3: This pancake breakfast event, similar to the successful event last year, is intended to provide parents and youth with more information about aviation and related careers and is a supplement to the Young Eagles flights we completed this spring. We need volunteers. See details in this newsletter

- **EAA465 Chapter Xmas Party:** This will be held Sunday Dec.2 12:30 to about 3:00 and is open to all adult Chapter Members and significant others. See details in this newsletter, come and have some Xmas cheer.
- **Lancair Rally Stop-over in Paso Robles Sept 27-29.** Seven planes, including 10 people from as far away as Ontario Canada and Texas participated in the third leg of the Rally which started in Uvalde Texas. They arrived in Paso Robles Thursday afternoon Sept 27 for a three day visit and were hosted by the Experimental Aircraft Association Chapter 465 of Paso Robles and the Airport. Everyone expressed their enjoyment of the short but intensive program at the stop-over in Paso. A special thanks is due to Lancair International which organized the overall rally, and other organizations including the Airport Manager & Commission, EAA465 Chapter members Darrel Radford, Dale Ramey, Jerry Burns, Johnnie Via who assisted, FBO ACI Jet which provided a fuel discount & paid for several meals, Ford V 8 Club members who provided transport to wineries, & Genuine Aircraft Hardware which provided financial support. See attached detail and photos in this newsletter.
- **Reno International Air Races.** I had the opportunity to attend this four day event which has been going on for about 60 years and attracts a wide range of planes from all over the world. The event includes every day an excellent air show, different racing classes (on a five mile track/course, at not over 250 feet, and the opportunity to go to the "pits" so see planes and talk to pilots and ground crews. If you have never attended this event, and are interested in aviation, I highly recommend it. The event includes a wide range of aviation from one seat formula racers, to sport planes racers (i.e. Lancair and RVs), WW2 and other military planes (i.e. F16).
- **Chapter Officers:** we will be nominating officers during the November 3 Young Eagles event and need volunteers to run for President and Vice President of our Chapter.



Reno Formula and Sport Racers, Grandstand view of race course, two jets closing/crossing at 750 knots



Lancair Planes at Paso, left is new four place "Mako", right is 2 place 320, both cruise at about 220K (250 MPH):



MEETING MINUTES

No meeting held last month

CHAPTER CHRISTMAS PARTY ON DECEMBER 2



Our Chapter Christmas Party will be held on Sunday December 2 from 12:30 to 3:00pm upstairs in the Airport Terminal. All members and their significant others are invited. The party is for adults only.

Phil & Linda Corman will be the hosts this year.

Hot and cold finger foods will be served along with drinks and sweets.

Instead of a gift exchange as we have done in the past years, we will have a “Silent Auction”. Bring something you are willing to auction off to other members. President Dave Fretwell will be auctioning 3 days at his chalet in Breckenridge. This should be fun and all proceeds will go to the Chapter Treasury and for expenses of the Christmas Party.

Please RSVP to philcorman@hotmail.com if you plan to attend so we can get the correct amount of food.





RIGHT SEAT

PASSENGER COCKPIT MANAGEMENT

When is the right seat occupant more than just a weight and balance factor? We all know the various types of right seat occupants. Some just plain don't want to be there. Some just want to get to the destination. Others enjoy the views, but are uneasy with the unknowns at altitude. And so on. But then there are the right seaters who want to be actively involved, especially if the PIC encourages it. My wife is one of those. Here's how she contributes to her enjoyment of our Mooney and to the overall safety of each flight. Like the movie *One Six Right*, "This is a love story".

During PreFlight

Of course I perform a thorough pre-flight on my Eagle before and/or after each flight. My right seater takes her own look on her **walk-about** as well. (Yes, I have been influenced by the Australian Mooniacs). On one occasion, she found the first bird's nest ever deep inside our engine cowling during a 2 night stay in Prescott, Arizona. She's found tiny blue streaks under the wings and oil drippings as well as an occasional popped Camlock. She wipes off suspect oil or grease spots, informs me, and then checks to see if there are new spots upon landing. She's involved and learns more about our Eagle every pre-flight. We recently had our vacuum systems removed, and she was asking our mechanic questions about our Mooney. She's seen enough over the years that I am confident she will spot anything amiss that I might have overlooked. Of course, that never happens. Ha!



Pre-Takeoff

I have the checklist for our pre-flight run-up, etc., but she has her own as well. She runs her fingers over all the circuit breakers... checks the oil pressure and oil temp. She will never let me start the run-up on a cold day until the oil pressure and temp are appropriate. Is all this redundant? Sure, but we are all human and redundancy is a good thing when flying airplanes. If she feels a little roughness while doing the mag check, she vocalizes it. I then retest it.

At a Class C airport, she independently writes down our clearance. Once in a blue moon, I might transpose a radio frequency and read back incorrectly. She sees my pad and corrects me before I do the readback. Again, harmless stuff, but a very cool backup. She's involved.

Departure

Once aloft, when departure gives us a heading, she's aware of it as I bring the Eagle around. If she does not detect that I am beginning to roll out on the heading, she'll say something like "Did you want to roll out on heading 180°?" She's better than my STEC-55 for altitude and heading information... Ha Ha.

All the while she is looking for traffic on our ADS-B equipped GTN750. I told her it's more valuable for her to look outside the cockpit for real traffic. With her 20-20 eyesight, she detects traffic that sometimes is not on the GTN750. It makes her feel safer... it makes us safer...



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Enroute

My right seater is as good as I am at spotting traffic; sometimes she's better. It's hard to see a small GA airplane at 5 miles, but for her. Sometimes, we play "who can spot the traffic first". It's in the name of being just a tad safer. Two sets of eyes on traffic better than one.

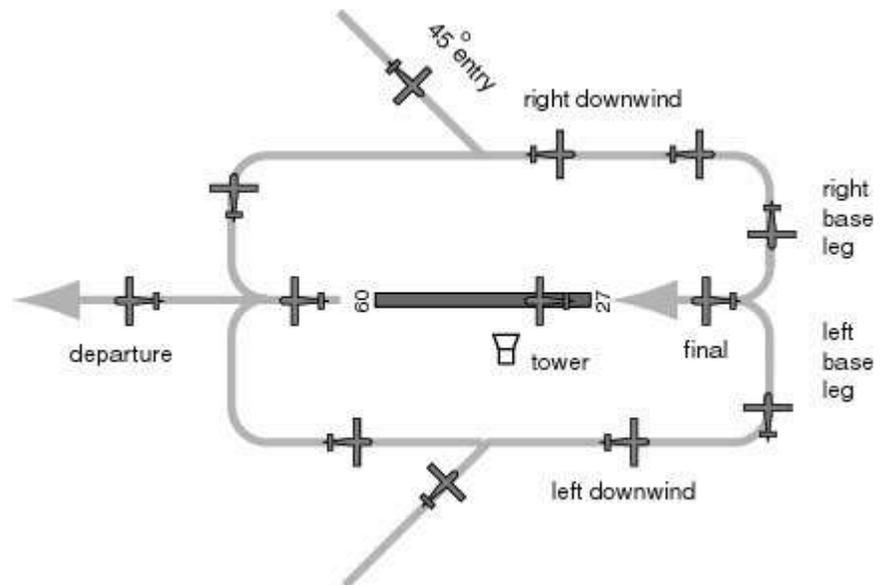
Another fun game we play is "Where would we land right now if engine stopped?" This came up the first time one afternoon when we were flying the Grand Canyon from Lake Mead to Lake Powell. We were looking down at the amazing spectacle of the Grand Canyon (a view afforded only to GA pilots). She asked, "Where would we land if we lost the engine now?" I thought for and told her, "We would enjoy the view down". Now every once in a while, one of us will ask the other, "Engine out, where would you land?" We compare our choices and discuss the pros cons. I cheat now that I have ForeFlight showing me our glide distances in every direction based on wind and terrain.

We have a top of the line JPI engine monitor and she knows what all the EGTs and CHTs look like in cruise and notices a "delta" when the data is askew.

She is also very "fuel aware". She hates it when the annunciator light goes on for a tank reaching 9 gallons. She wants me to switch tanks before the light goes on. She does not like an illuminated warning light – ever. The point being, I will never run out of fuel with such an involved "backup fuel annunciator".

Arrivals

In VFR, there are always options for pattern entry and runway selection. She's terrible with math, but enjoys figuring out the favorable runway. She's learned to listen to CTAF to hear runway in use at uncontrolled fields. next challenge is which pattern entry is best. Over the years, she has figured that most of the decision is the direction we are entering from, but knows it's also based on the level of traffic in the pattern. Aware that the is the most preferred entry for most pilots, that's her default. But she likes straight in if we are aligned. Often at home field in Paso Robles, we enter pattern from the opposite side. She likes the midfield entry and turn to downwind. My point is, we talk about the pattern entry and compare notes sometimes. She's learning right of way, although she realizes my philosophy is that I give way to all other aircraft unless we are talking to each other.



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Emergency Practice

Years ago, I made my right seater an Emergency Checklist. She does not want to become a pilot, but is interested in being prepared. You know the drill: 1) Fly the Plane straight and level, 2) Set the Transponder to 7700, 3) Set the Comm to 121.5, etc. It also includes how to set a DIRECT TO to any airport on the GTN750. So once in a while, I simulate loss of consciousness, which she claims is easy for me to do. She goes through the checklist, switches to 121.5 and calls ATC. I play the role of ATC. She informs ATC that I am unconscious, that we have X gallons of fuel, etc. ATC vectors her to a suitable airport. She always asks for a close one with a long runway. ATC gives her the identifier and she enters it into the 750. She's done it enough that it's almost routine. Of course, it's a simulation and nerves are not frayed, but it is becoming muscle memory for her. That's valuable for the safety of our flight.

She always asks for a long straight in as she hates doing turns in the pattern. I think this is good. She's assertive like a PIC, even though she's not a pilot. She was a cop in her career, so she handles emergency situations with lots of composure. I hope this never happens, but she's trained and ready. A nice backup.

Could she land the Eagle? I doubt it, but I think she can get it on the ground and walk away.

Summary

A second set of eyes on a pre-flight inspection... a second set of eyes and ears on the run-up... a second set of eyes for traffic in all phases of flight... seeing/hearing/smelling/feeling something amiss in the cockpit... emergency training.... These all add up to two key things: 1) Redundancy and Backup and 2) A more Involved and satisfied right seat flyer.

Referring to Bruce Jaegar's article on Cockpit Overload, I hope it never happens to me or anyone else, but if it does, having an involved right seater could tip the scales in your favor. Could happen.

Han Solo had Chewbacca and I have Linda!



EMERGENCY OPERATIONS & PROCEDURES

In case of engine fire, turn cabin heater off.

Turn carburetor heat FULL ON if icing conditions are inadvertently encountered.

WARNING: A discharged storage battery may prevent the gear from fully extending by electrical power.

EMERGENCY GEAR-EXTENSION

To manually extend the landing gear:

1. Pull landing gear actuator circuit breaker to OFF position.
2. Place gear switch in DOWN position.
3. Push handcrank engage lever forward to engage drive mechanism.
4. Crank handcrank clockwise to fully lower the gear. The gear is down-and-locked when the green light comes on. In case of electrical malfunction, check the visual gear-down indicator marks for alignment.

CAUTION: Do not attempt to manually retract the electric landing gear.

WARNING: Do not operate landing gear electrically with handcrank engaged.

FREE BREAKFAST FOR YOUNG EAGLES & PARENTS SATURDAY NOVEMBER 3, 2018

The objective is to provide Young Eagles and their parents, with more information about aviation and related careers. The event is being organized by the Paso Robles Chapter 465 of the Experimental Aircraft Association (EAA)

The Date and Time: the free breakfast event will be on Saturday November 3, 8:30-10:45 AM

Location/Directions: The event is at the Paso Robles Airport, Tina Nelson" hanger. Go to the Airport terminal, turn left (north) on Wing Way for about 150 yards until you see "Del Rio Helicopters", park on the left outside the gate, then walk thru the gate on the right to Tina's hanger.



Program:

- 8:30-9:30: pancake breakfast, view a variety of planes, meet the owners (no flights at this event)
- 9:30-10:15: presentations on airline, commercial, military, & recreational flying, & maintenance careers
- 10:15-10:45: presentation of benefits to Young Eagles from the EAA
 - ✓ National membership in EAA. (Your log book provides instructions how to activate your Membership, do this and then watch for electronic Mail (EM) messages from EAA National office – check your junk mail box)
 - ✓ Membership in Paso EAA Chapter 465 & a (Watch for your monthly EM Newsletter from EAA465 Paso Robles)
 - ✓ Electronic copies of the EAA Sport Aviation monthly magazine (Watch for electronic magazines from EAA National office).
 - ✓ Free Access to Sporty's Pilot Shop "Learn to Fly" Course (\$199 value). Each YE will get an EM from Sporty's with a name & password to access the Course. (Watch for EM from Sporty's pilot shop which will give you a name and a password).
 - ✓ A free first flight lesson (\$120 value) after completing several chapters of the Sporty "Learn to fly course"
 - ✓ Admission to 300+ science and technology museums,
 - ✓ Student Membership in the Academy of Model Aeronautics,

This invitation is to the over 200 youth who have already taken a Young Eagles (YE) flight, their parents, and all EAA465 Chapter members.

PLEASE RSVP BY CALLING AND LEAVING A MESSAGE WITH BILL SIEGEL 305 962 4027 ON OR BY THURSDAY NOV. 1 TO LET US KNOW IF YOU ARE ATTENDING SO WE KNOW HOW MUCH FOOD TO BUY FOR BREAKFAST!!!!!!!!!!!!!!

Do not lose your EAA log book!!!!!!!!!!!!!!

GREAT AMERICAN LANCAIR WESTERN REGION RALLY - PASO ROBLES CA (KPRB) STOP-OVER

Seven planes, including 10 people from as far away as Ontario Canada and Texas participated in the third leg of the Rally which started in Uvalde Texas. They arrived in Paso Robles Thursday afternoon Sept 27 for a three day visit and were hosted by the Experimental Aircraft Association Chapter 465 of Paso Robles and the Airport.

On arrival they were greeted by EAA Chapter members, and then participated in a welcome evening event at the Park Street Grill downtown. The next morning, after a good breakfast at the Airport "One Niner" Café, they were off to the Estrella Warbird and Race Car Museum. They then returned to the Airport Terminal for a presentation by Paulo Iscold, an internationally known professional from the Aeronautical Engineering Department at the California State Polytechnic University, on design of high performance composite experimental aircraft and gliders.

After a hearty lunch everyone enjoyed a "ramp walk" to view and discuss the Lancair aircraft "eye candy" including the new Maco, IVP, 320, and several Legacys. Then a few visited the Paso Pioneer Museum and others got ready for hitting the wineries via classic cars organized by the Vintage Ford V8 club. First stop was tasting at Sculpture Winery, then off to Eberle Winery for tasting; a cellar tour, then a barbecue on the deck while watching the sun go down over the vines and Coast Mountains. Next morning after another hearty breakfast to the "One Niner" everyone gassed up and flew away, some home and others for the next stops in Oregon KROM, Utah KSPK, New Mexico KSKX, then the national Annual "Lancair" landing in Texas KHYI.

Everyone expressed their enjoyment of the short but intensive program at the stop-over in Paso. A special thanks is due to Lancair International which organized the overall rally, and other organizations including the Airport Manager & Commission, the EAA465 Chapter which hosted the Paso stopover, FBO ACI Jet which provided a fuel discount & paid for several meals, Ford V8 Club members who provided transport to wineries, & Genuine Aircraft Hardware which provided financial support.



Arrival Reception at the Park Street Grill



Breakfast at the "One Niner" Airport Café



Presentation by Paulo Iscold



One method of transport to wineries



Estrella Warbird and Race Car Museum

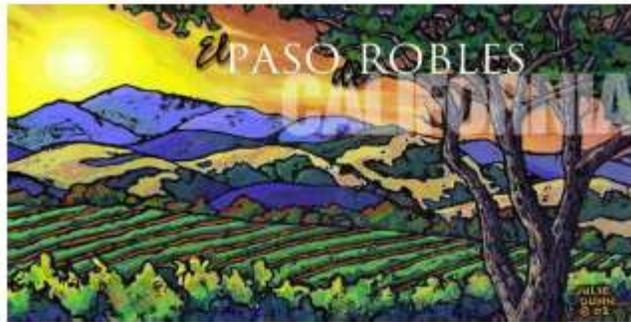


Some of the "Eye Candy"



Enjoying wine and Sculpture at "Sculptura"

Enjoying wine, sunset, food, friendship at "Eberle"



Ready to depart Paso Robles

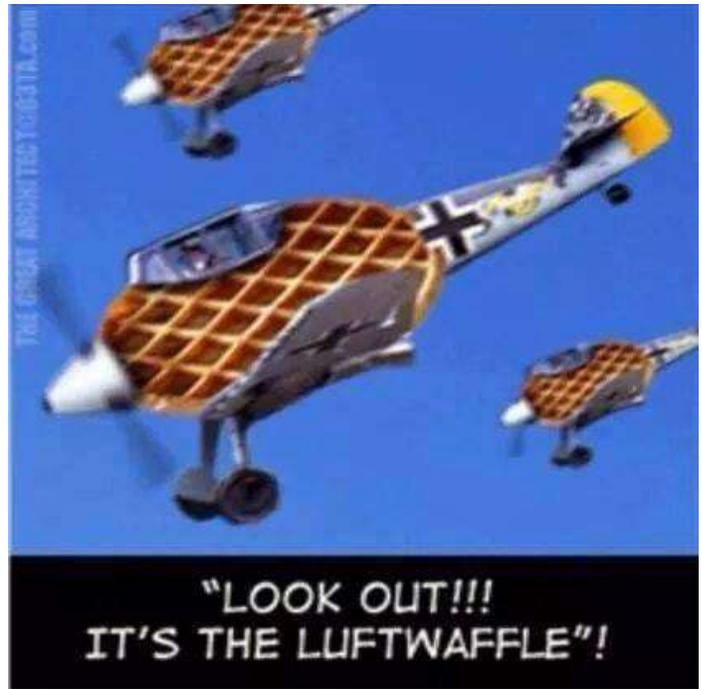


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Vortex Generators – Wings & Tail
Engine – Subaru Stratus, 100 HP /3.5-4 GPH
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Prop – Warp ground adjustable 3 blade.
Panel – Dynon 10, interfaced with Garmin 295 GPS, PTT
intercom, remote compass, electric trim,
Radio, Transponder, ELT, antennae installed.
Engine group, including Tach, Water Temp, Amps,
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Strobes, Exterior Position lights.
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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

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Instrument

Avionics

Commercial

Rotocraft

Other

ATP

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Aircraft Now Owned

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

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Please mail this form with payment to:

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7460 Pinal Ave, Atascadero, CA 93422

Or bring with you to any Chapter meeting

<http://www.eaa465.org/site/index.php>

