

PASO ROBLES PILOT



Monthly Newsletter of EAA Chapter 465- www.EAA465.org

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Next Meeting on August 2 @7pm
Thomson Hall at the EWM

President's Message

Ralph Richards

August is fast approaching. Our meeting is Thursday the 2ed. We have a fly out scheduled for Saturday the 18th. We'll need to set a departure time. This meeting we'll discuss ADS-B out and in and the great things we can use the iPad to do in the cockpit. Looking forward to seeing you there. One last item is movie night at Oceano airport on Saturday, BBQ available camping, etc. Movie to be shown is Airplane. Come have some fun.





Here's this month's link to the EAA ChapterGram. [Click Here](#) to read it.

Chapter 465 Minutes – Last Meeting

Dale Ramey

July 5, 2012 Meeting Minutes

Called to Order: 7:05

7 members, No visitors

Treasurers Report - None

Old Business:

Projection Equipment

- Discussed need for projection equipment for programs
- Suggestion by Jerry Burns to by flat screen TV instead

Moved by Mac Gleim and seconded by Darrell Radford to authorize Ralph Richards and Pete Johnson to purchase a flat screen TV and necessary cables to work with a laptop computer. Cost not to exceed \$500.00. Unanimous approval by attendees.

Saturday Meetings - Discussion about meeting on Saturdays for the summer months to increase

attendance and to promote fly outs. It was Moved by Pete Johnson and seconded by Frank Rezich to have a fly out to Columbia Airport on August 18th. Unanimous approval by attendees.

Web Site - Phil Corman was able to get control of the chapters web domain name. He paid \$17.00 to maintain ownership. Moved by Pete Johnson and seconded by Darrell Radford to reimburse Phil Corman \$17.00. Unanimous approval by attendees.

Web Site Maintenance - Phil had made a proposal to maintain the web site for \$120.00 per year. Moved by Pete Johnson and seconded by Mac Gleim to authorize and pay Phil Corman to be the web master for a fee of \$120.00 per year. Unanimous approval by attendees.

Wings Over Paso - Pete Johnson brought up the topic to see if the Chapter wanted to participate in the event. Participation is the Young Eagles Flight. The event is being sponsored by the Estella War Birds Museum. Pete Johnson said he would contact Sherman Smoot to see if there was the ability for the Young Eagles Flight event. Darrell Radford moved and Jerry Burns seconded the motion to have Pete contact Mr. Smoot. Unanimous approval by attendees.

New Business:

Ralph presented an AOPA notification that the Senate had passed a Pilots Bill of Rights and an article about the meaning of the term "Roger".

Safety Report - None Mack did advise the attendees not to focus on the glass tools in the cockpit to the exclusion of the "see and avoid" requirements of VFR flying. A few members discussed recent close encounters of the ratcheting anal sphincter kind.

Mac Gleim gave a discussion on the history of hanger usage and fees. He was notified that Nunno was going to raise rental rates at least 4%.

Meeting adjourned at 8:31

Fly-In Events for this coming month

Sept 8-9, 2012: California Capital Airshow; Mather Airport, Sacramento. USAF Thunderbirds & more
www.californiacapitalairshow.com
916-876-7568.

Sept. 12-16: Reno National Championship Air Races and Airshow.

Aug. 31-Sept. 2: 48th annual **Watsonville Fly-in and Airshow "Salute to our Heroes"**. For more information see
www.watsonvilleflyin.org

Sept. 27-30: Flabob Flying Circus, history in the air, antique aircraft fly in. Call (951) 683-2309 ext. 104 or see
www.flabobflyingcircus.com. Arrive Friday, field closed Sat



by Phil Corman

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

The PRAA has **adopted Airport Road from Highway 46 to Tower Road**. That means we will clean up the litter every month or so. If you would like to help, simply send an email to

philcorman@hotmail.com and let us know. Thanks to Peter Johnson for putting this together.

The PRAA is amidst its first membership drive. Please encourage your family and friends to join the PRAA by sending an email to philcorman@hotmail.com or [CLICK HERE](#) to join. Our membership has increased from 150 to 181 in just one month. Please join and pass this along to others interested in the airport.

The Estrella Warbird Museum is planning an air show here at Paso Robles on Saturday, September 29th. The Planes of Fame Museum down in Chino will be providing approximately 14 planes for the show. In speaking with Sherman Smoot, the organizer, he hopes to have triple that number of planes in 2013 and make it the premier air show event on the Central Coast. The PRAA has stepped up and offered to support this effort with manpower.

Safety Corner



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[Click Here](#) to read the FAA Safety Newsletter.



Using the Checklist – A Sign of Strength

by Jim Price

The checklist in our aircraft is something that can be looked at in many different ways. Some pilots would never think of flying without a checklist. Others think that using one would indicate a sign of weakness. Most pilots are somewhere between both extremes. (whether or not you'd like to know about this stuff), how the "born" and how it saved Boeing from bankruptcy.



generation stubby little

In 1935, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-long-range bomber. Martin submitted a



twin engine called the Model 146 (shown at left); Douglas submitted the DB-1 (also a twin); and Boeing submitted their Model 299. On October 30, 1935, at Wright Air Field in Dayton, Ohio, a small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The five man crew was led by Major Ployer (Pete) P. Hill. The co-pilot



was, Boeing employee, Les Tower,. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. then stalled, and crashed in a fiery explosion. Three of the five survived, but Les Tower and Major Pete Hill died. (Hill AFB near Ogden, Utah is named after him).

Substantially more complex than previous aircraft, the Boeing bomber required the pilot to attend to four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment as airspeeds changed, and constant-speed propellers that used hydraulic controls to change pitch. This was a very complex aircraft!

While managing this complex aircraft, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing Model 299 was deemed, as a newspaper put it, "too much airplane for one man to fly."

The Army Air Corps declared Douglas' stubby little DB-1 the winner. They called it the B-18 Bolo, and Boeing nearly went bankrupt.

A group of test pilots got together and considered what to do.



B-18 Bolo

APPROVED B-17F and G CHECKLIST	
REVISED 2-1-64	
PILOT'S DUTIES IN RED	
COPILOT'S DUTIES IN BLACK	
BEFORE STARTING	ENGINE RUN-UP
1. Pilot's Preflight—COMPLETE	1. Brakes—Locked
2. Form 1A—CHECKED	2. Trim Tabs—SET
3. Controls and Seats—CHECKED	3. Exercise Turbos and Props
4. Fuel Transfer Valves & Switch—OFF	4. Check Generators—CHECKED & OFF
5. Intercoolers—Cold	5. Run up Engines
6. Gyros—UNCAGED	
7. Fuel Shut-off Switches—OPEN	BEFORE TAKEOFF
8. Gear Switch—NEUTRAL	1. Tailwheel—Locked
9. Cowl Flaps—Open Right—OPEN LEFT—Locked	2. Gyro—Set
10. Turbos—OFF	3.
11. Idle cut-off—CHECKED	AP
12. Throttles—CLOSED	1.
13. High RPM—CHECKED	2.
14. Autopilot—OFF	3.
15. De-icers and Antiflers, Wing and Prop—OFF	4.
16. Cabin Heat—OFF	BE
17. Generators—OFF	1.
	2.
	3.
	4.
	5.
	6.
	7.
	8.
	9.
STARTING ENGINES	
1. Fire Guard and Cell Clear—LEFT Right	
2. Master Switch—ON	
3. Battery switches and Inverters—ON & CHECKED	
4. Parking Brakes—Hydraulic Check—ON—CHECKED	
5. Booster Pumps—Pressure—ON & CHECKED	
6. Carburetor Filters—Open	
7. Fuel Quantity—Gallons per tank	
8. Start Engines: both magnetos on after one revolution	
9. Flight Indicator & Vacuum Pressures CHECKED	
10. Switch—On	
11. Check Instruments—CHECKED	
12. Crew Report	
13. Radio Call & Altimeter—SET	
	10. RPM 2100—Set
	11. RPM 2100—Set
	12. Turbos—Set
	13. Flaps 1/2 - 1/2 Down
	FINAL APPROACH
	14. Flaps—PILOT'S SIGNAL
	15. RPM 2200—PILOT'S SIGNAL



They knew that Major Hill was the U.S. Army Air Corps' Chief of Flight Testing, so requiring more training for Model 299 pilots wasn't the answer. Instead, these ingenious test pilots came up with a simple approach. They created a **pilot's checklist**, with step-by-step checks for takeoff, flight, landing, and taxiing.

The Army eventually ordered thousands of the Boeing aircraft, which became known as the B-17 Flying Fortress.

As an instructor and evaluator in the Air Force and the airlines, I have noticed that pilots usually very diligent with when it comes to checklists. However, sometimes pilots will read a step, do it, and then return to

the check list, but skip a line or two because they have forgotten where they were. This is very painful to watch. I've learned that to use a checklist using the "to-do" method, one must keep a finger on the checklist to keep one's place.

A Better Way – "Do Then Verify"

In 1986, my checklist philosophy changed when Northwest Airlines purchased Republic Airlines and they introduced the Republic pilots to their **flow pattern - checklist method**. From memory, one follows a logical flow across the controls and switches, checking, testing and correcting. Then, pilots use the check list to verify their work – to insure nothing has been missed. Today, most airlines and professional pilots use this method. I use this method in my Mooney. After doing a simple flow pattern before start, I back it up with the check list. During approach and landing, I might use a quick G-U-M-P-S check as my flow pattern, but I always back it up with the checklist. If there is anything I don't want to miss, it's the landing gear.

When we use the Emergency checklist, it's not so familiar and we have no choice but to use the "to-do" method. Just remember to book mark your place with a finger.

Checklist Tech

You might want to consider an iPhone app. Foreflight has a free one, *Checklist Lite*, and their *Checklist Pro* costs about \$20. Check them out at <http://blog.foreflight.com/category/foreflight-checklist/>

In Summary

Now you know the story behind the checklist. It's just a piece of paper, but it's written in the blood of Les Tower and Major Pete Hill. I hope you'll find a way to conveniently check everything in a flow and then verify with the checklist. Using it is not a sign of weakness, but a sign of strength and professionalism! It saved Boeing and the B-17, and it's saving lives – every day.

Thought for the Month

Flying a plane is no different from riding a bicycle. It's just a lot harder to put baseball cards in the spokes.



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

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

PRB Websites

Paso Robles Airport Association

<http://www.prb-association.com>

Paso Robles Airport

<http://prcity.com/government/departments/publicworks/airport/index.asp>

Corrections – Please send any newsletter comments, corrections, suggestions, or your new e-mail address to:

Phil Corman <philcorman@hotmail.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>