

PASO ROBLES PILOT



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

Inside This Issue

President's Message
Chapter Minutes from Last Meeting
PRAA Update
Safety Corner
Learning Corner
FAA 100VLL Fuel
EAA Chapter 465 Application Form
EAA Information & Links

Chapter Officers

President: **Pete Johnson**
petejrv8@charter.net 805-226-8723

Vice President: **Darrell Radford**
radford@tcsn.net 805-238-2509

Treasurer: **Dale Ramey**
mdramey@att.net 805-466-3684

Secretary: **Dale Ramey**
mdramey@att.net 805-466-3684

Technical Advisor: **Mike Laubach**
805-xxx-xxxx

Flight Advisor: **Rod Dykhouse**
n441rd@hughes.net 805-434-2748

Safety Advisor: **Mac Gleim**
mac.gleim@att.net 805-238-6407

Young Eagles Coordinator: **Unfilled**

Web Master: **David Fretwell**
scarcliffe@sbcglobal.net 703 606-0865

Newsletter Editor: **Phil Corman**
philcorman@hotmail.com 805-227-0480

Editors Note

As you know, the upcoming Chapter meeting will be the last for Pete Johnson as President of Chapter 465. Pete has served two (2) consecutive terms and has done an exceptional job. It is hard to be a leader and Pete will be a hard act to follow. Please join me, as I know you will, in thanking Pete for a job well done. *Bravo Zulu Pete!*

Next Meeting on December 1 @7pm
Thomson Hall at the EWM

President's Message

Hello to Everyone,



As you should know, we have elected a new Chapter President, Ralph Richards, who will take office in January. This will be my last message to you in the newsletter, but I will be

helping Ralph to make the transition for the next few months.

I wish to thank all of you members who supported our chapter during my two terms as President. And some of you have done more than your share to help us keep the chapter active. Thank you all.

As I mentioned last month, on Saturday December 3, the Friends of Oceano Airport will be holding their annual Toys for Tots Fly-in

between 10 am and 2 pm. Bring a new, unwrapped toy (cash donations also accepted) and enjoy the fun. Live music, BBQ.

I hope to see you all at the meeting on December 1 and I wish you all a happy holiday season.

Regards,
Pete Johnson

Chapter 465 Minutes – Nov 3, 2011

Meeting Called to Order by President Pete Johnson at 7:09 PM.

11 Members attending

Elections:

- Ralph Richards Nominated to run for President
- Darrell Radford Nominated for Vice President

Motion by Ron Rose to have a voice vote was seconded and approved by attending members.

Ralph Richards was elected President by unanimous voice vote.

Darrell Radford was re-elected Vice President by unanimous voice vote.

Topics – December 3 Toys for Tots program at Oceano Airport, 10:00 AM to 2:00 PM, \$0.25 reduction for gas purchase. November 16, Santa Maria Museum Of Flight sponsoring FFAST Seminar on LSA Maintenance. Letter from Paul Poberezny reflecting on 1965 Letter to the Editor reflection on the future of EAA. Comments on “Call Back” e-mail. Ford Motor Co has a discount on car purchase for EAA members.

Approval of Minutes – Motion to accept by Darrell Radford, seconded and approve by members.

Treasurers Report – Balance \$1,813.00

Old Business – None

New Business – None

Flight Advisor’s Report – None

Technical Report - None

Safety Report – None

Program – Rod Dykhuse presented a slide show covering his year in Vietnam flying Hueys, 5/70 / 5/71 and his more recent experience with his RV and 9/11. A trip down memory lane.

Meeting adjourned at 8:35

Submitted by Pete Johnson

Fly-In Events within 250 miles of KPRB

Quiet Month... Check back next month

Could Fanwing go from LSA to Heavy Lifter?

By Robert Coppinger



Very little of Patrick Peebles’ invention could be called conventional. The FanWing looks like someone has put the blades of a combine harvester behind a helicopter cockpit

and forgotten about the rest of the fuselage. That combine harvester, the FanWing propulsion system, is a fan in a wing, making it a thick wing that provides lift and thrust.

It has a fixed wing but can autorotate like a helicopter. It has two engines, but they are at either end of the wing. It has two booms instead of one. Its inventor is American, but this invention has been developed in England and Italy. Its lift efficiency is so good that university studies in the United Kingdom have concluded 100 horsepower could lift 5,732 pounds.

This has been proven through wind-tunnel testing at Imperial College London, work carried out at Kingston University London, and scale-model flight tests funded by the development agency of London, England, and the U.K. government's equivalent of the U.S. federal department of commerce. The aircraft's efficiency is achieved because the air is accelerated twice: First the rotor accelerates it as the blades rise from the front bottom to the top and then again as the rotor moves back toward the wing's trailing edge.

The FanWing has two engines for redundancy. One engine can keep the aircraft in the air and give it the power to climb. But if the worst happens pilots can autorotate down with a glide ratio of about 3:1. Peebles likes to say the FanWing is similar to a helicopter but with a much simpler drive train.

The high lift efficiency, according to Peebles, gives it good stall resistance, stability in turbulence, short takeoff and landing capability, and good fuel economy. The wing's twin-tail outboard stabiliser configuration avoids a strong downwash behind the wing and recovers energy from the wingtip vortex upwash. This is not just theory: Since June a 5.57-foot wingspan remote-controlled prototype with a takeoff distance of 12 feet and takeoff weight of 20.9 pounds has been flying at up to 40.5 knots for 10 minutes or more to a few hundred feet altitude. Based on this prototype's performance Peebles predicts a full-sized 22,000-pound FanWing aircraft would have a cruise speed of around 100 knots.



A scale-model remote-control FanWing has been flying in Italy. © FanWing Ltd. 2011

Peebles doesn't have the funds to develop such a large aircraft that could be an airliner or cargo carrier; instead he is aiming at a two-seat light sport class technology demonstrator that he wants to fly publicly for the first time at the Experimental Aircraft Association's (EAA) AirVenture in Oshkosh, Wis., in 2013.

Alameda, Calif.-based marine and aerospace components manufacturer Photon Composites Inc. will build the FanWing technology prototype. Photon's owner, British-born engineer Richard Jenkins, has supported new transport technologies before. He was a director of the British environmental transportation project Greenbird, a wind-powered vehicle that achieved 126.2 mph on Ivanpah Dry Lake in California in March 2009.

The total length of the prototype demonstrator, including the wing's tails, will be 22.9 feet, and its total width with its outboard stabilisers will be 45.9 feet, including 32.8 feet of wingspan. Preliminary studies indicate that the two-seater will have an empty weight of 661.3 pounds and two 50-hp two-cycle engines driving either side of the FanWing rotor. The cruise speed is expected to be about 60 knots, with a top speed of 80 knots. The rotor speed will be 1,500 rpm, and flight control will come from the rotor rpm and the tail surfaces. Its takeoff distance is expected to be 49.2 feet.

Still looking for investors so he can build the demonstrator and then get the necessary FAA and EAA approvals for the 2013 flight, Peebles expects to display a static model of the technology demonstrator at next year's Oshkosh show.

He said the light sport aircraft “is a major new phase for the company. This interim technology demonstrator will on one side take us forward on the [research and development] R&D and on the other side offers a neat little STOL [short takeoff and landing] light aircraft.”

International interest in the FanWing has seen the Aerodynamics Research Institute of Chinese aircraft maker AviChina investigate the concept and publish a technical paper on it. To protect the intellectual property Peebles now has patents in 10 countries including the United States, China, Australia, and various European countries.

Over the last 10 years of development Peebles has counted about 100 investors as his FanWing supporters, and he is in talks with potential new partners. The twin-tail outboard stabilisers, Peebles believes, have made the FanWing more commercially attractive because the new configuration has increased the forward speed to the equivalent of a civilian helicopter. Previous studies of other FanWing configurations had predicted a slow cruise speed.



The FanWing looks like someone has put the blades of a combine harvester behind a helicopter cockpit and forgotten about the rest of the fuselage. Image by Adrian Mann

“George Seyfang originally suggested the twin tail, then got involved in the tests and has basically turned things round for us,” said Peebles. Seyfang, a retired BAE Systems principal future concept engineer, joined the FanWing team two years ago. Seyfang spent his career working on aerodynamics at BAE’s Warton Aerodrome site in northern England. BAE is the U.K. aerospace manufacturer whose antecedent companies built the Supermarine Spitfire, Hawker Siddeley Harrier GR7 “jump-jet” and the British Aircraft Corp. Concorde. All of these aircraft are classic designs, and if Peebles and Seyfang can succeed, the FanWing may join them in the aviation hall of fame.



Gerry and his RV “Project” take flight!



by Phil Corman

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

Don’t forget to swing by the **NEW Paso Flying Service** down by the fuel pumps. Learn how to fly airplanes and/or helicopters, hang out in the pilot lounge with HDTV and computers for flight planning, or spend time in the self-study room. This is a great place to meet others at the airport

and maybe fulfill one of your dreams or start a flying career.

Safety Corner



Features

SO, WHAT IS PART 139?

How a Part 139 Airport Gets Certificated.....4

BY SUSAN PARSON

VENTURING FURTHER AFIELD

Using Airport Visits to Expand Your Aviation Experience8

BY SUSAN PARSON

HOW A RUNWAY EARNS ITS STRIPES

Taking the Mystery Out of Airport Sign Language 12

BY TOM HOFFMANN

MORE THAN MACHINERY

An Inside Look at Airport Approach Logistics.....18

BY JAMES WILLIAMS

SPLAT: THE STORY OF SNARGE

"Accidental" Meetings Between Airplanes and Wildlife..... 22

BY JAMES WILLIAMS

IT CAN HAPPEN TO ANYONE

Lessons Learned from a Runway Incursion 26

BY BILL CASTLEN

HOME SWEET HANGAR

Update on Residential Through the Fence..... 29

BY SUSAN PARSON

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>

[Click Here](#) to open this month's FAA Safety Newsletter

Thought for the Month

An airplane might disappoint any pilot but it'll never surprise a good one

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

Phil Corman <philcorman@hotmail.com>

