

## PASO ROBLES PILOT



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

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Next Meeting on February 7 @7pm  
**Estrella Warbird Museum**

See directions below

### Presidents Message

By Ralph Richards

With spring like weather, a brief reprieve from winers chill, it's time to dust off the wings. This morning, Friday, I was headed to the hanger to fly for the first time since my rotator cuff surgery. I heard a distant engine powering its way toward me. It was Darrell Radford burning great holes in the sky right over me. He provided a great air show. Thanks Darrell, you made my day. We'll see you Thursday, 7:00 pm at the warbirds museum meeting hall.



## **Editors Message**

by Phil Corman

Having cabin fever during this cold winter, so I thought I would lighten up your day. There are only 2 things a pilot needs to fix an airplane.



When it moves and it should not move!



When it won't move and it should!

## **Chapter 465 Minutes – Last Meeting**

January 3, 2013 Meeting Minutes

**Meeting Called to Order** - 7:05 by President Ralph Richards

**Attendance** – 8 members attending, 1 Guest

**Old Business** – Ralph Richards and Pete Johnson are working on obtaining video equipment for Chapter programs. Going to a flat screen TV may be a good choice. This could be the least expensive option.

A fly out will be planned for this spring, April 6<sup>th</sup>. Choices presented are Columbia, Porterville, Delano, Watsonville, and Kern Valley. Delano was chosen as the fly out destination.

**New Business** – A suggestion was presented by Dave Fretwell that the Chapter sponsor the Lance Air Society their 2014 fly in. There will be a FFAST meeting at the Santa Maria Museum discussing “Flying the Central Coast”. The meeting begins at 7:00. A meal is available between 6:00 and 6:45.

**Treasures report** – Treasurer reported that the Chapter had \$1,611 in the checking account.

**Flight Advisor Report** – None

**Technical Advisor Report** – None

**Safety Report** – None

**Project Reports** – None

**Program** – “Flying Australia presented by Dave Fretwell. David and family members took a flying tour of eastern Australia. Dave pointed out the difference between flying here and there. The County relay relies on aviation for much of its medical services in the outback. The Pilatus is the airplane of choice. Most communities have an improved run way with a flight service building and gas facilities. Gas is \$10/gallon. (We have it pretty good.) At some airports you need to call ahead for gas so a truck can meet you. It is advised that you are not late with your arrival. A lot of the trip was over desert, quite desolate. Dave discussed how he got certified to fly in Australia and stated the rental planes were well used. Great presentation, thanks Dave. The meeting was held in the Paso Terminal lobby.

**Meeting Adjourned** - 8:ish

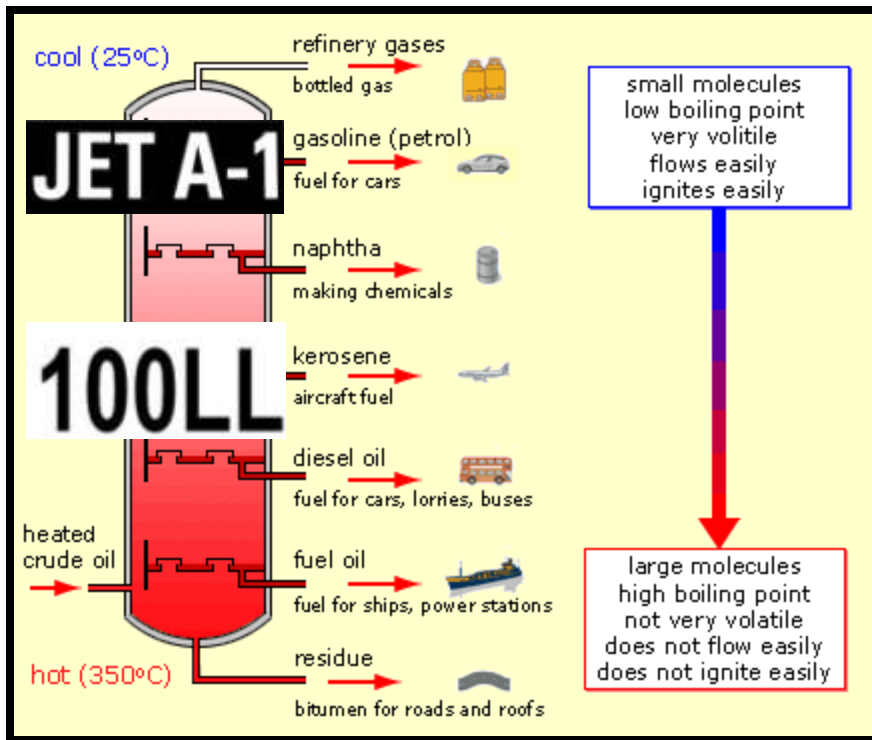


## Why does 100LL Cost so Much?

### Production

The petroleum refining process starts by boiling and pumping the hot solution into a distillation column. The solution has differing temperature ranges at each height. Off the top, (the coolest part), they pull the Liquefied Petroleum (LP) and butane. Below that is gasoline, also called **straight run**. However, at this point, the octane is usually too low, but through [catalytic reforming](#) or [alkylation](#) processes, the octane is boosted.

The next range of products from the column are called middle distillates – the Jet A and diesel products.



Lower still – the hotter and heavier fluid is used for fuel oil. Even the dregs of the column are used to make asphalt or coke.

### Relatively Simple Process!

Jet fuel is simply streamed off the column, and its sulfur content is lowered. That's it. It is now ready to be shipped.

### The Problem with Lead

To make 100LL, the refinery takes the [alkyl ate](#) and re-distills it. Then, it's pumped into a separate tank where they add 2.0 grams of lead to each gallon of fuel. The lead and the equipment needed for the injection is very costly. There is only one plant in the world now producing [Tetraethyl lead](#) (TEL), so there is no price competition. Another problem is the health hazards associated with pure TEL, which must be handled in dedicated systems.

The 100LL batch is tested and if the octane does not meet the 100/130 levels, they add an expensive component called Toluene concentrate to increase the octane. Once the batch meets all of the requirements, it's ready to ship.

Liability costs are factored into every aviation product on the market today and 100LL is no exception. For

example, some companies just add the cost of the leading facility, the increased value of the high octane alkylate product, the liability risk factor, and other factors to the overhead cost of the refinery.

### Leaving the Refinery is Expensive

Jet A is shipped in large volumes to all parts of the country through pipelines. For example, the airports in Chicago use about 4 million gallons every day, so all of the terminals have a ready supply. It costs a few cents to ship (via pipeline) 8,000 gallons of Jet A 500 miles.

100LL is a specialty product because it contains lead and US pipelines won't allow it to sully their pipes. 100LL must travel by truck or rail and it costs about \$2,000 to ship 8,000 gallons of 100LL 500 miles.

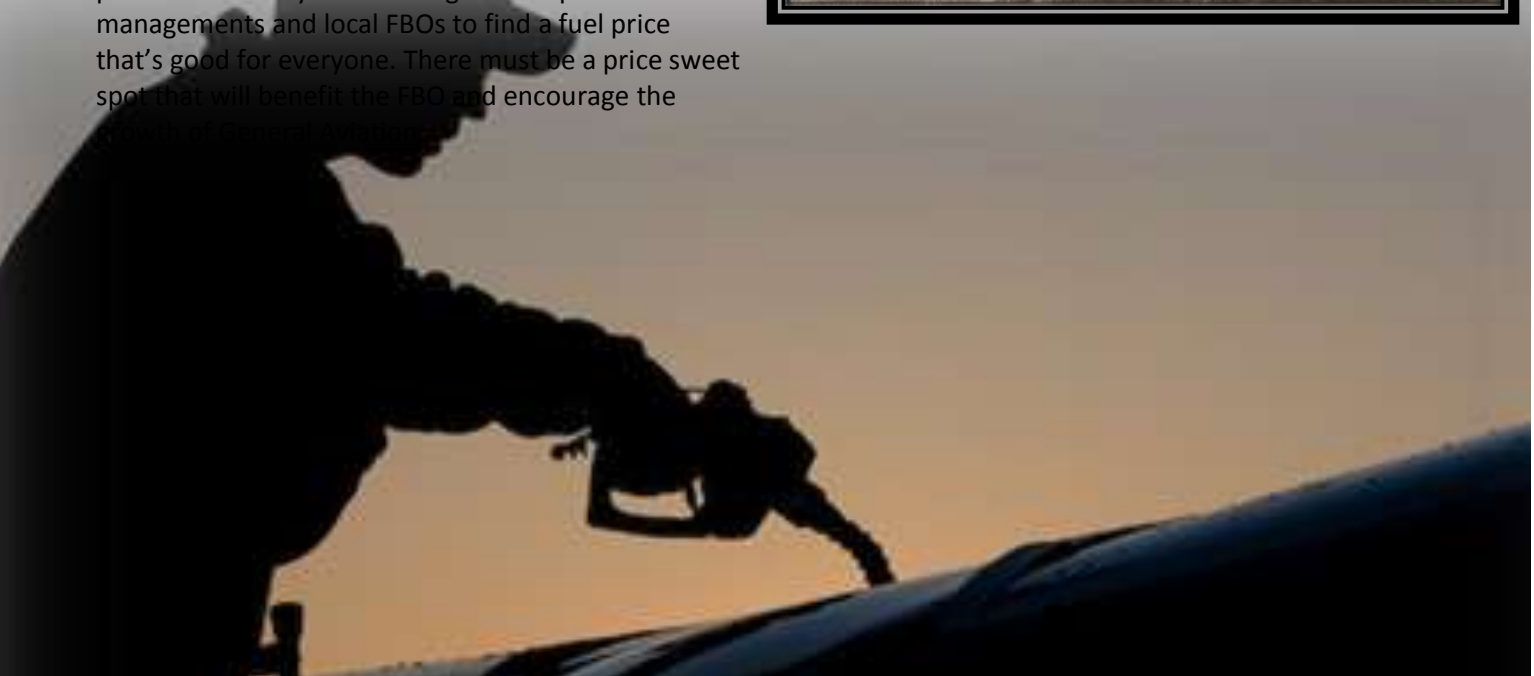
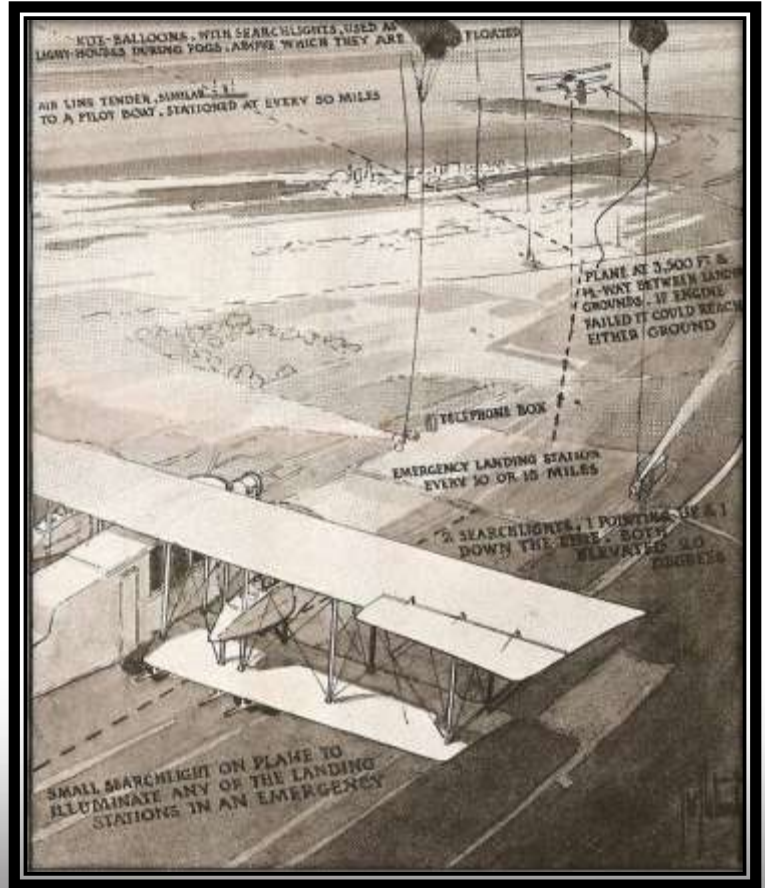
An FBO can shop around for the best price

on Jet A, because almost every distribution plant in the country has it. For 100LL, the marketplace is brutal. Less than 10 refineries produce 100LL in the US and most FBOs cannot afford to buy large quantities. To make it even more con-competitive, in the non-metropolitan areas, FBOs must buy from a single fuel distributor, while in metropolitan areas there might be two distributors. Either way, it's a seller's market.

### **It Gets Worse**

The FBOs set their prices based on their situations. For example, some FBOs try to cover overhead expenses through fuel sales. Others want to be GA Friendly, so they lower the price of their 100LL.

Clearly, the industry needs to develop simpler and cheaper fuels for our Mooneys and GA. Perhaps the solution lies in Diesel engines or an unleaded fuel that will safely power the Piper Cub and high performance models. For now, we must be smart about where we take of business and buy fuel from airports that support GA through affordable fuel prices. We can try to encourage our airport managements and local FBOs to find a fuel price that's good for everyone. There must be a price sweet spot that will benefit the FBO and encourage the





by Phil Corman

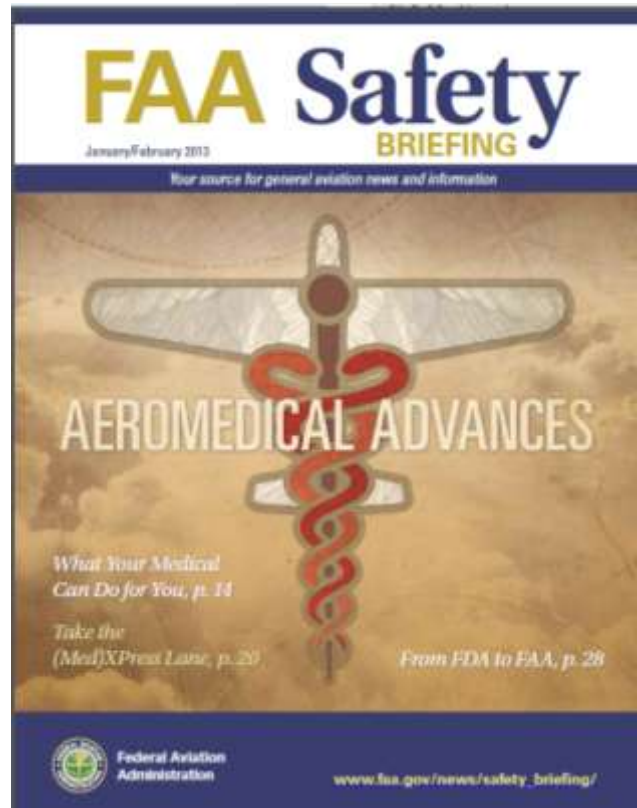
**PRAA Update:** [Click Here](#) for Details  
[Click Here](#) to join the PRAA mailing list.

Please encourage your family and friends to join the PRAA by sending an email to [philcorman@hotmail.com](mailto: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.

**Airport Business Plan** -- Phil Corman, presented the First Working Draft of the Paso Robles Airport Business Plan to the Airport Advisory Committee on January 24th. The development of the plan was requested by City Manager and City Council in May 2012. The PRAA set out to attempt to complete the Business Plan by June of 2013. This draft & presentation marks the initial milestone completed. The working draft was developed by PRAA members who visited 6 airports with similar characteristics to Paso Robles including Santa Ynez, Tehachapi, and Napa (for its wine region). Almost a dozen other Business Plans from around the country were also reviewed and taken into consideration. The draft Plan took the best ideas from all of the interviews and research, and laid out detailed visions, objectives, and programs that are pretty exciting for the airport and the city.

### **Airport Road Cleanup**

The PRAA is keeping Airport Road clean of litter from Highway 46 to the CDF roadway and now is keeping Dry Creek Road from Airport to Nunno clean as well. Why not consider joining the team?



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

## **Thought for the Month**

Good judgment comes from experience. Unfortunately, experience usually comes from bad judgment.

### **Fly-In Events for this coming month**

**March 1-2:** Arizona Antique Aircraft Assoc.'s 55th annual Cactus Fly-in, Casa Grande, Ariz. Antiques, classics, warbirds. For more information see [www.CactusFlyIn.org](http://www.CactusFlyIn.org).

## **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  
<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](mailto: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>