



*The Leader In Recreational Aviation*



*July 2018*



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



## PRESIDENT'S PERSPECTIVE



The regular EAA 465 Chapter meeting on Wednesday July 11, 7 PM, at the Airport Terminal.

- **Special Guest Speaker July 11.** Steve Ells will provide a presentation and lead discussion on Aircraft Airframe and Power Plant (engine) lubrication at our July 11 meeting. Steve is a nationally known aviation writer, a Certified Aircraft Repairman, and a member of our Chapter. I have attended some of his presentations at national and regional aviation events, and his presentation will be both

informative and interesting, with time set aside for questions and discussion.

- **Building a Cozy Composite Experimental aircraft:** On June 13 Dale Ramey gave an update of his work on building his plane which is being done at his home in Atascadero. Progress is good and thank you Dale for inviting us to your home and project ([see photos below](#)).
- **Great American Lancair Rally:** This is progressing and planning for the Sept 27-29 stop-over in Paso Robles is well in-hand and will give all of us a chance to look at the latest composite experimental aircraft designs and help put KPRB “on the map” as a great place to visit. Check the details on our web site [www.eaa465.org](http://www.eaa465.org) and at <http://rally.lancair.com>.
- **Facebook,** our EAA Chapter has a Facebook page and we encourage members, including our young eagles and others interested in aviation, to take a look at it and share your aviation related interests and activities. <https://www.facebook.com/ea465/>



# MEETING MINUTES JUNE 13, 2018

Meeting Called to Order – Meeting called to order at 7:00 by Gordon Heinrichs

Attendance – 5 In attendance plus Glen Johnson of CAP

Previous Minutes - Gordon Moved to accept last meeting minutes, all said “aye”.

Treasurer Report - Dale gave a summary.

## Old Business

Name Badges have been obtained for all adult members and will be provided at meetings

Great American Western Region Rally in Sept, Paso stop over arrive Sept 27 depart 29, draft program on our web site [www.eaa465.org](http://www.eaa465.org)

## New Business

None

## Presentation

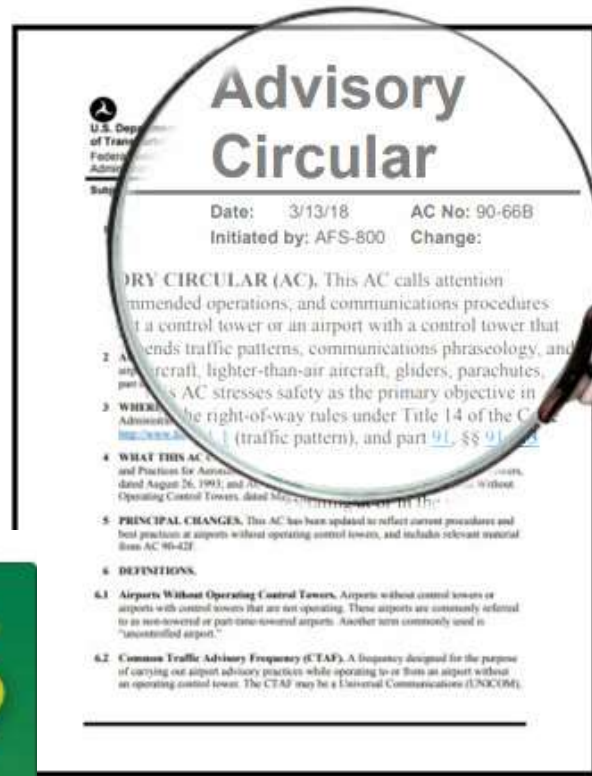
Building a Cosy Experimental Aircraft: Dale Ramey gave an update of progress on his project



# A CLOSER LOOK AT AC 90-66B

## Non-Towered Airport Flight Operations

[The May 2018 issue of The Mooney Flyer](#) addressed the pattern entry changes introduced by AC 90-66B. To refresh your memory, pilots are now strongly encouraged to enter a pattern midfield, with an entry at 500 feet above pattern altitude and then make a reverse teardrop to join the downwind, initiating the turn only after descending to pattern altitude. The FAA also lists a conventional midfield downwind entry as acceptable, with the midfield



Preferred Entry When Crossing Over Midfield



Alternate Midfield Entry



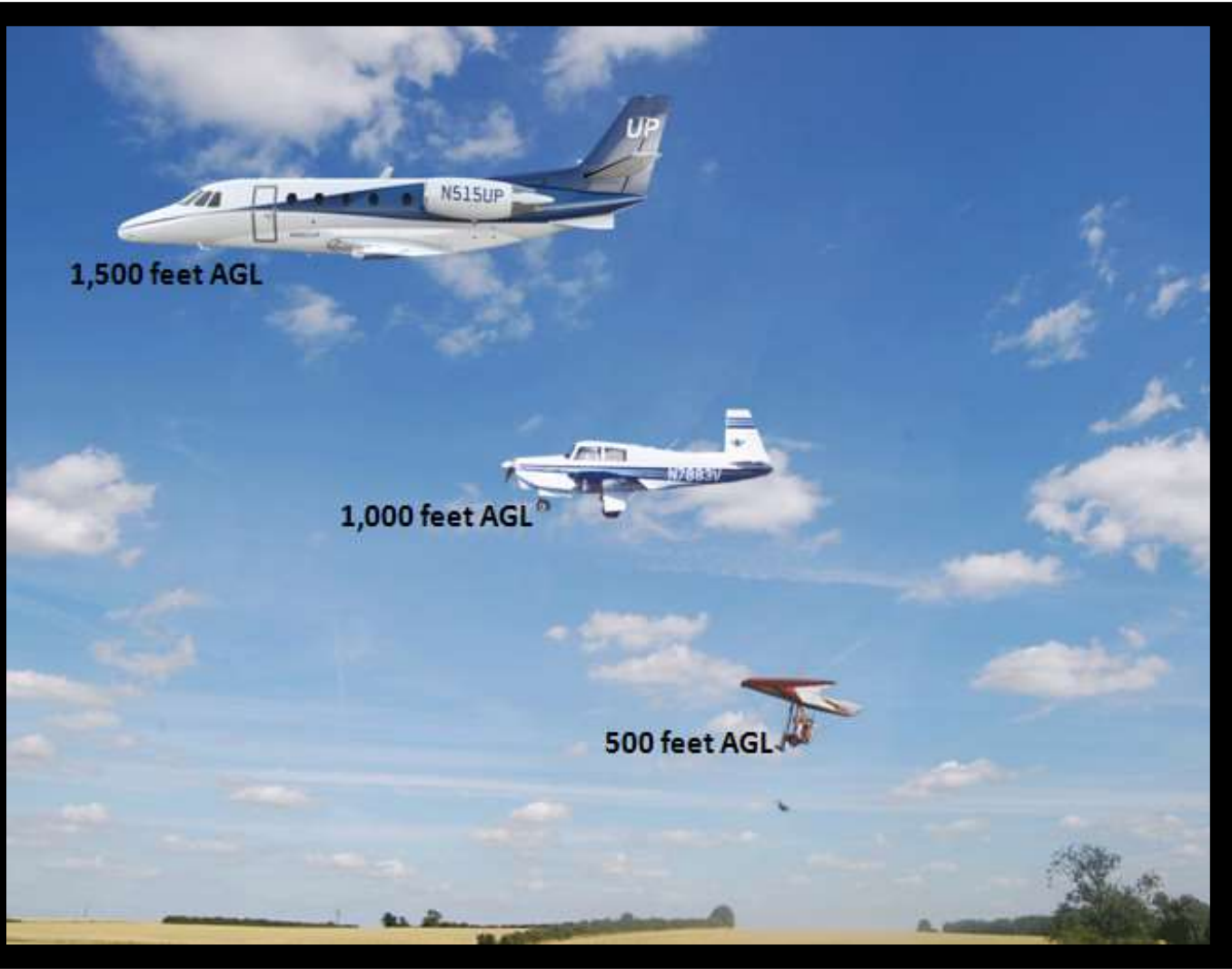
crossing done at pattern altitude. Most of America's more than 5,000 public-use airports do not have a tower, so safety depends on the pilots flying into them. No matter what a pilot flies – turbine, piston, parachute, glider, ultralight, lighter-than-air or unmanned aircraft system (UAS) – they should read the Advisory Circular, because it clearly presents the standards for

operating at a non-towered airport. Other pilots are **counting on you**, to follow the guidance in AC 90-66B.

## Here are more highlights from Advisory Circular 90-66B

### 1). Pattern Altitudes

The FAA has long given license to airport operators to set their traffic pattern at non-standard heights. Most patterns for piston planes were 1,000 AGL, but many were 800 feet and some were even lower than that. **The new rule calls for all piston patterns to all be 1,000 ft AGL, Turbines would be at 1,500 feet AGL, and Ultralights are to be at least 500 feet below the piston planes, (500 AGL in most cases).** There could be a reason or reasons for establishing traffic pattern altitudes that differ from the rule, such as obstacles or competing airspace.



## 2). Left versus Right Hand Flow



For those airports that have right hand circuits, they need to have a good reason for doing so and they have to let pilots know about the non-standard pattern flow. These airports notify us through light signals, markings on the ground, or through publications. For instance, right-hand patterns are noted on an aeronautical chart with

an "RP" designator and the applicable runway next to the airport symbol. The FAA says that it recognizes that many airports already have right hand patterns and the advisory circular doesn't prohibit those. But it does require pilots to fly a left hand pattern unless the right-handed version is in place.

## 3. Straight-Ins

The FAA encourages pilots to use the standard traffic pattern when arriving or departing a non-towered airport or a part-time-towered airport when the control tower is not operating. It's particularly important to do this when other traffic is observed or when you are operating at an unfamiliar airport. However, a straight-in approach is an approved way of entering the traffic pattern.

**CAUTION: All aircraft flying a standard pattern should keep a close watch when turning base to final for conflicting straight-in traffic.**



## 4). IFR Traffic

IFR traffic is now expected to work themselves into the traffic pattern. Therefore, if there's traffic in the pattern already, instead of barreling through, IFR flights should accommodate VFR traffic already in the pattern. Yes, I know, arriving IFR traffic, unless cleared for a visual approach, are still under positive control and following a clearance. It's complicated.



## 5). Instrument Approaches – Circling

Pilots are reminded that circling approaches require left-hand turns unless the approach procedure explicitly states otherwise. This has been upheld by prior FAA legal interpretations of [§ 91.126\(b\). 9.6.1](#)

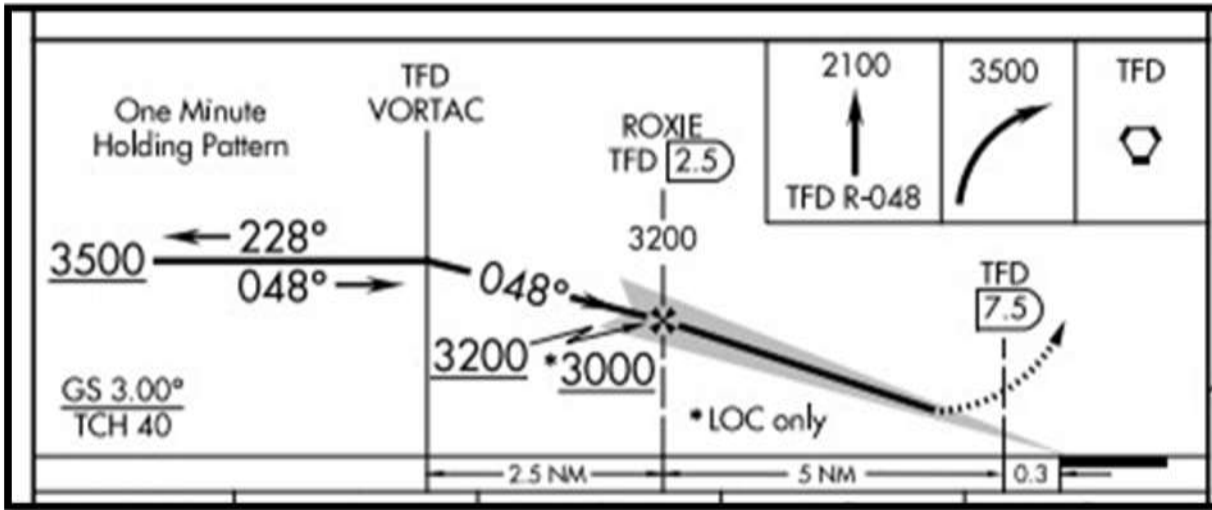
## 6). Watch Your IFR Tongue

Non-instrument-rated pilots might not understand radio calls referring to waypoints, depicted headings, or missed approach procedures. IFR pilots indicate that they are on a particular approach, but that may not be enough information for a non-IFR-rated pilot to know your location. It is better to provide specific direction and from the airport, as well as the pilot's intentions upon completion of the approach.

**WORDS  
MATTER**

approach  
often  
distance

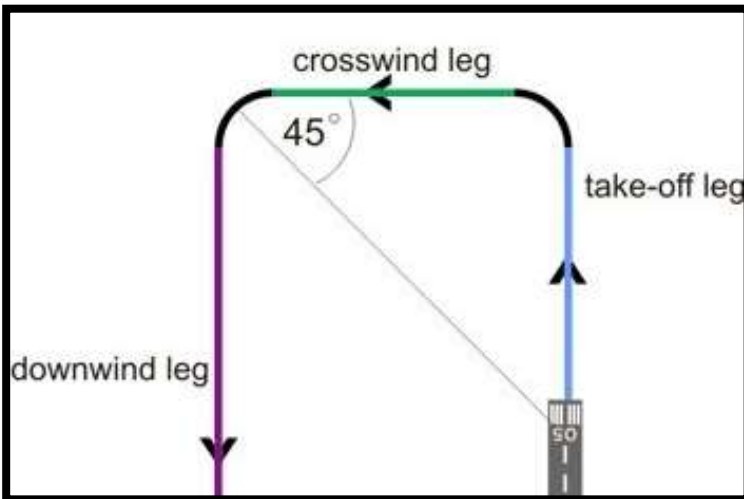




For example, instead of saying, "PROCEDURE TURN INBOUND ILS APPROACH RUNWAY 5," a better broadcast would be, "7 MILES SOUTHWEST ... INBOUND ILS APPROACH RUNWAY 5, LOW APPROACH ONLY" or "LANDING FULL STOP."

## 7). Pilots conducting a practice instrument approach

Be particularly alert for other aircraft that may be departing in the opposite direction or on a base leg or final approach to the runway associated with the approach. Conducting any practice instrument approach, regardless of its direction relative to other airport operations, **does not take priority over other VFR aircraft.**



## 8. Crosswind Turn

Airplanes staying in the pattern shouldn't start the crosswind turn until after they're beyond the departure end of the runway and within 300 feet of pattern altitude.

Pilots shouldn't join the downwind leg until they're at pattern altitude.

## 9). Confusing Language

To avoid misunderstandings, pilots should avoid using the words "to" and "for" whenever possible. These words might be confused with runway numbers or altitudes. The use of "inbound for landing" should also be avoided.

**Instead** of saying, "MIDWEST TRAFFIC, EIGHT ONE TANGO FOXTROT TEN MILES TO THE NORTHEAST, INBOUND FOR LANDING RUNWAY TWO TWO MIDWEST," it's better to say, "MIDWEST TRAFFIC, EIGHT ONE TANGO FOXTROT TEN MILES NORTHEAST OF THE AIRPORT, LANDING STRAIGHT IN RUNWAY TWO TWO, MIDWEST," so it does not confuse runway 4, runway 22, or the use of an IAP on arrival.

Transient aircraft may not know local ground references. “MOONEY 7 KILO WHISKEY, OVER THE CEMENT PLANT”, means nothing to a transient pilot, so local pilots should just stick to standard pattern phraseology and use distances and compass bearings from the airport.

## 10). Departing the pattern

If departing the traffic pattern, continue straight out, or exit with a 45-degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

## 11). Disagreements

Do not push the transmit button and correct other pilots, (unless it is safety critical), particularly if you are aware you are correcting a student pilot.

If you disagree with what another pilot is doing:

- Operate your aircraft safely,
- Communicate as necessary,
- Clarify their intentions and,
- If you feel you must discuss operations with another pilot, wait until you are on the ground to have that discussion.



Keep in mind that while you are communicating, you may block transmissions from other aircraft that may be departing or landing in the opposite direction to your aircraft due to IFR operations, noise abatement, obstacle avoidance, or runway length requirements. An aircraft might be using a runway different from the one favoring the prevailing winds. In this case, one option is to simply point out the current winds to the other pilots and indicate which runway you plan on using because of the current meteorological conditions.

The goal of the Advisory Circular is to improve safety for all by standardizing operational practices and getting everyone who uses non-towered airports on the same 18 pages of the new AC.

To read the entire AC, [CLICK HERE](#) .



## 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!!!!!!!!!!!!!!**

## CLASSIFIED ADS

### 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.

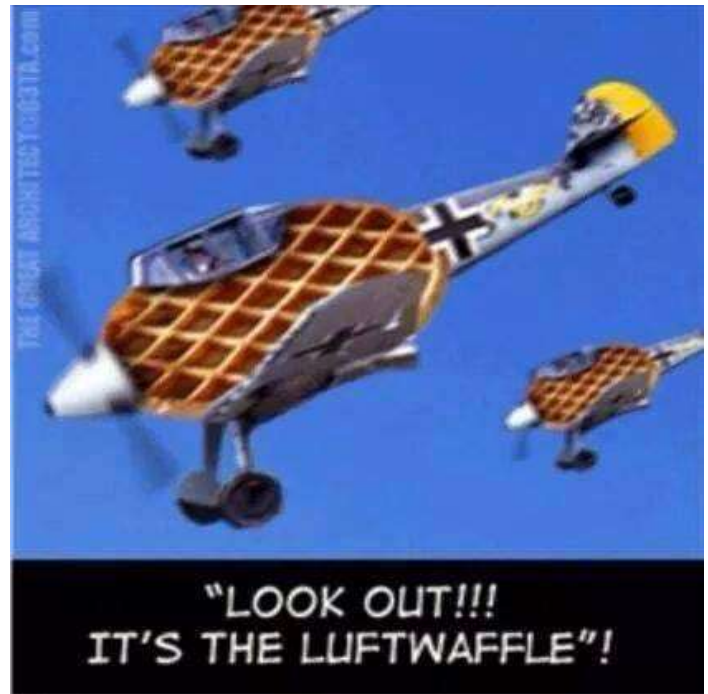
Strobes, Exterior Position lights.

Predicted Performance – 120 MPH

Climb – 13-1500 F/M, Stall 42 MPH.

Hangared – PRB, CA – 805-215-5785

\$30,000



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](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)

Paso Robles Airport: [www.pasoairport.com](http://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>

