

PASO ROBLES PILOT



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

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Next Meeting on June 6 @7pm
Upstairs in the Terminal Building

Presidents Message

By Ralph Richards

We will meet this June 6th at the airport terminal building, upstairs, at the usual 7 pm. The B17 event was a great success, even though it was mid week. Next time we will request a weekend. The air show in Porterville, has been canceled due to lack of funding, but Jim the airport manager said they are going to have an old fashioned fly in Oct. 18 & 19th.

Remember meeting same time different location. The restaurant will be open. See you there.

Flight of the B-17 Paso Robles to Hayward (KHWD)

As a result of EAA Chapter 465 Members participation in the May 7th through May 9th B-17 Tour of

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"Aluminum Overcast," those that participated and met the requirements set by Darrell Radford, Program Coordinator, were able to fly as Crew Members from Paso Robles to Hayward. Arriving at PRB 0530, in two-man teams pulled props through 9 blades on each engine to scavenge oil that seeps into cylinders on the radial engines. The number 1 engine was seized on oil accumulation and required a member of the flight crew to remove a spark plug on the lower cylinder and drain the oil. Upon completion of procedure, spark plug was replaced, area sprayed with chemical and

wiped down to remove excess oil and prop turned the nine blade rotations.

Pilot Bob Davis filed IFR for Hayward. We began our tax at 0620 and took off 0635. PRB and three quarters of flight north was VFR to ground. We cruised at 8100 MSL, 175 MPH indicated, 2100 RPM at top of green arc. Smooth flight from PRB to Hayward. We encountered solid overcast approaching Hayward for IFR approach, landing at 0735.

The EAA crew from Chapter 465 were Ralph Richards, David Fretwell, Jerry Burns, Ken Morgan and Ralph Herman Sr.

David Fretwell had previously made arrangements for rented van from Enterprise and the 5 of us from EAA Chapter 465 drove to PRB arriving 1130 hours. Great flight and had run of entire aircraft except tail section going to gunners position. Total cost of van and fuel each was \$30.00. A large number of photos were taken on the ground and in flight.



RJH Sr. 5-10-13

Here's an alternate version of the flight after alcohol and/or drugs!

B-17 Mission Flight of the "Aluminum Overcast" Did someone spike the wine? PRB to HWD May 9, 2013

Here we were at 8,100 feet with ME 109's attacking from out of the clouds. Wait a minute, they weren't attacking, it was Franz Stigler's ghost pulling up alongside and giving us a friendly wave-off undoubtedly thinking it was Charlie Brown still at the controls although our pilot Bob, kept us on a steady course for Hayward, our destination. (Last names not released in case we were shot down, captured and taken to Hollister).

The May 9th, 2013 day started off as usual. Up at 0400 for the mission. Shaved, showered, breakfast biscuits and coffee and arrived at the field at 0530 as ordered. With two men assigned to each blade, we in turn pulled the engines through nine (count them) blades of rotation to clear any oil from the cylinders.....well almost. Number 1 engine (counting from Port side) had an oil lockup and a crew member (an authentic one) removed a spark plug and while Jerry, our waist gunner held a plastic container to prevent the City of Paso Robles from suing the Army Air Corp for contamination beyond what already exists, the oil was drained, the plug replaced and the engine cowling cleaned of oil. Good job guys. Nevertheless, the crew is sorry for the two divots left in the lawn at PRB when positioning the memorabilia trailer. It won't happen again.....at least for another 8 years maybe unless the Aluminum Overcast returns sooner.

We entered the aircraft and took our positions, except for the tail gunner who couldn't be depended on anyway as he was still in shell-shock

from watching the last movie with Dorothy Lamoure and hadn't moved from his position during at least the last 15 missions.

Unfortunately, no one volunteered to enter his compartment to clean it up. David, our Radio Operator with earphones on and his genuine fleece lined leather flight jacket was at the radio position communicating with either the German's, long distance with Tokyo Rose or the Mexican's South of the border who were still demanding money, although they had no idea he was a fugitive from the Mexico City Communal Hotel, where he and his family had been claimed to have been sequestered.



Up front squinting through the Norton Bombsight was RR, our always courageous Bombardier and current leader of the pack. Someone forgot to tell RR though, that the secondary flying controls were wired to the mounting stop, so no matter how hard RR attempted to bring us over today's target, those slippery Hell's Devils gathered in Hollister,

they were again saved for another day or the local Sheriff's Deputies.

Our occasional waist gunner, Jerry, and the possible wasted waist gunner (from the night before) Ralph, managed to hold off anyone else attacking from the oblique positions even though the lower ball-turret gunner forgot to set his clock and missed the flight. Ken managed to get on the crew, but I still have no idea what his job and performance was, although he managed to take a lot of photos of the crew in action for the inmates at ASH, to prove there are some of us still flying.



Take-off was at 0635 and on climb-out of PRB, it was a gorgeous clear day for a mission. The crew was in good spirits the best I could tell considering the celebratory BBQ the evening before with handshakes all around, since the squadron managed to sell a mess of memorabilia to the locals. Little did they know though, that those .50 caliber shells they were selling were duds!

On leveling off, we flew at 170 MPH indicated (interesting that the ASI's were calibrated in MPH and not Kts?) at 8,100 feet MSL on our IFR flight, with RPM's at a steady 2100 and top of the Green Arc. We took turns at our station's which was more than agreeable to the PIC who knew his business and what might happen if we couldn't crawl around and poke our heads and cameras into every possible nook and cranny. Hmmm, I wonder if the Flight Manual covers "Nooks &

Cranny's?" At about that time in the flight, I asked the Bombardier where his side-arm was for the security and protection of the Norton Bombsight. He looked at me and suggested to the other crew members to just toss me out of the waist gun port and without a parachute. Fortunately, the ports were sealed up with Plexiglas so I remained through the rest of the flight, but agreed to return the Norton to its mounting from where I had hid it in one of the nooks and cranny's.



Our let-down through the overcast into Hayward after the aborted run over Hollister caused no flak. Apparently friendlies were on the ground. On passing over Hollister, I did manage to drop some Leaflets for the Hell's Devils to look out for David and his hot bike on his next trip through, although they should keep in mind, he has some pretty tough friends South of the border willing to collect his debts. Touch-down was at 0735, a one-hour mission with fuel burn around 200 gallons, +/- a few. The total fuel capacity is 1700 gallons, they carried up to 8,000 pounds of bombs of varying types, full crew consisted of 10 members and maximum gross take-off load was at or around 65,000 pounds.

How did we get back you ask? Well, as if perfectly planned, we hopped a train out of Dusseldorf right in front of the German's eating venerschnitzel. We all managed to speak a bit of Deutsch and confused them by telling them we were taking a

prized captured radio operator with his headphones still on, along with genuine leather flight jacket, back to Stuttgart for interrogation at the Mercedes plant where the SS hung out on their lunch breaks. We managed to escape via Dodge Van that was obtained at some enterprising establishment and drove the 150 miles at high speed into the Paso Robles neutral zone avoiding the Gestapo along the way. Our arrival was at 1130 hours, exactly 4 hours and 55 minutes from take-off, one of the fastest missions on record, although admittedly the Hell's Devils are still running around Hollister looking for David on his hot bike.

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Editors Message



More than 100,000,000,000 have lived on this earth to the best estimate of scientists. Of those, probably .00002% have ever flown. We count ourselves in a very special group of humans, who have taken wing to the sky. Some to defend our country... others to transport people and things quickly and efficiently... and still others who fly for the love of it. I count myself in the last category.

We are a shrinking population, however. Registered pilots have shrunk to 50% of peak levels. Who knows the whole answer why this is true? It could be cost, or regulations, or lack of a clear path to become a pilot.

The future is also changing with newer airliners perhaps only requiring a single pilot... and with drones racing onto the scene, maybe 0 pilots in the future.

But there will always be pilots who fly! Just to punch holes in the clouds, or get away from the day-to-day drudging for a little bit of freedom.

Give the gift of flying to someone... a child... a friend... a business peer... It might change their life forever.

Chapter 465 Minutes – Last Meeting

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

Attendance – 8 Members attending

Old Business – B – 17 information: arrive before noon on Monday the 6th. Depart Thursday, the 9th, afternoon. Rides will be given Tuesday and Wednesday. Tours are \$10 and veterans are free. Darrell stated that 14 people had signed up to fly in the B – 17. Advertising Banners have been placed in the Paso Terminal and on the Fair Ground Fence. A fly-in to Oceano Airport is scheduled for April 6th. There is a Paso Robles BBQ on the 6th from 11:00 to 2:00a and also at Oceano Airport from 11:00 to 2:00. A fly-out to Porterville is scheduled for Jun 9th; meet in Porterville at 9:30. Porterville is hosting an air show that weekend.

New Business – Dave Fretwell talked about the PRAA newsletter and survey. Dave requested we personally individually to the survey. Also Dave stated that the web site was going to be enhanced with more features.

Treasures report – The Chapter has \$1,441.

Flight Advisor Report – None

Technical Advisor Report – None

Safety Report – None

Project Reports – None

Program – Article about landing a C-124 Globe Master in Germany under 0/0 conditions.

Meeting Adjourned – 8:00 PM

7 Habits of Highly Effective Pilots

By Jim Price



#1. ALWAYS SEEKS PERFECTION

Most Mooney pilots are perfectionists. If they weren't, they'd be flying a Piper, Cessna, Beech or Cirrus. Mooney pilots

strive to be the best – always. However, when on rare occasion they fall short of the mark, they accept the setback with a smile, get back up and try again.



#2. IS AN AVIATION ADVOCATE

We need to be inclusive to all aviators and, advocate for aviation wherever we go. That's the only way that the aviation community

will be a winner. Because aviation is continually under attack, we must strive to lobby for our cause whenever we can.



#3. ALWAYS THINKS AHEAD

It's smart airmanship to think ahead of your airplane. In my

opinion, there's no other way to fly. Mooneys are so darn fast that we either think ahead or suffer grave consequences. On a bigger level, forward thinking on the calendar is also important. Think of your life as an aviator and ask yourself, "Where will I be in 10 years?"



#4. HAS A HEALTHY EGO

As a Mooney pilot, it's hard not to be a little proud. Flying a Mooney isn't for the meek and mild, but we might need to check that ego and ensure that it's not over-inflated. Highly effective Mooney Pilots have balanced their aviation prowess and their ego.



#5. VALUES SAFETY AND MANAGES RISK

Successful Mooney

Pilots need to respect the need to be safe. Be a master of Risk Management and give Safety all the attention in the world. Aviators who do not respect Safety create statistics.



#6. USES ALL THE RESOURCES AT HIS/HER DISPOSAL

Computers and tablets are so powerful, making available many tools to keep us safe. Successful Mooney pilots diligently plan each flight. In addition, they keep their brain filled with great information through reading, seminars and

online courses.



#7. UNDERSTANDS AND ACCEPTS RESPONSIBILITY

Highly successful Mooney pilots know how to bear the burden of responsibility. They think about the consequences of their decisions and how those decisions might affect other people.

Successful Mooney pilots acknowledge and accept the responsibility.



by Phil Corman

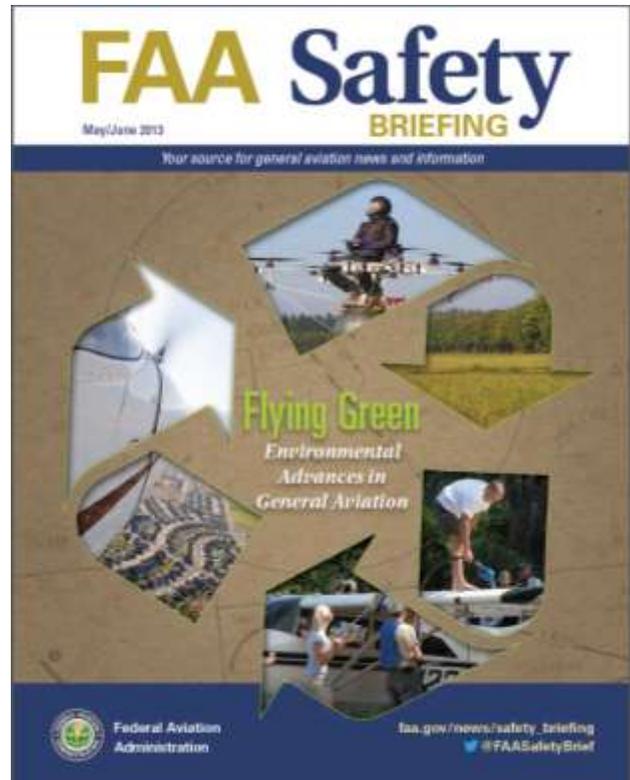
PRAA Update: [Click Here](#) for Details
[Click Here](#) to join the PRAA mailing list.

Please encourage your family and friends to join the PRAA by sending an email to philcorman@hotmail.com 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.

Paso Robles Airport Business Plan UPDATE

The PRAA Business Plan is in the final stages of edits, primarily by City Staff. The changes being made at this time, by the City, are to standardize the wording. This becomes a City Council document if Approved so this is a critical step.

The final remaining item is the creation of a Business Plan Support Team which supports the execution of the Business Plan by augmenting staff, advocating programs specified in the Plan, and maintenance/annual revision of the Plan. It reports out to the Airport Advisory Committee.



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

Fly-In Events for this coming month

June 7-9: Golden West Fly-In (KMYV) More details at: www.goldenwestflyin.org

June 15: Fathers Day Fly-In (O22) More details at www.fathersdayflyin.com

Thought for the Month

It is possible to fly without motors, but not without knowledge and skill. — *Wilbur Wright*



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.eeach1.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>