

# Chapter 170 San Luis Obispo, CA



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Volume 55, Issue 1 Jan. 2018



## Chapter Officers / Directors

President/Director	Neal Koellish	
Vice President/Director	Paul Kendrick	
Secretary/Treasurer/Dir	Vince Rubatzky	
Director	Oscar Bayer	
Director	David Chivens	
Director	Kurt Colvin	
Director	Jearl Strickland	
Director	Jim Buenrostro	
Technical Advisor	Will Harris	
Flight Advisor	Gerrit Vanderziel	
Newsletter Editor	Vince Rubatzky	
Librarian	Allen Skogsberg	
Refreshments	Paul Kendrick	
Web Master	John Scarry	
Young Eagle Coordinator	Liz Dinan	

## February Program

### EAA Chapter 170 meeting Feb. 18, 2018

The Chapter's program committee is pleased to offer a program topic that is full of surprises and frustration. That topic deals with airplane annual inspections. Come and enjoy and share your own experiences and impressions.

## Upcoming Events

### February 18, 2018

Chapter 170 meeting at 12:30 pm  
Hanger 49 – West side of San Luis Obispo Airport

Young Eagle event – April 14, 2018

**EAA 2018 AirVenture Oshkosh July 23 – July 29  
2018 Reno Air Races Sept. 12-16**

## From the Left Seat

Neal Koellish – President  
[eaa170@yahoo.com](mailto:eaa170@yahoo.com)

Greetings!

A board meeting was held following the last meeting and I was heartened to see that it was well attended and seemed to generate some good ideas. One of the most important accomplishments was putting together a list of potential programs for future meetings. Ideas proposed at the meeting as well as some brought up later have given us a list of twenty one potential programs. Some may never make it to fruition, but at least we have something substantive to work with. Please feel free to contact me or Vince Rubatzky if you feel that you have something that would be interesting to the members.

With my regards

Neal

## *Chapter Officers & Directors Meeting*

Business Meeting Minutes 1/21/2018

Chapter business meeting was held in Kendrick's hanger. In attendance were: Neal Koellish, Vince Rubatzky, Dave Chivens, Jim Buenrostro, John Scarry, Will Harris, Barry Branin, Tom Del Re and David Fretwell, (Pres. Chapter 465).

Neal working from an agenda chaired the meeting. Treasurer's report indicated that check writing authorization process is almost complete. The Chapter's bank balance at the end of 2017 was \$2,285.89. On January 20 \$282.00 in residual petty cash along with \$80.00 from four annual dues payment checks for a total deposit of \$362.00 was made bringing the balance to \$2,647.89.

A payment of \$359.00 to EAA National for charter renewal will be made following completion of Union bank checking writing authorization. (Was made 1/24/2018)

Although not in agenda order a discussion about continuing with annual dues at \$20 did stimulate an additional \$80 of dues payment. Mention of annual dues in the newsletter has not resulted in a rush of mail with checks for dues payments.

To stimulate dues payments we might consider a newsletter listing as is done in some churches of the individuals who currently are dues paid-up members. At this time there are eight.

The discussion about refreshments at meetings considered hot dogs or hamburgers too burdensome because of food acquisitions, storage and preparation considerations. A compromise reckoned coffee, sodas and cookies as more appropriate. We do have a lead about a coffee making unit.

Neal is actively attempting to nail down some advance programs to avoid having a last minute rush to offer a program. David Fretwell did mention a 7:00 pm March 14<sup>th</sup> meeting at the Paso Robles airport terminal building that will have a seminar about mountain flying. The attraction is that the speaker, Katie Greenwood is knowledgeable about and will speak specifically about our nearby Sierras region. Notice will appear in newsletter  
Perhaps we will get out that information before it appears in newsletter.

Fretwell also suggested the CHP Air Wing and Cal Fire as potential meeting programs. He indicated that the CHP were willing and provided his Chapter with a great program.

There appeared to be some interest in learning more about the Basic Med program and this might be a possible program consideration.

John Scarry indicated that the Chapter webpage is on the EAA National web page, and that he will put the Chapter newsletter on it.

We have been notified that Paul Kendrick wants to schedule a Young Eagle event for Saturday April 14. That probably will be the Chapter's April program meeting. We will begin to find pilot and airplanes. Will Harris will help with some of the planning and search for pilots and airplanes for that event. Dave Chivens will share YE information and materials such as insurance forms, etc.

There was some discussion about achieving an accurate membership roster. The thought of e-mailing a form was considered not profitable and the chapter secretary may attempt to get that information by one on one contact with former and prospective members. Perhaps this method will also act as survey of chapter member interests and opinions.

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Chapter schedule was reviewed and a general consensus was to continue with monthly meetings on the third Sunday of the month with a 12:30 start. The Young Eagle April 14 event would be an exception.

Question posed without an answer as to how to identify those chapter members or in fact anyone who is in the process of building an airplane. Following their identification will be an attempt to induce them to participate in chapter programs. Perhaps those chapter members with frequent airport contact might be able to identify possible candidates.

Included in business minutes although brought up during the chapter program period, David Fretwell was interested to learn if chapter 170 wanted to share another Tri-Motor event. Dave said Chapter 465 would only be interested if Chapter 170 was also interested in that event as a shared participation. Hanger space would be available at Paso.

Web Master John Scarry brought us up to date.  
Item not addressed was development of the chapter annual calendar, i.e., nominations, elections, etc. various necessary filings

### *Chapter Program*

Since it was a nice sunny day the option to conduct the chapter program outdoors



was taken. The program was about airplane annuals with the anticipation that some aircraft owners would relate their pro or con experiences with annual.

The program theme was about member annual inspection experiences. To preface the discussion is a **Very Brief Overview about Annual Inspections –**

According to the FAA, every airplane is required to undergo an annual inspection: "no person may operate an aircraft unless, within the preceding 12 calendar months, it has had an annual inspection and has been approved for return to service by a person authorized by FAR 43.7 ."

Most general aviation aircraft require an annual inspection. Inspection requirements differ with the various uses of aircraft.

Annual Inspection ([FAR 91.409](#))

The annual must be completed and properly endorsed by a mechanic with an inspection authorization (IA) within the preceding 12 calendar months.

100-Hour Inspection ([FAR 91.409](#))

The 100-hour inspection is required for aircraft: that carries any person (other than a crew member) for hire; or is provided by any person giving flight instruction for hire.

The phrase "for hire" refers to the person, not the aircraft.

### Items Checked During Inspections (FAR 43)

The aircraft's static system, altimeter, and automatic altitude-reporting (Mode C) system must have been inspected and tested in the preceding 24 calendar months before flying IFR in controlled airspace. FAR 43 Appendix E, Altimeter System Test and Inspection, lists the items that must be checked.

Transponders (FAR 91.413) The transponder must be inspected every 24 calendar months. Emergency Locator Transmitter (FAR 91.207) Installed ELT's must be inspected within 12 calendar months after the last inspection for proper installation, battery corrosion, operation of the controls/crash sensor, and sufficient signal strength. While this check is not necessarily required to be accomplished during the annual inspection, that would be a convenient time.

### **For members wanting details – search internet for airplane annual**

The first speaker, Jim Buenrostro with ventriloquist Manny's help related his annual inspection story.



In his words, what happened was: I took my 1958 C-172 in for its annual, and the mechanics spotted a couple of popped/missing rivets on the right door post. They told me that this is often an indication of surface corrosion between layers of metal. When they opened up the sheet metal they found more corrosion than expected which warranted further investigation. The roof sheet-metal was opened up only to find additional corrosion on the spar carry-through. This is the component that carries the loads of the wings through the cabin, connecting the wings together.

The corrosion on the spar carry-through was observed to be greater than just cleaning, and painting would allow. The SLO shop was not equipped to make the kind of repairs needed, and so I contacted a shop in Northern California that is set up to do that kind of major work. (The spar carry-through is a component that the whole plane is dependant on for structural strength and to be replaced, needs the whole plane placed in a jig for integrity.)

While the spar carry-through was being replaced, they found additional corrosion in the wing connector blocks. These are how the wings are attached to the airplane. This corrosion was inter-granular corrosion. Not just the typical surface corrosion that most of us are familiar with. It comes from a contaminate that was present in the billet of aluminum when it was cast. It looks like a big blister on the aluminum. There is no way to inspect that component of the airplane without taking the roof off of the airplane. To my knowledge there is no AD or advisory of this problem even though a failure of this component would mean catastrophic loss of a wing.

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The spar carry-through was replaced and new connector blocks were installed. New roof sheet-metal was installed after all parts were corrosion treated, primed, and painted. The wings were re-installed, and the plane was given a thorough annual and cleared to fly.

Although this took a while and considerable cost the result was a safe airplane. His take home message: Annuals are hard to take medicine to make airplanes well and safe.

Another contributor was Barry Branin. The situation he related was discovered during the annual of his Cessna 180 was a cracked bulkhead in the tail cone. This was the bulkhead right under the fin in an area that is hard to inspect.

The shop said that they had discovered at least 6 others like this. The mechanic who worked on it discovered it because he was familiar with that airplane and he knew where to look.



Barry restated the message that it is important that the person doing the annual knows your airplane. His airplane is a 1965 with 3500 hours total time since new and I have owned it over 30 years.

There was mentioned that some airplanes with fiber glass construction do need to be aware of delamination. David Fretwell, whose Lancair is made with carbon fiber believes corrosion is not a major concern. But, he added that if you build it you probably know it best.

Forrest Keithley passed on an important consideration that one should not assume that stress cracks will not expand if not exposed to a load. Actually such cracks can grow even if not subject to a load.

After some round table discussion about all the bad things that happen with airplanes another thought expressed was not to be afraid of used airplanes. Well maintained used airplanes although absent that "new smell" can be a good airplane and good value. David Fretwell does attend many chapter 170 meetings, and his participation and helpful advice are always welcomed. We look forward to greater coordination with Chapter 465

### *Chapter Dues Alert*

Annual dues for Chapter 170 membership are being collected. Members can provide payment at the February 18<sup>th</sup> chapter meeting or can pay \$20 by check mailed to Chapter Treasurer Vince Rubatzky at 931 Cyclamen Ct. San Luis Obispo, CA 93401.

Currently paid members are; Oscar Bayer, Darrell Radford, David Chivens, Will Harris, Jim Buenrustro, Forrest Keithley, Michael Dubin, Vince Rubatzky – Join us

### *Something else*

Also discussed was the EAA HQ requirement that all Chapter members, especially officers and Young Eagle pilots, be members of the National organization. YE pilots must also obtain the

EAA youth protection certificate. The certificate can be received via the internet test program that takes little time and is easily accomplished.

### **Benefits of National EAA Membership**

EAA membership provides or makes available:

- Monthly Sport Aviation magazine – a super informative and enjoyable monthly treat; alone more than worth the cost of membership
- EAA e-Hotline is a weekly member connection containing up-to-date information about aviation, upcoming events, video stories and more.
- Webinars seminars and live multimedia presentations
- SportAir Workshops – courses for interactive hands on workshops
- Home building hints videos and advice on almost any topic
- Free download of SOLIDWORKS – a training and building network and free online support via the EAA Forums
- EAA Library – useful if you are research minded or just need to find something
- EAA Online store is a source for how-to books, technical manuals, etc.
- Free access to 400 + museum and science centers
- Cash awards with Visa Signature Credit Card
- Auto rental discounts and numerous other discounts
- Aviation insurance and financing information
- Participation at annual Oshkosh AirVentura event
- You are joining a community of similar minded individuals
- EAA is our advocacy for support of general aviation – an essential not to be forgotten activity for all of us
- If you are reading this please consider renewing your Chapter membership with a check of \$20 made out to EAA Chapter 170. Give or send your payment to Chapter Treasurer - Vince Rubatzky at 931 Cyclamen Ct., San Luis Obispo, CA 93401.

## *For your Information*

### *Mountain Flying Interest?*

Item from EAA Chapter 465 President David Fretwell

For those interested in learning more about mountain flying in cooperation with Chapter 465, there is a KTRK Mountain Flying Seminar scheduled for March 14, 2018

For more information use this contact:

[https://www.faa.gov/SPANS/event\\_details.aspx?eid=73532](https://www.faa.gov/SPANS/event_details.aspx?eid=73532)

Act soon as space is limited.

## *Interesting Aviation Events*

### *Contact the Newsletter Editor*

If any member has a suggestion for the newsletter or would care to submit an article for inclusion in the newsletter that would be of interest for other members, please contact me. Topics such as a flying vacation, builder's progress, some technical interest, etc. qualify. Thoughts about how to jazz-up the newsletter are also welcome. Please do not be shy.

Fly often, well and safely.



### *For your Information*

#### News from Paso Robles

#### Partially Completed RV-6 for Sale – Asking \$25,000 OBO

The basic construction of the plane is about 70% complete including the empennage, wings, fuselage, and canopy and includes finishing materials. The price includes a new MT Constant Speed prop, L 360 motor mount, landing gear, and lots of miscellaneous hardware. It was being carefully built by Tom Brink, an A&P and the CEO of Genuine Aircraft Hardware (GAH) in Paso Robles who is selling it for health reasons.

You will need to finish up the basic construction, then purchase and install an engine and instruments of our choice. The plane is stored in Paso Robles.

This is an excellent project for someone who wants and likes to do a bit of building, and get into his/her own new RV fairly quickly at a reasonable cost.

Call GAH at 805239-3169 and ask for Pamela Brink if you are seriously interested.

Mountain Flying Seminar

Paso Robles Airport 7 PM, Wednesday March 14

Host: Paso Robles EAA Chapter 465

Objective and Seminar Content: To provide central coast pilots with general and California Sierra Nevada specific training on flying in mountains. All central coast pilots are invited to participate; there is no cost to attend. However, if you plan to attend please give a "heads up" to Chapter 465 president, David Fretwell

Tahoe is a great destination, but pilots must be aware of terrain and weather effects in the mountainous terrain and unique factors when flying in and out of Truckee. The speaker, Katie Greenwood will discuss important considerations for flying in the mountains, which includes winds and weather, night operations, icing, density altitude and aeromedical factors. She will also focus on unique factors to consider when flying in and out of Truckee airport (KTRK) such as:

Non-towered airport operations, route planning, sharing the airspace with gliders, downdrafts to watch for, and detailed arrival and departure planning information.

This seminar is recommended for anyone planning a flight into the Truckee-Tahoe area.

FAA Wings Credit is available for this seminar.

Katie Greenwood currently serves as a Pilot Outreach Coordinator for the Truckee--Tahoe airport.

She holds private, instrument, commercial and multi-engine certificates and has a whole bunch more qualifications and recognition.

Are you interested in a quick review of Special VFR Requirements? The following that extends the length of this newsletter is worthy and it was extracted with permission from the February 2018 San Luis Obispo 99ers *Slipstream* newsletter.



Special VFR Requirements:

Special VFR is available to pilots operating under Federal Aviation Regulations Part 91 (this encompasses general aviation)

Requirements are minimal but differ based on if an aircraft is [fixed wing](#), or [rotary wing](#)

**Requirements Fixed Wing**

*Day:*

Operations performed under Part 91

ATC Clearance (before entering controlled airspace)

Clear of clouds

At least 1 statute mile flight visibility

*Night:*

Between sunrise and sunset (or in Alaska, when the sun is 6° or more below the horizon) unless:

Day requirements, plus:

Be instrument rated (as per part 61)

Aircraft is equipped in accordance with [91.205\(d\)](#)

VFR during the day

[IFR](#) at night

*Takeoff and Landing:*

Unless ground visibility is at least 1 statute mile; or

If ground visibility is not reported, unless flight visibility is at least 1 statute mile

For the purposes of this paragraph, the term flight visibility includes the visibility from the cockpit of an aircraft in takeoff position if:

The flight is conducted under this part 91; and

The airport at which the aircraft is located is a satellite airport that does not have weather reporting capabilities

The determination of visibility by a pilot is not an official weather report or an official ground visibility report

**Requirements Rotary Wing**

Helicopters are afforded certain exceptions that fixed-wing are not:

At night pilots need not be IFR certified

Helicopters must remain clear of clouds and may operate in Class B, Class C, Class D, and Class E surface areas with less than 1 statute mile visibility

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### SFVR Clearances:

An ATC clearance must be obtained prior to operating within a [Class B](#), [Class C](#), [Class D](#), or [Class E](#) surface area when the weather is less than that required for VFR flight. Clearances may be obtained from [tower](#), if one is operating/exists or [Approach](#), [Center](#), or [Flight Service Station \(FSS\)](#) outside of tower hours or when no tower exists.

**The PILOT must request the clearance, ATC will not solicit!**

A VFR pilot may request and be given a clearance to enter, leave, or operate within most Class D and Class E surface areas and some Class B and Class C surface areas in special VFR conditions, traffic permitting, and providing such flight will not delay IFR operations.

It is not necessary to file a complete flight plan with the request for clearance, but pilots should state their intentions in sufficient detail to permit ATC to fit their flight into the traffic flow.

The clearance will not contain a specific altitude as the pilot must remain clear of clouds.

The controller may require the pilot to fly at or below a certain altitude due to other traffic, but the altitude specified will permit flight at or above the minimum safe altitude.

In addition, at radar locations, flights may be vectored if necessary for control purposes or on pilot request.

Note that as per FAR 91.119, the pilot is still ultimately responsible for obstacle or terrain clearance.

Traffic separation will be provided from IFR aircraft, other SVFR traffic.

ATC does not provide separation after an aircraft leaves the Class B, Class C, Class D, or Class E surface area on a special VFR clearance.

Pilots arriving or departing an uncontrolled airport that has automated weather broadcast capability ([ASOS/AWSS/AWOS](#)) should monitor the broadcast frequency, advise the controller that they have the "one-minute weather and state intentions prior to operating within the Class B, Class C, Class D, or Class E surface areas"

### Special VFR operations exceptions:

Special VFR operations by fixed-wing aircraft are prohibited in some Class B and Class C surface areas due to the volume of IFR traffic.

In these situations, aeronautical publications will mention "NO SVFR"

### Conclusion:

A private pilot with VFR equipment during the day can request SVFR, it is not until night that you must be instrument rated, and the aircraft instrument equipped.

Special VFR is a tool available to any private pilot.

ATC will never solicit a Special VFR clearance unless specifically requested by the pilot.

At the end of the day however, just because you can do something doesn't mean you should. Always maintain your [personal minimums](#) regardless of what the regulations say you can do.