



April 14 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	

April Program

EAA Chapter 170 meeting Apr. 14, 2018

WANTED! Ground crew volunteers to help out with the Chapter's hosting of Young Eagle event. Please let Paul Kendrick know if you will be able to contribute some of your time to make this Chapter program a success.

Upcoming Events

April 14, 2018

Chapter 170 meeting at **11:00 am**

Young Eagle event at 11:00

Hanger 49 – West side of San Luis Obispo Airport

Young Eagles at 11:00 am

Paulo Iscold meeting at Paso Robles Airport Terminal

April 11, 018 at 7:00 pm

Oceano L52 Airport Celebration

May 11-12, 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

Greetings

In place of our usual April meeting, we are going to host a Young Eagles event on Saturday the 14th.

Paul Kendrick has rounded up a sizeable group of high energy little people and also pilots to fly them, I know he would appreciate all the help he can get on the ground as well.

If you can help and have not already done so, please contact Paul.

For May, we will return to our usual third Sunday of the month schedule. Hope to see you all there. It's actually more fun than you might imagine and the kids really love it.

With my regards. Neal

Chapter Officers & Directors Meeting

March 2018 Chapter business meeting minutes



Chapter President Neil Koellish opened the business meeting a little after Noon. In attendance were Paul Kendrick, Vince Rubatzky, Dave Chivens, Jeral Strickland, Jim Buenrostro, Will Harris, John Scarry and Liz Dinan and several guest members.

The Chapter's bank account with the addition of \$120 of mailed in dues stands at \$2,507.07. The effort to update and identify Chapter membership has some useful results. However, some individuals with a past history of Chapter activity or interest are sadly not responsive to e-mail requests, and/or wish further contact. A print out of the 2018 Chapter membership will soon be available.

Paul Kendrick brought us up to date with his planning for the Chapter's April 14 Young Eagles. He has several pilots and airplanes committed to participate and a couple of maybes.

An e-mail will be sent to the membership for ground crew volunteers. Paul plans to begin at 11:00 on that Saturday morning and he will have parents and youngsters arrive at predetermined intervals to minimize crowding and confusion. All volunteers are encouraged to obtain their EAA Youth Protection Policy certificate. Go to EAA web site and seek Young Eagle Youth Protection Policy. The procedure is very clear, quick and easy. Information is also in the March newsletter.

A meeting to review and to finalization the organization of the YE event will be scheduled for late March or early April. Notification will go to all participating volunteers.

The May 11-12 Oceano Airport Celebration event was mentioned and although there will not be a specific Chapter 170 activity all Chapter members are encouraged to attend.

Several program leads were mentioned for the May Chapter meeting; these will be followed up and confirmed. P.S. Thank you N7 for bringing coffee.

Several in attendance reported that they did enjoy the mountain flying seminar held March 14th at Paso Robles. Similarly the program provided by Jim Schaefer on March 13 at Santa Maria Chapter was also considered excellent. We hope to attract Jim to speak at Chapter170 sometime soon.

In order to begin the CAL FIRE program, the remainder of a long business meeting agenda will be carried over to the next meeting.

March 18th Chapter Program

To an appreciative audience, President Neil introduced Matt Mihalco, Fire Captain and Air Attack Officer who is based at the Paso Robles Airport. The CAL FIRE Aviation Management Program is a branch of the California Department of Forestry and Fire Protection.



Its fleet of over 50 fixed wing and rotary wing aircraft make it the largest department owned fleet of aerial firefighting equipment in the world. The aircraft are strategically located throughout the state at CAL FIRE's 13 airplane and nine helicopter bases. Such placement is intended to be able to reach a problem site within 20 minutes of air time.

Matt started us off with a video taken from the cockpit of a fire bomber's takeoff, attacking run at a fire and its return landing. Using his excellent power point information he touched on the early history of aerial firefighting. Early firefighting operations used Ford Tri-Motor airplanes to deliver parachuting firefighters to fire sites.

In the early 1930's this was followed with the use of spray application agricultural airplanes. Then in the post WW II years a number of military surplus airplanes were refitted for firefighting use. In the 1950's CAL FIRE began using airplanes to drop water or a mixture of water and Borax to suppress or retard fires. These aircraft earned the nick name of 'Borate Bombers.' In 1958, CAL FIRE, then CDF, contracted with a private air tanker service for the use of their converted World War II aircraft.

In the early-1970s the department found that the contractor-owned air attack planes did not provide the airspeed and safety needed for the new air tanker program. Therefore, the state established its own [aerial firefighting](#) force. The Aviation Management Program is based at [McClellan Airfield](#) near Sacramento, and became the leading firefighting aviation program in the world.

In 1974, the department acquired 20 Cessna O-2 aircraft from the United States Air Force. Over the next ten years CAL FIRE continued to build up its fleet of S-2A air tankers. In 1987, CAL FIRE began the process of upgrading the engines to turbine driven. By 2005 all of CAL FIRE's air tanker fleet had been converted to S-2T air tankers.

In the 1990's CAL FIRE acquired surplus WW II aircraft namely Grumman S-TA that in 1996 were fitted with turboprops engines. In 1993, CAL FIRE obtained 16 North American OV-10A aircraft from the US Navy. The OV-10s replaced the Cessna O-2s that had served for 20+ years. The OV-10's turbine-powered twin-engines are a significant benefit. Starting in the 1950's 'fire-stop' experiments and tests were made and these are continuing with aircraft not designed for firefighting and also with retardant materials and application features in order to maximize application effectiveness and efficiency.

Helicopter Program

CAL FIRE began using contractor-owned helicopters for fire control in the mid-1960s. In 1981, CAL FIRE obtained 12 Bell UH-1F series helicopters from the Air Force. In the late 1980s CAL FIRE began

Aircraft Inventory to phase out the "F" model and upgraded to newer, larger UH-1H helicopters. The UH-1H aircraft were significantly modified to meet the department's specialized needs. The modified helicopters were designated as "Super Huey's".

The CAL FIRE helicopter pilot in single pilot operation flies over all types of terrain in aerial firefighting with drops of water and retardant on fires. Pilots also transport firefighters to and from fires, haul cargo, fly search and rescue, medivacs, carry out law enforcement, and aerial photography. Additionally they do perform preventive maintenance with some inspections and maintenance under direction of a licensed aircraft mechanic.

To support its ground forces, the CAL FIRE air program includes 23 [Grumman S-2T](#) 1,200 gallon air tankers, eleven [UH-1H Super Huey](#) helicopters, and 14 [OV-10A](#) air tactical aircraft. Additionally, two King Air 200 are used for training, a Beechcraft Baron serves the tactical unit. A Sikorsky S-64 Skycrane and a British Aerospace BAe-146 are contracted. These aircraft stationed at 13 air attack and 10 [helicopter](#) bases located statewide, can reach most fires within 20 minutes after a call. During high fire activity, aircraft maybe moved for better statewide support. Matt reported that 95% of the fires are he ld to less than 10 acres.



Early tactical airplane *Cessna 02* and current *North American OV-10A*



***Grumman S-2T* Air Tanker**

Bell UH-1H 'Super

Huey'

CAL FIRE's current support contractors are [DynCorp](#) and Logistics Specialties Incorporated (LSI). DynCorp provides air tanker and air tactical aircraft pilot services, and all aircraft maintenance services. LSI provides procurement and parts management services. All CAL FIRE helicopters are flown by CAL FIRE pilots.

Firefighting Procedure and Chain of Command

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A layered cylinder of appropriate size is developed as a temporary flight restriction (TFR) over the fire area in order to assure separation of active aircraft. The helicopters function is the area from the surface to about 500 feet agl. The air tactical planes flying overhead direct helicopters and tankers to critical areas for retardant and water drops. The air tankers operate at about 2,500 feet agl. The air attack officer orbits overhead at the top level while directing and coordinating operations over the traffic area. In addition to command of operations, the attack officer may carry out mapping, and aerial photography. When asked about TFR intrusions, Matt said they are a concern, but usually are unintentional and resolvable.

The retardant that slows or retards the spread of a fire is a slurry mix of a chemical salt compound, water, clay or a gum-thickening agent, and a coloring agent, which with exposure to light rapidly fades. The retardant is dropped in front of the advancing fire to slow its movement, and allows the ground crew quick access to work at the fire edge. While both air tankers and helicopters are equipped to carry fire retardant or water, the helicopters also transport firefighters, equipment and injured personnel.

Matt outlined the minimum qualifications and experience for CAL FIRE helicopter pilots. Pilots must possess a FAA Commercial Airman Certificate with rotorcraft-helicopter rating or ATP Certificate with a helicopter rating as well as a Class II Airman's Medical Certificate.

Applicants to be CAL FIRE helicopter pilots must have logged at least 2,000 hours of pilot-in-command flying helicopters that includes at least 500 hours of mountain pilot-in-command helicopter flight time, regularly making landings in mountainous terrain above 4,000 feet MSL. Also required is at least 500 hours of turbine helicopter time as pilot-in-command. 250 hours as pilot-in-command of helicopters performing low level missions. 100 hours as pilot-in-command in helicopters carrying sling loads, and 50 hours as pilot-in-command in helicopters in the past year. **Obviously**, Forest-fire fighting experience with helicopters is desirable.

Thank you Matt Mihalco for an excellent presentation about CAL FIRE and its services. Thanks also to Neil Koeliish for scheduling Matt and our previous meeting with the CHP. Want more about CAL FIRE? Go to: http://www.fire.ca.gov/communications/downloads/AviationGuide_FINAL_web.pdf

Young Eagles April 14th Event

Dear Chapter members,

You are invited to attend and also to volunteer to support the Chapter's sponsoring a Young Eagles event. In order to give a first time flight experience to some youngsters it takes a lot of planning and effort. Pilots have been contacted and airplanes will be available. Supporting the flight operation will be the ground crew to handle the paper processing work. Ground crew volunteers please arrive at 10:30

Please join in to make this an effective and efficient operation. Your contribution will add to a super and gratifying experience for the youngsters, their parents and you.

Benefits of National EAA membership

If not already a member of the National EAA Organization, all Chapter members are encouraged to consider joining the National Organization. The benefits of that membership are many.

#1 EAA is your advocacy for the support of general aviation.

#2 Members monthly receive *SPORT AVIATION* magazine (no aviation magazine compares)

#3,4,5,6,etc. provide webinars, building advice, hints and support and many other perks.

Go to the EAA home page and check it out.

EAA Youth Protection Policy Certificate

It remains important that Chapter members who participate in Young Eagle activities consider obtaining their EAA Youth Protection Policy Certificate. The EAA Youth Protection Policy and Program sets basic requirements for EAA staff and volunteers who work with children under age 18. It includes online best-practices training, and a basic background check for certain categories of volunteers.

For the convenience of all Young Eagle volunteers the following information may be helpful for obtaining the Youth Protection Policy Certificate. On the internet go to EAA Young Eagle Volunteers and that will offer Youth Protection Policy and Program.

Aviation Progress

First powered airplane flight in public

Did you know that Alberto Santos-Dumont, a Brazilian inventor designed the 14-Bis, a pine-frame biplane with a 24-horsepower Antoinette motorboat engine, and that he made several flights in it before crowds outside Paris, France.

His first flight on September 13, 1906 went only about 23 feet and reached an altitude of two feet. A flight he made on October 23 that covered 197 feet at an altitude of about 10 feet was his first substantial flight. This was also the first powered flight made anywhere outside of the United States, as well as the first powered flight by a non-Wright airplane.

Please re-read the title of this article and notice to the last word. The Wright brother's first flight, although achieved at an earlier date was not public.

World's First Commercial Scheduled Airline - St. Petersburg - Tampa Airboat Line



On Jan. 1, 1914, the St. Petersburg-Tampa Airboat Line became the world's first scheduled passenger airline service, operating between St. Petersburg and Tampa, Fla. It was a short-lived endeavor, only four months, but it paved the way for today's daily transcontinental flights.

The first flight's pilot was Tony Jannus, an experienced test pilot and barnstormer. The first paying passenger was Abram Pheil, former mayor of St. Petersburg. Their 21-mile flight across the bay to Tampa took 23 minutes. They flew in a "flying boat" designed by aviation entrepreneur Thomas Benoist.

Percival Fansler, a Florida sales representative for a manufacturer of diesel boat engines became fascinated with Benoist's progress in designing aircraft that could take off and land in water. The two corresponded and proposed a commercial service between St. Petersburg and Tampa.

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In 1913, a trip between the two cities on opposite sides of Tampa Bay, took two hours by steamship or from 4 to 12 hours by rail. A flight would take about 20 minutes. Fansler tried to interest Tampa officials in the venture, but they turned him down. He got a better reception in St. Petersburg, enticing several investors. Benoist arrived in St. Petersburg on Dec. 12, 1913 with pilot, Tony Jannus. Jannus was a popular figure in aviation giving flying exhibitions, testing military planes, and flying long-distance airplanes and airboats.

A Model 14 Benoist airboat was shipped to St. Petersburg. It weighed 1,250 lbs., was 26 feet long and had a wingspan of 44 feet. It was powered by a Roberts 6-cylinder, in-line, liquid-cooled, 75-horsepower engine. The airplane had a top speed of 64 mph. The hull was made of three layers of spruce with fabric between each layer. The wings were made of spruce spars with linen stretched over them. The plane was built to hold only a pilot and one passenger side-by-side on a single wooden seat.

The first flight went off on New Year's Day, 1914, with much celebration. After several speeches and many photographs Jannus and Pheil squeezed into the small wooden seat. Jannus flew the plane no higher than 50 feet over the water. Halfway to Tampa, the engine misfired, and he touched down in the bay, made adjustments and took off again. As the plane landed at the entrance of the Hillsborough River near downtown Tampa, they were cheered by a crowd of about 2,000.

The airline made two flights daily. The fare was \$5 per person and \$5 per 100 lbs. of freight. A second Benoist airboat was added, and flights were extended to Sarasota, Bradenton and Manatee. Tony Jannus' brother, Roger, was the second pilot.

The airline operated for nearly four months, carrying a total of 1,205 passengers. Passenger interest declined when winter residents began heading back north. The brothers continued to give exhibitions, perform tests of aircraft, and train pilots.

In 1916, Tony Jannus was training Russian pilots when his plane crashed into the Black Sea. Roger Jannus also died when he crashed in 1918, during air patrols over France.

Passenger Airline Longevity

If you were to visit LAX, SFO, JFK, LHR or NRT you would surely be impressed with the many different passenger airlines from many different companies and countries. It seems as if a new airline is introduced weekly. If you are not impressed you are not an aviation enthusiast. Have you thought about those airlines that have had longevity? There are a few that have been around for nearly a century. A dozen of those early starters that are still operating are displayed with their date of establishment.

All fly internationally. A few, but not all are national airlines. Some serve worldwide destinations; others having smaller markets. Some have experienced one to several mergers and reorganizations, and most have subsidiaries.



KLM
10-7-1919



AVIANCA
12-5-1919



QUANTAS
11-16-1920

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AEROFLOT
2-9-1923



CZECH
10-6-1923



FINNAIR
11-1-1923



DELTA
5-30-1924



TAJAK
9-3-1924



AIR SERBIA
6-17-1927



IBERIA
6-28-1927



LOT
12-29-1928



HAWAIIAN
1-30-1929

EAA Chapter 465 Meeting Notice

This is worth your consideration

March 11, 2018 EAA Chapter 465 meeting at 7:00 pm in Paso Robles Airport Terminal.

The speaker will be Paulo Iscold, who has developed three composite experimental airplanes as well as other projects. Paulo is an aeronautical engineer currently working at the Aerospace Engineering Department at Cal Poly. He has a lot to talk about a subject of interest to many.

Chapter Dues Alert

Annual dues for Chapter 170 membership are pass due, but are still being collected. Members can make payment at the April 14th Chapter meeting or can send \$20 by check 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, Neal Koellish, Paul Kendrick, Allen Skogsberg, Liz Dinan, John Scarry, Austin Dito, John Bova, Cid Cabriaes, Joe Dezso, Herman Frenzsel, Randy Joones, Bill Barone, Sheryl Cooney, Morgan Hall, Bob Du Sair, Dave Bufo

Join us

Contact the Newsletter Editor

Any member having a suggestion for the newsletter or wishing to submit an article for inclusion in the newsletter should contact the Newsletter Editor. Topics about or distantly related to aviation qualify. Thoughts about how to jazz-up the newsletter are welcome. Avoid shyness – it limits you.

Not too late. If you received a request for information to update the Chapters membership roster and have not responded please reconsider. Let's avoid losing contact.

Fly often, well and safely.