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All area codes 805

**April 21:** Public meeting regarding pro and con decision as to the continued and future use of Oceano airport. Seek local media for meeting location and time.

**May 8:** Celebration of Oceano Airport Day

## President's Report

*Ernie Billing – President*  
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Happy April everyone! Time is sure flying, and I am not doing enough flying. The Oceano Airport Saga is still going on. Jeff Edwards seems to be spewing distortions regarding how the airport can be closed and how the airport is currently used.

His next “public presentation” is scheduled for April 21. Airport supporters will be throwing a tailgate party following that meeting to show a united effort to thwart Mr. Edwards’s information.

May 8<sup>th</sup> will be Oceano Airport Day. Our chapter will be selling hot dogs and handing our information. Please show up and help out.

This month’s presenter is Wright Leaphart. He is a Cal Poly lecturer in Aerospace and teaches the History of Aviation course. He is a historian and storyteller. I am looking forward to his presentation, as it will be entertaining. See you all on April 15.

## Upcoming Events

**May 21.:** Chapter Meeting at 7:00 PM at Zion Lutheran Church corner of Santa Rosa and Foothill. Speaker Wright Leaphart, topic: WWII – The Origin of the Conflict in the Pacific as related to aviation.



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### ***Membership meeting***

President Ernie called meeting to order a little after 7 PM for a good turnout of members and guests. Due to technical difficulties there was no lucky draw. However, members should wear their pins – just in case.

Visitor Fred Lowerre (hopefully, he soon will become a chapter member) showed some of the attendees a photo of his newly acquired Sonerai experimental airplane now housed at SPB.

It was good to see Ryan Billings visiting; while he was on Spring Break from graduate school at UC Davis. Ryan has been helping to exercise brother Ernie's Cardinal. Ernie reported that he now has his propeller for his RV-7 project.

Kurt Colvin was not in attendance and is north in Washington getting floats put onto his Husky and probably picked up a seaplane rating. We expect to get a treasurers report upon his return.

John Eichler reported that the Chapter's EAA banner is still missing, although it might be replaced by EAA. After about six months John Eichler also returned Jim Buenrostro's canopy cover missing since Airport day.

Recently appointed VP, Neil Koellish, because he so often is seen with his hands in hot water, (boiling all those hot dogs for the winnie wagon) was justifiably recognized and rewarded by John Eicher with the presentation of a flying kit model of a J-3 Cub.



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### *New Business*

The majority of the meeting prior to the scheduled program dealt with the Oceano airport and a local developer interest in the sale of the airport for housing or commercial development.

Los Osos developer, Jeff Edwards held a “public” meeting at the Rabobank in Grover Beach, California on March 17<sup>th</sup> to explore his proposition to close the Oceano airport and selling or leasing the property for a variety of commercial uses. The Board of Supervisors for San Luis Obispo County, which owns the airport, has said there are no plans to sell or lease the property. Jolie Lucus attended that meeting and she provided this summarization of the meeting.

About 75 pilots tried to attend the meeting, including some who had flown in from the San Francisco Bay area. But only a handful was allowed inside the room, which held about 30 people. There was considerable concern about the selective method used to determine who could attend the meeting that resulted in limiting the number of pilots admitted, as well as why more consideration was not given to a larger meeting room.

Steven Taber, an attorney from Costa Mesa, California in a 45-minute power point presentation discussed legal considerations about deactivating a publicly owned airport. He said the FAA would consider requests to close an airport because the airport is not profitable. Bill Dunn, AOPA vice president of local airport advocacy who was in attendance countered that the FAA rejected a request from the city of Bakersfield to close its airport because it was losing money.

Edwards indicated that “a committee” would determine if the airport should be developed for other commercial uses, but that committee was not identified.

At a reception following the meeting, Mr. Dunn briefed the pilots who had not be allowed inside, and emphasized the importance of remaining involved in these types of issues. He said, “AOPA and local pilots have to work together to counter threats to general aviation airports.

Another meeting is scheduled for April 21. Details are not available at this time, but check the newspaper and other media for notification. Bill Dunn urged area pilots to make their voices heard at every one of the next five sessions planned by the developer. “But, don’t stop there” he said. He advocated building relationships with our elected officials. Accordingly, central coast pilots and allied interests should contact and support supervisors that share their concerns.



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### *Oceano Airport Day Planning*

Jolie Lucus also reported about the concept and plans for an open-house airport day at the Oceano airport. May 8<sup>th</sup> is the scheduled date for the OCEANO AIRPORT DAY. The purpose and the event is planned in order to instill community awareness and interest as to the value of the airport to the community and the central coast. A major theme will be a focus on the emergency aspects of the airport for central coast communities.

The organizing committee expects to have many supporters and sponsors for that day which will assure a great and successful event. While planning is still in progress the day will feature a pancake breakfast, Winnie Wagon hot dogs, band music, the presence of the 99ers, and many other features, organizations and groups. This promises to be a great event.

The planning committee is anticipating a great turnout of fly-in aircraft and is looking for volunteers from nearby EAA chapters to assist with airport parking and ground flow traffic, and other activities. Ideas were tossed about having a temporary tower, and if that is possible, the committee will look for a qualified operator.

The next chapter meeting (April 15) will devote sufficient time for preparing and participation at this event. Meanwhile - **You all be prepared to come to promote and support OCEANO airport day.**

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## *Program*

The program was a presentation by a Cal Poly Senior Project Team. They call themselves, the Aircraft Performance Data Collection Team.

Kurt Colvin is the team's advisor and he was very considerate to have arranged for the Cal Poly design team represented by 6 students to give us the progress of their project.

Their engineering project was to design and produce a aircraft performance data collection device that can be quickly mounted on the wing of any of Van's RV series aircraft. Ken Krueger of Van's Aircraft sponsors this project. Van's evaluates many RV aircraft and would like a device that would give quick and accurate performance data.

The device has certain specifications such as: it must weigh less than ten pounds, must be attachable and interchangeable with other aircraft with a minimum change time of less than 30 minutes, and furthermore it must be accurate within 1%. Because of the difficulty of reaching that target, the team has petitioned to lower that accuracy to 3%.

Data to be collected includes: indicated airspeed, outside air temperature, GPS data, acceleration data and magnetic heading. Many other performance data will be calculated and recorded on the device.

The Grad Rapids Technology (GRT) Sport 200 EFIS (Electronic Flight Information System) was purchased at a cost of \$3,500, but subsequently another data collection device was found, which in addition to being smaller, costs (about \$500) less. The two systems are being developed concurrently. The budget for the entire system is \$5000.

The external battery to power the data collection apparatus has been tested and appears good enough to support more than two hours of use.

The system is undergoing final assembly and will be tested and delivered to Van's Aircraft by June 15th

## *Bud Brewer's RV-12 Update*

Have you ever had a Phillips screwdriver damage a screw that will need to be used repeatedly? Or maybe the screwdriver slips out of the screw and scratches or damages adjacent aluminum? If your answer is "yes" maybe it's time to treat yourself to Wera screwdrivers.

Wera tools of Wuppertal, Germany has been making excellent hand tools for more than 70 years. The handles of the screwdrivers are very comfortable, and will not roll off your workbench. (See image 1)

The blades are made with hardened rust resistant stainless steel. The precise bit sizes are labeled on the end of each handle. The 0, 1, 2, and 3 in image 1 should take care of most Phillips aircraft screws.

But the best feature of the Wera screwdrivers is the precision diagonal laser cuts in the screwdriver tips. (Look carefully at the screwdriver tip of image 2)

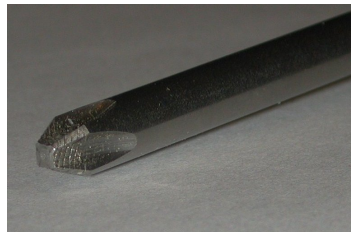
These tiny crevices "bite" into the screw head, holding the screwdriver firmly in place. This substantially reduces the "cam-out" effect and minimizes the contact pressure required to keep the screwdriver bit in place. When you have finished, you can turn the work piece upside down, and the Wera screwdriver will usually continue hanging onto the screw.

Independent distributors sell Wera tools over the Internet. Fastenal stores theoretically carry Wera tool, but the Paso and SLO Fastenal stores didn't have them in stock when I called.

Image 1 Wera screwdrivers



Image 2 Close up of laser cuts





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### ***Sport Pilots - For Your Attention***

FAA makes corrections to Sport Pilot Rule – (from AOPA Aviation eBriefs)

The FFA has issued corrections to its rule regarding the certification of aircraft and airmen for light sport aircraft operation. The rule and corrections go into effect April 2.

The agency has removed the requirement for an individual to receive a make and model endorsement to operate various aircraft within a specific set of LSA. (Deleting Sections 61.319 and 61.323 and amending Section 61.317 removed the requirement.) This allows pilots who receive one endorsement for a specific set of aircraft to fly all aircraft within that set.