

# Chapter 170 San Luis Obispo, CA



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## 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 has booked the CHP air unit for 2/18. Weather permitting, they are going to fly down possibly both fixed and rotary wing to talk about their operations and display their equipment capabilities.

## Upcoming Events

### **March 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

After getting off to a bit of a rough start, I think we have some good presentations lined up that, hopefully, you will find interesting; so please make an effort to support those people by attending the meeting.

First off, this month, Steve Neumann from the Paso Robles CHP air unit will be talking to us about their operations. He will talk about the types of missions they engage in, how the unit functions and, if the weather cooperates, he intends to fly down in their helicopter so he can show off their equipment as well. As a possible bonus treat, he may be able to also bring their 206 as well. (I'll go a bit out on a limb here and guess he's not going to fly both)

For the month of March, we're going to return to Paso Robles for our presenter as Matt Mihalco of the Air Attack Base will stop by. Matt is the air attack supervisor and base manager. He will also talk be talking about the scope of their operations and their capabilities. He's also going to look to the future and potential changes in equipment that may include the use of converted C-130's and Blackhawks. I also asked him for some insight to what it's like to fly an

an aircraft that rapidly loses 10,000 lbs. of gross weight while also dealing with a rapidly changing CG all while in close proximity to terra firma. Unfortunately, I was unable to talk him into flying down in the DC-7, but I'll be talking to him again later and maybe we could work out a deal on the OV-10. I understand he did a very interesting presentation for the Paso chapter and I expect this will be a good one as well. Don't miss it.

For the month of April, we will conduct a Young Eagles event in lieu of the regular meeting. Paul Kendrick is putting that together and he will need our support as he cannot do it alone. I look forward to seeing you all this Spring and let's support those making the effort to support our Chapter.

With my regards, Neal

## *Chapter Officers & Directors Meeting*

Feb 2018 Chapter business meeting minutes

Paul Kendrick's advanced thoughtfulness permitted opening his hanger while he was attending to Cub Scout obligations. Chapter use of his hanger continues to be appreciated.

The business meeting chaired by Pres. Neal did start at noon. The treasurer reported that the Chapter's bank balance currently is: \$2,147.07. January activity was a deposit of \$362 and one check of \$359 written to National EAA included \$100 for Chapter charter renewal and \$259 for insurance. Dues (\$80) collected at the January meeting and dues payment made at this Feb. meeting and by mail will be deposited this month.

John Scarry reported that Chapter information is on the EAA web site and that it will be updated. To see that go to: [EAAChapter170.org](http://EAAChapter170.org). You can also see the Chapter 170 homepage, and facebook at [www.facebook.com/EAA Chapter 170](http://www.facebook.com/EAA Chapter 170).

Chapter Secretary reported about roster information progress. E-mail requests were made to about 40 persons of the 87 presently on the mailing list that receive the newsletter. About 10 responded, although some did not fully reply to the requested information, which was to provide: phone number, mailing address, membership number if a National EAA member, pilot status, airplane owner or renter, preferred aircraft, building activity and if not interested to indicate that via return reply. Dues was not mentioned or requested.

Since the e-mail addresses' of the non-repliers appeared correct and messages were delivered, a onetime follow up will be made to determine if these persons are Chapter member candidates. P.S. Dues will also be requested. This effort was and will continue to be made in order to arrive at an accurate members roster. The annual report of the membership roster is a EAA requirement.

Meeting refreshments were reviewed again with semi-conclusions. Namely, that Paul will attempt to arrange for refreshments as his availability allows. He will receive expense reimbursement. However, the fall back will be coffee and cookies. Thanks are extended to John Scarry for providing coffee and also to the un-recognized donut benefactor.

Membership dues were discussed and several members instantly met that commitment. Also considered was whether late dues payments might be prorated. That issue was not resolved. However, early dues payment will be mentioned and encouraged in the newsletter.

Also mentioned was the encouragement for greater National EAA membership participation. The benefits of EAA membership will be repeated in next newsletter.

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Scheduling of future chapter meetings appears to be a reality. There is a March and April program and several others are close to confirmation.

Paul reported that he has a couple of pilots and airplanes for the April 14 Young Eagles event. He does need more of each and hopes that some Chapter 465 pilots might want to join in. An important YE issue is that pilots and ground crew need to get their certificate from the EAA Youth Protection Program. The certificate is easily achieved by going on-line, and it is a simple and quick procedure. Information about that program will be repeated in the newsletter.

There was no information about Airport Day and probably there will not be such an event this year.

David Fretwell, Chapter 465 Pres., via e-mail confirmed that a joint effort of Chapters 465 and 170 for a EAA Ford Tri-Motor event should not be considered for 2018, although 2019 is an option. His e-mail also contained a reminder about the March 14<sup>th</sup> Mountain Flying Seminar for 7:30 at the PSO Robles airport building.

The notable noisy arrival of the CHP helicopter signaled a conclusion of the business meeting and that participants should leave the hanger and go outside. Since there wasn't time for discussing the Eagle program, it and some other agenda items will be carried forward.

### *Chapter Program*

Outside on the nearby tie down area we met up with CHP officers Robert Shannon and Shannon Slover and their aircraft, respectively Cessna T206 and helicopter Airbus (AirStar) H125. After introductions they briefly outlined some of the CHP Air Division missions, their work roles and some of their experiences. Both men spoke about activities ranging from rescuing stranded hikers, car and individual pursuits and some medivac operations.

They extensively described how they respond to ELT or other location indicators. Although much of their activities are in aerial patrolling and being available to respond to calls they receive.

Thereafter it was question and answer time. When asked why they would come out to SBP when they could be enjoying a Sunday at home they said they always look for the chance to improve their flight proficiency, and because they like to fly.

Both men had early interests about flying and especially if it was as a job, and for the CHP. They added that in order to do that candidates must have a college degree and complete CHP Academy training. There they acquired knowledge of applicable law, undergo weapon and defensive training and other skills for ground patrol duties. After two years as ground patrol officers, candidates can apply for the Air Division. They must have a private pilot license, instrument and commercial ratings and at least 300 hours as pilot in command time. They also must pass FAA and CHP requirements.

We were also filled in about their aircraft. Each has great instrumentation and lots of radio and other equipment. Both aircraft have excellent cameras; the helicopter has an infra-red camera.

Both aircraft generally fly low about 1000 agl and are usually set up for about a two hour flight, but with full fuel that can be extended. It was mentioned that the helicopter burns 45 gal per hr. Also mentioned were some excessive wind limitations and turbulent flight characteristics.

Officer Slover opened the helicopter to show its interior and demonstrated the hoist mechanism and how even an unassisted pilot can operate the hoist mechanism. The helicopter has a public announcement speaker and a powerful search light.

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This reporter because of poor hearing, slow penmanship and windy conditions was unable to fully record the very interesting informative conversation. However, those in attendance were rewarded and well treated.

Following is a little bit about the [CHP Office of Air Operations structure, programs and aircraft](#).

Based in Sacramento, the CHP manages the Air Operations Program, which provides a valuable service to the public, to allied agency partners, and to CHP ground patrol units. Its 15 helicopters and 15 airplanes are multi-mission assets, well equipped to work in a number of areas such as search and rescue, advanced life support, and law enforcement. Although these aircrafts are outfitted with specialized equipment such as rescue hoists, medical gear, and cameras the most important assets are the exceptional pilots and flight officers.

Over 150 crewmembers fly out of eight air units located throughout the state. Crew members are trained professionals that begin their careers as patrol officers. Their skills enable them to complete a multitude of missions including rescues, providing advanced life support to injured persons, and managing complex law enforcement occurrences.

[There is a Chief Helicopter Pilot and Chief Airplane Pilot](#) responsible for establishing pilot eligibility, overseeing pilot training, and annual pilot valuations. They insure that pilots meet FAA and departmental currency and medical requirements. They also assess operational issues, requests for modifications, and developing specifications for and acquiring aircraft and equipment. They are responsible for matters relating to rescue operations, and necessary training programs.

[There is an Emergency Medical Services \(EMS\) Coordinator](#) who acts as a liaison between the Department and the Emergency Medical Services Authority. The coordinator also assists Commanders and aerial supervisors with the management of paramedic services and placement of personnel into EMT-P training courses.

[Helicopter and Airplane Maintenance Coordinators](#) are responsible for the oversight of the maintenance programs. [The Safety Coordinator](#) assumes responsibility for all matters relating to safety. [The Chief Flight Officer Coordinator](#) assumes responsibility for all matters relating to flight officers. [The Accreditation Program Manager](#) is responsible for the accreditation of the Air Operations Program.

The primary aircraft in the CHP fleet are Cessna T206 Stationairs and Airbus (AirStar) H125 helicopters (these formerly known as AS350 Eurocopters). A few Bell helicopters and a Cessna 182 round out the fleet.

[AirStar H125 Specifications](#): Capacity – 1 pilot, 3- 4 passengers - Powerplant 1 Turbomeca Arriel 2D (845 shp take off power) - Cruise 137 kts - Climb rate 1,773 fpm -  $V_{ne}$  155 kt - Empty wt 2,816 lbs - Useful load 2,409 lbs - Full fuel 143 gal - Max (no reserve) range 336 nm

[Cessna T205H Stationaire Specifications](#): Capacity 1 pilot, 4-5 passengers – 1 Lycoming TSIO 540 Asia 310 hp - Wing span 36' - Length 28'3" - Ht 9'4" - Wing area 174 sq ft - Wing loading 25.5 lb/sq ft – Gross wt 3600 lbs – Empty wt 2362 lbs – Useful load 1255 lbs - Payload full fuel 733 lbs - Cruise at 75% 150 kts - Best rate of climb 1050 ft-  $V_{so}$  54 kt - Take off distance 910ft - Landing 735 ft - Fuel 87 gal - Range at 75% 570 nm - Fuel burn 19 gal/hr - Ceiling 27,000 ft

### *Young Eagle Preparations*

Will send out call for pilot and airplane participation. Contact Paul

Participants dealing with youngsters younger than 18 must obtain certificate

## *For your Information*

Repeated 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.

## *Benefits of National EAA membership*

### *Aviation Progress*

#### Airspeed

1905 37.85 mph - Wilber Wright (USA) - Flyer III – Oct. 5, 1905

1967 4,534 mph - Pete Knight - North American X-15 – Oct. 3, 1967

#### Range

1905 24.2 miles - Wilber Wright (USA) - Flyer III – Oct. 5, 1905

2005 25,766 mi. - Steve Fossett (USA) - Virgin Atlantic Global Flyer – Oct. 3, 2005

#### Ceiling

1905 50 ft. - Wilber Wright (USA) - Flyer III - Sept. 28, 1905

2004 367,454 ft. - Brian Binnie (USA) - Scaled Composites Space Ship One – Oct. 4, 2004

#### Take Off Weight

1905 855 lbs. - Wright Brothers (USA) - Flyer III

1959 1,410,958 lbs. - Antonov (USSR) - Antonov An-255 Mriya

#### Engine Power

1905 50 hp - Leon Leyasseur (France) - Antoinette

1990 61,570 lbf thrust - Pratt & Whitney (USA) - Pratt & Whitney 4060A

## *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*

Are you interested in a quick review of Special VFR Requirements? There is an excellent description in the February 2018 San Luis Obispo 99ers ***Slipstream*** newsletter prepared by Anele Brooks.

There also is an excellent Basic Med [Refresher](#) article by Tom Charpentier on page 10 in the February 2018 issue of EAA *Sport Aviation* magazine.

### *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.