

# Chapter 170 San Luis Obispo, CA



Website: <http://eaa170.blogspot.com> , Email: [eaa170@yahoo.com](mailto:eaa170@yahoo.com)

Volume 55, Issue 10 Oct. 2018



## 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	Tom Del Re	
Web Master	John Scarry	
Young Eagle Coordinator	Liz Dinan	

**Web page:** <http://170.eaachapter.org>

**Twitter is** [https://twitter.com/EAA\\_KSBP](https://twitter.com/EAA_KSBP)

**Facebook is:** <https://www.facebook.com/EAAChapter170/>

## ***EAA Chapter 170 Sept. 16, 2018 Program***

Oscar Bayer, Tom Del Re, possibly Gerrit Vanderziel and others with airline experience will share with us those details we cannot envision have to happen in the initiation of the flight of a complex aircraft. Others with similar experiences are encouraged to join in.

## ***Upcoming Events***

**September 16, 2018**

Chapter 170 meeting at >>> **NOON**  
Hanger 49 - West side of San Luis Obispo Airport  
**Directors/Business meeting at 11:30 am**  
Central Coast AirFest @ SMX Oct.

6-7

## ***From the Left Seat***

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

Greetings

Have you ever wondered what happens after the push back at the gate? How does flight planning differs or maybe fuel management on a complex aircraft. How about transonic flight? When was the last time you tried that? I'd guess never, but we have members who have and this month's meeting they will discuss aspects of aviation most of the rest of us will never know or experience. Please join me at the September meeting to hear about this and to answer any other questions you may have.

While talking about upcoming meetings, I want to give you a heads up on the October meeting. We will **not** be meeting at Paul's hangar for October. Instead, we will pay a visit to a NASA project being constructed here is San Luis Obispo. It has not been settled yet, but the meeting will most likely have to be on a day other than Sunday, but more on that in the next newsletter.

Bring a friend, guests are welcome.  
See you there.

Regards, Neal

## *Chapter Business Meeting Program Sept. 16, 2018*

Having a quorum, the business meeting was opened. In attendance were: Oscar Bayer, Jim Buenrostro, Dave Chivens, Liz Dinan, Paul Kendrick, Neal Koellish, Vince Rubatzky, and John Scarry. The Chapter treasurer stands at \$2,538.07. The Oct. program is pending finalization. The program planned would be with E F Aero, a firm with an NASA contract to build an all-electric multi-engine airplane. The October meeting will be at an off-airport location and it likely will be a week day evening meeting.

Alternative monthly meeting program suggestions were made that included a round table about winter flying even if SBP is not in the article, another was to contact Dylan K about a tower tour (not busy on a Sunday). A runway safety discussion was considered adequate as part of a program rather than a main component.

There was further discussion about the purchase of a component of a kit for a Chapter building program. There are some complications. For example, Kit builders discourage partial purchase as this encumbers their packing and shipping costs. This topic certainly is worth more discussion as is the need to learn the level of interests among Chapter members.

Joe Dezso remains interested in Young Eagle flights and is willing to fly youngsters whenever he gets some candidates. He indicated there are boys and girls clubs that qualify and if he is given some contacts he gladly will make the calls and arrangements.

The pending Western Section of the 99ers to be held during October 3-6, 2019 was discussed. SLO 99er Chapter has asked Chapter 170 to consider participation by hosting a Friday evening dinner meeting for the 99er pilots and spouses. This would be a catered meal and a possible Chapter fund-raiser. A preliminary planning meeting was held with Susan Steeb, Section chairperson. Unresolved is how Chapter members might participate. A location and caterer must be identified and that will require information about the number of people attending. Liz has offered her help and some of her 99er members with this proposal. Additionally, an appropriate meeting program also has to be acquired.

Another discussion dealt with the departure of Chapter Sec./Treasurer (Vince Rubatzky). With considerable regret, Vince will be leaving SLO at the end of October and for family and health obligations will move Orlando, FL. The Chapter would like to have someone willing to help in this adjustment. Vince will assist with this transition as much help as possible before his departure. Election nominations for Chapter officers and directors will be requested at the next Chapter meeting.

P.S. The hog dogs were SUPER.

Thanks to you Tom for the refreshments and for being part of the afternoon's program.

## *Chapter Meeting Tom Del Re and Oscar Bayer Flying Experiences*

Neal opened the program portion of the meeting and mentioned his efforts in obtaining an October program. He is attempting to obtain a commitment from E F Aero, a local firm building an all-electric airplane. Neal also mentioned the new EAA Flying Club initiative intended to assist EAA Chapter members to develop separate nonprofit flying clubs at their home airports. EAA would assist by providing flying club formation information,

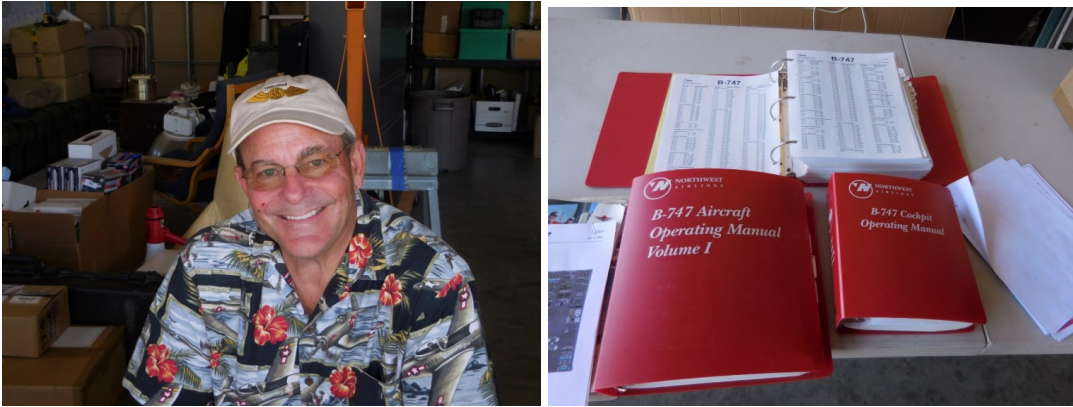
Next, Neal led a round of introductions. Present in addition to those at the business meeting were: Harvey Brion, Dave Bufo, Tom Del Re, Joseph Dezso, Darrell Radford, and Vance Breese who brought his guest John Hupp via the Predator.

---

## EAA Chapter 170 San Luis Obispo, CA

---

Tom Del Re, our provider of early refreshments as well as being a part of the Chapter program also brought several HUGE volumes of B-747 manuals and a number of handouts to share with us.



At the end of his Air Force military service in 1985 Tom went to work for Northwest Airlines, (NW). Although he centered most of his presentation about his B-747 flying experiences, he also flew 727's and A-320's for NW.

From Tom here is a little bit about Northwest Airlines. Northwest Airlines Corp. was a major United States airline founded in 1926 and absorbed by merger into [Delta Air Lines](#). Northwest was headquartered in [Eagan, Minn.](#) Prior to its merger with Delta, Northwest was the world's sixth largest airline in terms of domestic and international scheduled passenger miles flown and the US's sixth largest airline in terms of domestic passenger miles flown. In addition to operating one of the largest domestic route networks in the U.S., Northwest carried more passengers across the Pacific Ocean than any other U.S. carrier, and carried more domestic air cargo than any other American passenger airline.

An interesting trivia item he offered was when he was flying with a pilot who at one time was the second officer on the famous D. B. Cooper high-jack flight in November 24, 1971. That was when Cooper with his ransom parachuted from the 727, and neither he nor the money was ever found.

Another trivia item was about NW management. The owner of Northwest Airlines was a bit hardnosed and thrifty and ordered the construction of a new building to be windowless to insure that the employees would not use work time looking out the windows. On top of that, he had the solid doors of the men's rest rooms removed in order to discourage their use as a reading room. However, an interesting fact was that NW owned all of its airplanes. That is a very different situation for most airlines.

As an airline pilot Tom suffered the gypsy-like effects of frequent moves and he had several home bases. Some mentioned were; Minneapolis, Seattle, Anchorage, Honolulu, LA and probably there were a few more.

Tom indicated and emphasized that no one 747 is likely to be like another since many of the 747 features varied among the many variants of the that model. For example, some models had seven fuel tanks, others have nine. Takeoff weights, fuel capacity and other items also varied. Of course everyone recognizes that the size of the 747 is amazing. This was emphasized even to Tom when he happened to be in maintenance hangar where the wing flaps of one airplane were fully extended. He essentially was looking at the side of a barn.

Tom talked about the amazing fuel consumption of the 747 engines at takeoff power and how much emphasis, especially by NW management is given to fuel economies. Fuel is a major airliner expense and concern, and a reason why pilots want ATC to clear their airplane to high altitudes in order to lower fuel consumption. During some flights Tom said it was not

---

## *EAA Chapter 170 San Luis Obispo, CA*

---

uncommon to move change course a 100 miles or more in order to avoid turbulence, unfriendly winds, or to seek a friendly tail wind.

Another story he told was about the strength of 747 engine exhaust velocity. While taxiing he was being followed very closely by a C-172. A tower call told Tom the Cessna asked that he power down to idle. He was at idle. The next call asked that he shut down the engines on one wing. He did so and the C-172 then taxied around his wing and went on its merry way. Imagine if Tom went to full power – what does a C-172 flying backwards look like?

When asked about pilot training, Tom made it sound easy (it is not). He mentioned there is a period of ground school for a couple of weeks and then lots of acclimation to each model of airplane. He mentioned flying the A330 and how different it was and required some adjustment whereas when going from any Boeing the transitions was rather direct.

Tom wanted us to believe it is hard to make a bad 747 landing which is usually made flown on than a near stall condition because of the forgiving main gear wheel configuration. The wheels of the airplanes main gear touch down in a sequence that helps make it smooth. He also explained the 747's need for a wide runway, particularly if the airplane has to turn around; a minimum of 150 feet is required.



NorthWest office bldg.



Main gear for B-747



2<sup>nd</sup> Officer's panel

Asked how it was possible for pilots to scan cockpit instruments (see instrument panel photo). Tom said pilots do scan frequently and do have a system to get it done. The auto-land capability is an impressive and amazing feature capability because of the autopilot's smooth functioning. Steam gauges are still used in the older B-747 models; the B-747-400 series has glass panels. Tom mentioned flying the A330 and how different it was and did require some adjustment whereas going from any Boeing model the transition was rather direct.

He mentioned the mental gymnastics airline pilots go through to determine their monthly work schedules and to try to minimize the days off duty. Tom gave several examples about how pilot scheduling was done and how computers have changed how scheduling is now done as well as flight and fuel planning, including navigations and a whole lot more. GPS spoils pilots and makes navigation a piece of cake. An interesting fact is that every airplane has a discrete code and can always be contacted.

Pilots generally fly 75-80 hours per month and depending on flight legs and overnights can be fitted into as few as 13 days but more likely it is about 24-25 days / month. Tom mentioned that flight officer pay is based on aircraft weight, which is a reason for flight personnel wanting to fly big and heavy iron. The mandatory retirement age of 60 was changed to 65 just before Tom got to his 60<sup>th</sup>. He elected to not to continue flying with NW.

Tom also flew freightliners' for NW cargo that he commented that greatly varied as to cargo items. He has carried elephants, giraffes, strawberries and wine among other items. He did say that sometimes the animal flights left enough odor on his clothing that he had to shed them if he wanted to get into a hotel.



A airline pilot's life is not always glamorous and enthralling – it really is a job and a hard one. There is a whole lot more information about Tom's career that this story failed to capture.

**Tom, thanks** for the handouts, they were illuminating and interesting. You must have gone through a lot of printer ink making all those copies.

Boeing 747 and Northwest Sidebar –

The **Boeing 747**, an American **wide-body** commercial **jet airliner** and **cargo aircraft** has a distinctive hump upper deck along the forward part of the aircraft that makes it one of the most recognizable aircraft, and it was the first wide-body airplane produced. First flown commercially in 1970, the 747 held the passenger capacity record for 37 years.

The four-engine 747 uses a **double-deck** configuration for part of its length and is available in passenger, freighter and other versions. Boeing designed the 747's hump-like upper deck to serve as a first-class lounge or extra seating, and to allow the aircraft to be easily converted to a cargo carrier by removing seats and installing a front cargo door. The 747 was conceived while air travel was increasing in the 1960s. The era of commercial jet transportation has revolutionized long-distance travel.

Though the 747 was expected to become obsolete after 400 were sold, it exceeded critics' expectations. By July 2018, 1,546 aircraft had been built, with 22 of the 747-8 variants on order. The **747-400**, the most common variant now in service, has a high-subsonic **cruise speed** of **Mach 0.85** (570 mph) with an intercontinental range of 8,350 **statute miles**.

#### **BOEING 747-400 SPECIFICATIONS**

Wingspan: 211 ft. 4 in.

Length: 231 ft. 10 in.

Height: 63 ft. 8 in.

Empty Weight: 403,500 lbs

Gross Weight: 875,000 lbs

Take off 10,000 ft

Cruise 505 mph

Top Speed: 628 mph

Service Ceiling: 45,000 ft.

Fuel capacity: 63,000 gal.

Engine/Thrust: Four General Electric CF6-80s/44,700 lbs each

Range: 8,380 miles

Crew: 2 pilots, as many as 20 or more flight attendants

Passengers: 568

Northwest Airlines Corp. was a major United States airline founded in 1926 and absorbed by merger into **Delta Air Lines**. Northwest was headquartered in **Eagan, Minn.** Prior to its merger Northwest was the world's sixth largest airline in terms of domestic and international scheduled passenger miles flown and the US's sixth largest airline in terms of domestic passenger miles flown. In addition to operating one of the largest domestic route networks in the U.S., Northwest carried more passengers across the Pacific Ocean than any other U.S. carrier, and carried more domestic air cargo than any other American passenger airline.

---

## EAA Chapter 170 San Luis Obispo, CA

---

**Next** our most senior and respected Chapter member, Oscar Bayer agreed to tell us about his career; for which he is justifiably proud. Oscar got his first airplane ride at age four while sitting on his mother's lap while his dad, a pilot and also a policeman flew them around the San Francisco Bay area that introduced Oscar to flying; a love that he has never abandoned.

After high school Oscar entered the Air Cadet training program and was sent to Washington State University where he got his ten hours in a J-3. Next he volunteered into the Army Air Force, where he trained to be an navigator. He was stationed to the Pacific at the time the war was coming to the end with Japan's surrender.

With the conclusion of active service, Oscar stayed in the Air Force reserves and during that time he flew At-6's, T-18's, and the B-25, and then went on to jets such as the T-38, F-86 and F-102. Oscar also went on to get his private and commercial license, followed with some flight instructing. Otherwise he flew any available airplane as often as possible.

With the outbreak of the Korean War, he was recalled to active duty and reassigned as a B-29 navigator. He flew 13 missions and have done more if his B-29 was not hit by flak when somewhere near the Yalu river, and was forced to crash land into a rice paddy. The crash went badly and the front of the airplane was torn off. Oscar although injured was the only survivor. After hospitalization he was returned to flying status. He finished up giving flight instruction for B-25's.

Oscar severed in the Vietnam war where he had 142 missions in the Phantom and also flew the F-106. Following that he then did more flight instructing. One exceptional F-196 flight was when Oscar took the airplane to 80,000 feet and to a speed of Mach 2. Asked about how it felt to break the sound barrier, Oscar said he felt some vibrations, but there were not a problem, and the F-106 was an excellently designed airplane. His recollection is that he may have flown more than 60 different airplanes in his plus 6,000 hours of military flight time.

Retiring after 31 years of service in the U.S. Air force, Oscar remained aviation occupied. Working as a CFI he gave instructions and also flew business charters. On one occasion he flew to Prudhoe Bay, Alaska.



In addition to building a house in Arroyo Grande he had thoughts of also building an airplane. Somehow he found time to build a Starduster. When asked why the *Starduster*? Oscar replied that he was interested since his early youth in having an open cockpit bi-plane. He found the *Stolp Starduster* the most appealing.

His building project, just short of 6 ½ years was finished in 1984. Following engine and taxi testing the first flight was made in January 1986. In its first 28 years the airplane has been to Oshkosh thirteen times, twice to Alaska, and in one adventure he completely circumvented the United States. The airplane has 2213 hrs. So far, Oscar has accumulated a total of 15,000+ flying hours.

## *Contact the Newsletter Editor*

Members having suggestions 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.

Fly often, well and safely.