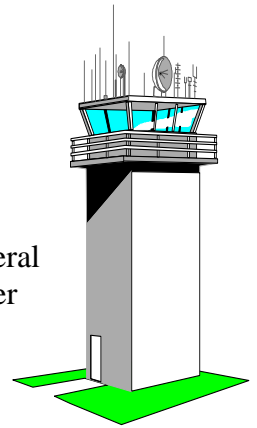




February 2010

PRESIDENT'S FORUM



First, let me apologize if you are getting this newsletter rather close to the February general membership meeting date. It takes quite an effort to put one of these newsletters together and it doesn't help that I am the last to complete my article assignment.

For those of you who missed the beginning of the year January general membership meeting, we hosted an open comment forum and discussed what in the way of programs and activities you the members wanted to see in the coming year. The activities that seemed to generate the most interest were first and foremost, more fly outs than the once-a-year New Years fly out. Next seems to be more frequent reports on the various build projects of our members to include visits to projects not located at Compton. Lastly, there was interest in visits to major aviation sites such as the C17 plant and the Coast Guard Detachment at LAX. At the Board meeting on Saturday, February 6th, we discussed these activities (see Board minutes elsewhere in the newsletter) with the intent of matching programs and activities to the desires of the members. We are always open to other suggestions from all members present or not, especially if you can help out in this area either through where you are employed, or through your projects.

Keith Spreuer has done an outstanding job of documenting the Board meetings this year, so be sure to read his report elsewhere in the newsletter. All of the important work of your Board can be found there, so I won't repeat it here. Let me say in closing that I look forward to our next meeting and hope you will make an effort to join us for some good fun, good discussion, fine camaraderie, and good food. See you Saturday.

Sincerely,
Merrill Eastcott

BOD Meeting Minutes, Feb 6, 2010

Attendance: Dave Bristol, Keith Spreuer (author), Merrill Eastcott, Walter Tondu, Jack Massie, , Jim Lobue, Rhon Williams, Martin Burnham, Robert Cullinan

Treasurers Report: Jack Gave a report stating that the hangar fund has \$5210.18 The general fund has \$16,528.43 including sub accounts for Young Eagles. Jack is having trouble with Bank of America and is looking for aq new bank. He is also having difficulty with Quickbooks. Keith offered to work with him on that. He was also looking for our tax ID number and Keith forwarded that to him.

Summer Programs: Our plan is to send Justin Farfan and Vanessa Galvan to the Black Pilots program in Texas and to send one other child to the Oshkosh AirAcademy. Keith has send application to Justin and Vanessa but they have not yet been returned. Keith wrote to EAA HQ for info on reserving a spot in the 16-18 year old group.

Hangar Report: There are 1 large spaces and 2 small spaces vacant at this time. This puts us one large space below break even or a loss of roughly \$355/mo. We need to keep up our effort to rent the spaces. The man lift project is going well. The seal housings have been remade and new seals have been procured and fit. It is ready to assemble. Another member is looking into getting some tire donated. There are 4 major leaks in the hangar and Keith will contact American Airports to resolve.

Fly Outs: One of the main feedbacks from our member survey was for more fly outs. We are going to try to get them on a quarterly basis. The first quarter of this year will be Santa Paula on April 4th (Sun). Another good one would be the Chino Air Show on 8 May. Columbia is May 29th if we decide to go.

Speakers: We have no speaker for Feb yet. Rhon contacted MGL but I heard after the meeting that they can not make that date. March is Walter Tondou and April is Bob Hayos

Ramp Work: A report from Dave Bristol who went to the Compton Users Group Meeting says they are estimating Phase I to be done Mar 4th (about 2 weeks late)

Donations: The BOD listened to an offer from Don Doubleday for the Thorp. He offered \$3500 rather than our asking price of \$5000 obo. This offer was based on \$1500 in travel/shipping expenses. The BOD countered with \$4000 as is where is and that has been passed on to him. We need a letter to the donator of the Thorpe (\$5000) and to the hardware donor (\$2450). We are following up with the Dragonfly prospect after sending photos and info.

Hangar Report

We have a new tenant coming in March so then we will have 2 small and 1 large spaces vacant. However, that tenant is only until phase II of the ramp construction is done. That leaves 2 small spaces are being used for tools and the donated Dragonfly and Throp T-18.

The apron construction has been ongoing now for over 3 months out of the phase I scheduled 3 months. Now they are saying it was really 3.5 months planned all along. But with the rain they are expecting to be delayed by a couple weeks. So now the completion date is estimated as Mar 4th. Since last moths report they have refilled to about 6" below final grade and mixed in the lime to stabilize the clay. That is compacted and pretty solid now. They have dug the trench and buried about half of the 36" drain pipe. This means drainage will be mostly underground instead of a little river running to the drains.

All the parts for the man lift are in now and the cylinder is ready to re-assemble. Dave has done a lot of rewiring and installed a fast idle solenoid. One of our members is working on getting some new tires donated. We ought to get it back together by the end of Feb.

There is an offer on the Thorp project and we counter offered. Hopefully that will be sold soon. The Dragonfly pictures and a description were sent to an interested party. I have not heard back from him yet.

In the last rain storm we discovered 4 major leaks in the roof of the hangar. The worst is in the Pilot Lounge and is damaging the book shelves and books. The next worse is in the hall between the pilot lounge and kitchen. The machine shop is leaking and there is a spot over in the far corner (by the Facet Mobile). I have contacted American Airports about this and will write a letter with photos.

Keith

DAR Monthly Report

The selection of suitable airports to conduct Phase one preliminary flight test, is an important decision facing all experimental aircraft builders. The first consideration is usually the proximity of an adequate airport to the builder's home or place of construction. Any such site must be evaluated as to nearness to congested areas and of course the availability of any adequate emergency landing space in the event of any engine out situation. Runway length and a freedom from nearby obstructions (tall buildings, towers and power lines) all enter into the decision. The need to secure permission for flight testing activity from the airport manager's office is of course an obvious necessity.

In the event that initial flight test activity will be conducted in or near metropolitan areas, it is important to establish liason with nearby FAA Flight Standards District Offices (FSDOs) who frequently have established rules regarding all such operations, flight paths routes, altitudes, prohibited or restricted areas and other limitations. Such considerations must be included in the Flight Test Limitations document

which has to be part of the aircraft list of required documents and carried aboard the aircraft at all times during the Phase one time period. Sometimes we have to wonder if all this paperwork might result in an "over-gross weight anomaly." !!

Bob Hayos
FAA-DAR, A&P, I/A

Airman Certificates

Pilots cannot exercise the privileges of their **PAPER** airman certificates after March 31, 2010. Certificates IA & A&P issued under 14 CFR Part 63 and 65 will expire March 31, 2013.

jk

It's easy to do, just go online at faa.gov and use a credit card to pay the \$2 fee. It took maybe ten minutes and the new certificate was in my mailbox within a week. How to do it online or snail mail:

http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/

jl

Compton Airport Construction Progress Report

The following is from the airport's mgr, Andrew Marino.

jk

At last weeks meeting we spoke about sending out progress reports on Phase 1 construction. Here is the first report that you can pass along to those on your email list.

Last Weeks Work

Monday 1/25/10: Contractor placed base as well as fine graded and compacted base.

Tuesday 1/26/10: Contractor did not work due to rain.

Wednesday 1/27/10: Contractor placed base as well as fine graded and compacted base.

Thursday 1/28/10: Contractor fine graded and hauled off excess dirt. Contractor's underground crew dug out trench for 36" CSP pipe.

Friday 1/29/10: Contractor fine graded and hauled off excess dirt. Contractor's underground crew dug out trench for 36" CSP pipe and laid 36" pipe.

Current Work Week

Week 2/1/10 - 2/5/10: Contractor plans on continuing installing storm drain and installing aggregate base.

I will continue to receive these reports from the contractor going forward and will pass them along to you.

Regards,
Andrew

Construction Progress Report #2

This week's pavement reconstruction progress report follows.

2/1/10: Contractor began installing CSP and RCP pipes and catch basins.

2/2/10: Continued pipe installation. (Total length of pipe to be installed: 2000 feet)

2/3/10: Continued pipe installation.

2/4/10: Continued pipe installation.

2/5/10: Rain. Contractor pumped water from pipes & trenches and placed slurry seal* along pipes.

Week 2/08/10: Contractor plans to place slurry along pipes and setting forms and pour concrete for catch basins. Contractor also plans to pour concrete gutters, remove excess dirt, and remove set forms.

Regards,
Andrew Marino, Mgr

*Dennis Lord pointed out that the contractor actually used slurry "mix", not "seal".

jl

Young Eagles at HHR





Classifieds - Buy/Sell/Trade

Ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any Ad. Submit your Ads to the Editor at walter@tondu.com. Please let us know when your item sells. Ads will run for four (4) issues and may be renewed or adjusted by contacting the editor. Last issue indicated by [mm/yy].

WANTED - We have space in our fully equipped Chapter 96 Hanger for your project with very reasonable rates. Each space is 20x20 has electrical, air, great lighting and 24x7 access. Contact Keith Spreuer at (714) 894-1172 for more information.

FOR SALE: Lycoming 0-235-C1B 108-115 HP. Comes with 12V generator, Ring Gear, Starter, Spin-On Oil Filter adaptor. No Logs. \$1,600. Contact John Hernandez (310) 594-7530 [8/09]

FOR SALE: Fast Build Kitfox - Approx 1/4 completed. Model III, Rotax 912 engine, extras, \$16,000 OBO. (310) 328-9358 Contact Shirley Russel. [9/09]

Monthly Chapter Meeting	February 20	Compton
Board of Directors Meeting	March 6	Compton
Monthly Chapter Meeting	March 20	Compton
First Quarter Flyout	April 4	Santa Paula
Planes of Fame Airshow	May 8	Chino