

EAA 96 - THE PENINSULA FLYER



JULY 2008 EDITION

<http://www.eaa96.org>

THE SOUTH BAY CHAPTER

President's Forum - Merrill Eastcott

WOW! I was so impressed with the number of Chapter members that came out for the June General Membership meeting. There were well over 40 of you who showed up for the interesting (albeit a little long) Aviation History presentation. This must be some sort of record, at least for the recent past.

Seems most of my effort over the last three months has been to find individuals to fill Chapter vacancies. After some discussion the Board has decided to create a formal quartermaster position. There are several supply needs that require attention.

First, it has been quite a while since anyone has ordered a nametag or bought a Chapter

cap. It has been even longer since we ordered and offered shirts of any kind with the Chapter logo. In addition to the needs and desires of our members, a very important part of the Young Eagles program that raises part of their summer program scholarship funds is the sales table they set up at each Young Eagles activity. They are also in need of new merchandise to offer for sale. Hence the decision to create a formal quartermaster position to handle the purchasing of merchandise for the Young Eagles program and sales of merchandise to the general membership. This may require finding new sources for the products we wish to buy. If there is someone out there that would like to take

on this not too stressful activity, please get in touch with me or anyone else on the Board.

I hope to see another large turnout at the next membership meeting on July 19. If you like electronic gadgets, especially for airplanes, you will love this one. Thanks for your continued support.



Next Meetings

- July 19th - Chapter Mtg @ 10:00 AM, BBQ @ 11:00
- August 9th - BOD Mtg @ 9:00 AM (open to all members)
- August 16th - Chapter Mtg @ 10:00 AM, BBQ @ 11:00
- Sept 13th - BOD Mtg @ 9:00 AM (open to all members)

Inside this issue:

DAR Monthly Report	2
June BOD Meeting Minutes	2
Annual Condition Inspection	3
GE Purchases Walter Engines	3
Earth to Airlines: Raise the #@\$% Fares	4
Young Eagles Report / Hangar Report	5
Classifieds / Musings from the Editor	7

Plan to Attend our Next Meeting!

If you don't have a project yet but are still interested in aviation and home building then come on by and visit the chapter. We hold our meetings on the 3rd Saturday of each month. Most meetings have a presentation and a BBQ afterwards. You can visit the 12 on-going projects in the hangar, talk to a wide variety of builders and enjoy a BBQ while you're at it.

DAR Monthly Report - Final Aircraft Certification

Submitted by Bob Hayos - DAR, A&P, I/A



This past week we had an opportunity to do a newly completed aircraft inspection and certification. As this was the second project by the same builder a definite feeling of complete compliance with good building practice was expected and duly observed. The builder's careful attention to even the most insignificant details was noted throughout the entire period of going through the project. Threads in bearing, orientation of fasteners (bolts etc), safetying techniques, wiring and cabling, and the innumerable other items which require close attention to detail, were all accurately done. The builder had obviously "done his homework."

The very few squawks that were found were noted and instantly corrected. After reviewing the entries in the appropriate logbooks it was possible to issue the coveted Airworthiness Certificate to the builder. The satisfaction of doing a good job was evident on the part of all concerned. Incidentally the aircraft was a Zenith Zodiac 601XL with a Jabiru 6 cylinder engine.

June BOD Meeting Minutes - Jack Kenton

New membership is being pursued. Letters have been printed and are to be sent. There was a glitch in the process and we won't get as many sent. The speaker for our June meeting, as well as our hangar and its attributes, is highlighted in the letter.

Treasurer report – All is okay.

Hangar report – we have lost and are losing builders. Three vacancies will exist in July. Our business plan cannot sustain that number of vacancies for long.

Chapter Bylaws were discussed. The national "default" bylaws look good. We do not have anything written about a previous verbal policy of free membership to young people that are still in school. The "free" concept is not thought to be a good idea. Another obvious by-laws change is to reduce the requirement for 5 members to our nominating committee to identify candidates for officers.

While on the topic, members for this year's nominating committee (4 of the 5 needed) were appointed. Israel Farfan and Breean Farfan, Jack Massie, and ?. (The 5th was appointed before the general meeting.)

Xmas Brunch arrangements are on schedule for 7 Dec at the Alpine Village. Jeanette Keitel has agreed to be the coordinator once again. Cost, not yet set in concrete, is expected to be \$25.

Young Eagle programs have not been done during the

summer school vacation, but we suddenly had a conflict with a Fri/Sat 18/19 July plan. Merrill said that we could probably delay the group planned for the 18th and go with the one for the 19th. It is to be for a group of youngsters finishing a program at TAM.

Programs for our meetings have been scheduled for the next 3 months even though we continue without a program chairman. Bob Hayos agreed to assemble a program on certificating a homebuilt airplane for our November program.

Our Air Academy candidates and pilot training candidate with the Tuskegee Airmen program have been settled and the paperwork is being sent.

Darryl ? from the CBAA attended the meeting and talked with us about the plans for the Compton Air Fair. The date is Saturday, 27 Sept. The chapter agreed to be a part of the event and board member Breean Farfan will be our coordinator with the CBAA.

The MANLIFT that has been moving about the airport is now officially the property of our chapter. Dave Bristol was at the meeting and reported that the problems with the man lift appear to be associated with the hydraulic cylinders. They need to be overhauled. It was suggested that we ask Richard Geiser, our able handyman, for his take on the manlift.

Annual Condition Inspections

Walter Tondur - From EAA.org website

What is a Condition Inspection?

A condition inspection is the equivalent of an "annual" for a type certificated aircraft. Although FAR Part 43 specifically states that it does not apply to experimental airworthiness certificates, the operating limitations on your homebuilt will include the following (or something similar):

No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and found to be in a condition for safe operation. Condition inspections shall be recorded in the aircraft maintenance records showing the following or similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of appendix D to part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time in service, and the name, signature, certificate number, and type of certificate held by the person performing

the inspection.

Who can perform a Condition Inspection?

The inspection can be performed by any licensed A&P mechanic, an FAA Approved Repair Station, or by the builder of the airplane provided the builder obtains a "Repairman's Certificate" from the FAA. Note that unlike an annual for a type certificated aircraft, the A&P mechanic does NOT have to have his/her "Inspection Authorization".

Who can maintain a Homebuilt?

FAR Part 43 specifically states that the rules of that part do not apply to amateur-built airplanes. Therefore, any maintenance on an experimental airplane can be performed virtually by anyone regardless of credentials. (This does not apply to the condition inspection previously discussed). Let common sense be your guide as to what maintenance you conduct yourself.

GE Aviation Completes Purchase of Walter Engines -- Enters Market for Small Turboprop Engines

The Associated Press reports GE's Aviation Engines has completed its purchase of Walter Engines, the Czech producer of small turboprop engines for light aircraft.

The light turboprop segment of the market has been dominated for years by Pratt & Whitney Canada's PT-6 family.

Walter Engines, founded in 1911, began to build engines in 1923. Since then, the company has produced over 37,000 engines. More than 1,500 of those are derivatives of the M601 engine, first delivered in 1975.

The M601 is used on over 30 aircraft types, including such aircraft as DeHavilland DHC-3s, Comp Air turboprops, King Airs, and the LET L-410 twin turboprop regional aircraft. As of last year, the M601 had accumulated over 16 million hours in service.

Walter Engines also manufactures high precision machined parts for the aviation industry, and employs over 500 workers in the Czech Republic.



Earth to Airlines: Raise the #@!\$% Fares

From Avweb website - <http://www.avweb.com>

By Paul Bertorelli

Former American Airlines CEO Robert Crandall once famously said the airline industry is always in the grip of its dumbest competitors. What he didn't add, however, is what if they're all dumb? Fortunately, they aren't, but the legacy carriers—chiefly American and United—seem incapable of facing the music on rising oil prices and are choosing instead to adopt customer unfriendly policies that beat up the very people they need to survive.

Specifically, American came up with the boneheaded idea to charge passengers for checking baggage and United followed suit. So did US Airways. Now United has returned to the much-hated fare structure that requires a minimum stay, as long as three days over a weekend in some cases. Passengers see these developments for what they are: punishing the customers for market forces beyond the control of anyone.

A friend of mine observed that it's almost as if they want to run themselves out of business. In any case, Southwest Airlines—I happen to be writing this from seat 6A on a Tampa-bound Southwest flight—has been circulating a funny ad that says "bags fly for free."

The legacy carriers whimper that Southwest and others of its ilk compete unfairly because they have lower seat mile costs and serve fewer cities. Well, duh. Southwest presciently negotiated long-term fuel price deals that give it a huge advantage over American and United who were, presumably, spending their management assets trying to figure out ways to whack passengers for more money for changing flight arrangements or checking that second bag.

Everyone knows that the price of oil is at record levels and likely to stay elevated for the foreseeable future. People who fly the airlines also realize that this inevitably must affect fares. Those of us who remember what airline travel was like before deregulation, discounting and service expansion also realize that the industry is going to have to retract to a route service model more like the 1970s than the 1990s. Bluntly, this is going to mean higher fares and less service to outlying markets, which translates to the airlines operating fewer but larger aircraft with—one hopes—higher load factors. The regional jets that now clog the major terminals are almost sure to be reduced in number. It will also mean that some people won't be able to afford to fly and those who can may fly less.

Is this a good thing? My view is that it's not entirely bad because it forces us as a civilization to use our resources more wisely and to price goods and services in sustainable ways that reflect their replacement

costs. The MBAs at United who think they'll survive by forcing passengers to spend a weekend away from home may find themselves out of a job unless they adapt to this new reality. On the other hand, if you, as a passenger, think you'll continue to have the choice of six non-stop flights to anywhere for \$250 coast-to-coast, you're living a dream. But then you already knew that. Customers have made this transitional understanding—airline management hasn't, with the exception perhaps of Southwest, who figured it out 20 years ago.

As for the service itself, the airlines aren't as bad as everyone seems to think, in my view. Bad service was Aeroflot circa 1975 ("Flight cancelled...you go Novosibirsk next week.") When flying the airlines these days, expect full airplanes with stuffed overheads. Yes, flights get delayed and cancelled, but not so often that you don't get where you're going. The security screening sucks, but it's not the living hell it's often made out to be. The TSA needs to overhaul the way they conduct screening and, for God's sake, stop having people remove their shoes. This is sheer idiocy and everyone knows it.

As for the airlines, one hopes if they charge realistic fares, they can provide service improvements such as non-abusive schedule-change options, counter agents who actually do their jobs as though they care and maybe a seat pitch expansion so you can walk rather than crawl to your seat. And my bag goes for free, please. What I'm saying is that I'm willing to pay the money for an incrementally improved service. I'm convinced that others are, too.

As the airlines raise fares—as they must—there's an opportunity for general aviation, too, especially for efficient, piston-engine airplanes flying trips under 1000 miles. Even in an age of \$7 avgas, you can fly three people 500 miles in a single for under \$400 in fuel costs. You can't match that in airline fares, not to mention the time savings. For the right trips, then, GA is still an efficient option. I think it always will be.

But general aviation owners and pilots have to confront an unpleasant reality whether they like it or not. In an oil-short world, the tilt is strongly toward mass transit and that's what airliners are. Even though you may pay more for a trip on the airliner than you would in your personal airplane, the airliner will frequently—although not always—represent more efficient use of fuel to deliver seat miles. And the economics of large airplanes are the same as they are for small airplanes—filling the seats makes for more efficient use of both fuel and dollars. As an aircraft owner, you now get to decide for yourself if you want to burn more fuel to avoid security lines or suck it up and burn a fraction of the fuel to get where you're going on an airliner. It's your call to make.

Young Eagles Report

Breen and Kendra Farfan

On Saturday May 17th 2008 at the Compton Woodley airport the EAA Ch. 96 had a young eagles rally. With a good number of Boycotts flying to earn their Aviation Badge and local kids experiencing their first flight, we successfully flew 54 kids. At the young eagles merchandise table we sold T-shirts, hats, and toys earning a total of \$120.00 for the young eagles program. Thanks to the pilots who donated their time and planes, the ground crew who signed up kids and loaded/unloaded the young eagles, and last but not least the man who makes it all possible Glenn Parkinson. This young eagle was a wonderful success. We look forward to seeing another great outcome at the next rally.



Hangar Report

Keith Spreuer

We mailed out 700 flyers in early June to advertise our vacancies in the hangar. The response was underwhelming to say the least. We did get a few extra people to turn out at the last general meeting and one fellow asked about moving 2 Rotoway Exec helicopter projects into a space. There was one maybe two other calls but no follow thru. Darren is off to Fort Rucker taking UH-60 Instructor training. He will be back at the end of the month and will be relocating his project to Sacramento. So that will give us 2 large and 2 small space vacancies. It pains me greatly to say this but we can not operate long at this kind of a loss and could loose our hangar if we do not fill at least 2 of the vacancies. Please spread the word about the great building space and opportunity the hangar provides.

We are all glad to have Carl back in the hangar working on his Pietenpol after his back surgery. He appears to be doing quite well. Rick Johnson has been very busy on his Aeronca. He is pin striping the wings and fuselage. That HVLP spray technique is great with very little over spray. (Of course he is using the side yard not to take any chances). He looks like he is getting close to flyable. Gus is making steady progress on the Glastar. Last I saw he was mounting some of the avionics. I saw David Fisher working on his Piet too. Welcome back Dave. Louis is working an ungodly amount of overtime but he was there this month too. My work has been primarily routine maintenance and I have been putting on quite a few hours. Don Herzstein and I are flying back to Air Adventure July 25th so there may be a little more work to prepare for that.

Abandoned & Little-Known Airfields

Walter Tondy

You think that Gasoline price is the biggest threat to Aviation? Well maybe but I think it's airport closures. It's easy to count the number of airports in the Los Angeles basin, there really aren't that many. Pop open a sectional and count them, pretty easy. It seems like a fair amount. It seems sufficient. It seems like we really don't need any more. Perhaps it's because I never flew out here when there were more airports, a LOT more airports. Some of you old-timers probably remember when there were a few more airports at which you could get your \$100 dollar burger fix. It's pretty easy to take a nostalgic trip back in time, when there were a lot more airports. I've been looking at a website for several years that describes in text and images 1,399 closed or abandoned airfields in all 50 states, organized by state. Click on the link or cut and paste it into your favorite browser. Must have been fun back then.

<http://www.airfields-freeman.com/>

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Calendar of Events

Compton Users Group Meeting	July 12 - 2:00 PM	Compton Airport
Chapter 96 Monthly Meeting	July 19 - 10:00AM	Compton Airport
Young Eagles	July 19	Compton Airport
EAA Airventure	July 28-Aug 3	Oshkosh, WI
Thunder in the Sky	August 2	Auburn Airport
Camarillo Airshow	August 16-17	Camarillo Airport
Wings Over Wine Country Airshow	August 16-17	Sonoma County Airport
Thunder Over The Valley	August 23-24	Santa Maria Airport
LA County Aviation Commission	August 27	Compton Airport
Travis Air Expo	August 30-31	Travis AFB
Reno Air Races	September 10-14	Reno Stead Airport
EAA Chapter 1 Open House	September 27	Flabob Airport
Miramar Airshow	October 3-5	MCAS Miramar
Fleet Week	October 9-14	San Francisco
Starduster Gathering	October 17-19	Flabob Airport

CHAPTER LOCATION

1017 W. Alondra Blvd.
Compton, CA 90220

[Click here for an interactive map.](#)

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 for around \$200/month. Contact Keith Spreuer at (714) 894-1172 for more information.

WANTED - I've a hanger at Torrance airport and a project underway to restore an American origin DeHaviland Gipsy Moth. I'm still in need of engine parts as I'm attempting to re-create a Wright Gipsy engine as was used originally in this aircraft. If any of your members have knowledge of a Wright engine or parts, I would appreciate a contact: Jim Brannan - brannan@sbcglobal.net

(310) 891-1334, (310) 891-1338 fax, 10250 Torrance, CA 90505 [10/98]

Musings from your Editor

Annual Condition Inspection. Three words that I get to say and do every July. This is my third Condition Inspections since first flight three years ago. While I can't say that it's actually fun to unscrew something less than one kazillion screws, remove all access panels, cowlings and fairings, seats, seat pans, wheel pants, and wingtips, exposing the inner guts of my Vans RV-7A, it is certainly better than the alternative: paying someone else to do it.

My last airplane was a nice little Cessna 172 Hawk XP. It wasn't too old either being a 1980 model. Each year I would tow it a few dozen yards to the local A&P, give him the keys and pray for the best, hoping that this years "Annual" wouldn't kill my bank account. Usually the check I had to write for this service was

under \$1000. One year it was almost \$6000 due to some corrosion, OUCH.

Let's look at how it works now. After I finished building and flew for the first time I got together with the local FSDO guys and they bestowed up me my Repairman's Certificate which stated essentially that I was the A&P and AI for N447RV, and only N447RV, and I legally have the right to do my Annual Condition Inspections. It is now my responsibility for the safety of my plane and all who ride in her, a job that I take very seriously. I do the Condition Inspections at my pace, in my hanger with my tools. I spend one day taking everything off the plane. The next few days are spent inspecting everything on and in the plane. If I find something that needs attention I write it down.

At the end of the inspection process I'm left with a list of items that need fixing. Fortuitously, the first year didn't turn up much of anything. The second year didn't turn up much of anything either.

The biggest expense each year was electing to replace the main battery and ELT batteries, that's it. Total cost for each Condition Inspection? Less than \$150 each year. It's very hard to beat that. So while I don't relish the thought of doing my own Condition Inspections, it sure does save a bunch of quarters. Think of it this way, with what I save on Condition Inspections each year and the price of gas these days, I can fly a lot more than if I owned a certified airplane. Now I just have to put something less than one kazillion screws back in when I'm done.

Editor
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TO:



KCPM viewer gallery - Photographer Jack Kenton