

EAA 96 - THE PENINSULA FLYER



NOVEMBER 2008 EDITION

<http://www.eaa96.org>

THE SOUTH BAY CHAPTER

President's Forum - Merrill Eastcott

Greetings Members of EAA Chapter 96!

Our October 11th annual membership meeting produced a new President and Secretary who will serve for one year, and three new Board members, one who will serve for one year, and two who will serve for two years. Yours truly is honored to have been voted President, and Keith Spreuer is to be congratulated as your new Secretary. There were five members running for the three vacant Board positions. Robert Cullinan will serve in the one year position, and Dave Bristol and Martin Burnham were elected to the two year positions. Congratulations to all three of you.

The Wings, Wheels and Rotors event at the Los Alamitos Army Air Field turned out to be spectacular

after a slow start with ground fog preventing Young Eagles supporting aircraft from arriving until about 10:00 am. I departed CPM as soon as the fog lifted there with three of the Young Eagles volunteers riding along only to find it still socked in at Los Alamitos. Not wanting to circle until the field was VFR, I got clearance for a GCA approach (which I haven't practiced for 25 years) and managed to find the runway with ceiling and visibility at about 300 feet & 2 miles respectively. It is rare to find a field with GCA capability, and as it turns out, they welcome civilian aircraft asking for practice GCAs since they do not have enough military traffic for the practice they need. You do not need a PPR as long as you make low approaches. Just contact the tower and request a frequency for a practice GCA.

There is talk next year of Wings, Wheels and Rotors being a two day affair. If that is the case, visiting aircrews and ground support personnel can stay at their Visitors Quarters for \$20. I thought that even though we live in the vicinity, it would be nice to make a weekend of it and to do some socializing Saturday evening.

Our main activities for the rest of the year will be to update our bylaws, fill the hangar vacancies, and work out a hangar cleaning schedule where all our members can contribute to chapter needs. Of course the big social event is the holiday brunch in December. Please make your reservations and payment as soon as possible. Specific information on how to do that can be found elsewhere in the newsletter.

Look forward to seeing you on the 15th.

Next Meetings

- **November 15 - Chapter Mtg 10:00 AM, BBQ @ 11:00 AM**
- December 6 - Holiday Brunch
- January 10 - BOD Mtg @ 9:00 AM (open to all members)
- January 17 - Chapter Mtg @ 10:00 AM

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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 - Licensing Protocol

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

The ability of an amateur built aircraft to meet the FAA's requirements for licensing is a basic design necessity. It is almost a given assumption that anyone planning to build and eventually fly a "Home-Built Aircraft" would choose a design that can eventually receive the blessings of the approving authorities, ie, the FAA. Sometimes however such is not the case and the ensuing problems can be significant.

Preliminary thought must be paid to just what is acceptable criteria to the ultimately (and sometimes judgmental) inspection authority. The specific requirements for both conventional experimental-amateur built as well as light sport aircraft (ELSA) are clearly covered in published FAA documents. Included are any considerations for the conversion from Ultralight designs to the above configurations. In some cases the consensus of opinions of the FAA must be carefully taken under advisement before a project is considered.

Even though a preponderance of modern designs are available kitted, individual unique configurations must also be allowed and encouraged. In both cases a builder

should enter into careful consultation with knowledgeable technical personnel before "cutting metal." The techniques and methods for building the project are mostly well documented and will ultimately lead to a fine finished product.

Using common sense and asking questions when there are any unknown variables, can avoid many headaches and teeth gnashing at the final inspection and certification.



October BOD Meeting Minutes - Keith Spreuer

In Attendance

Walter Tonde, Rhon Williams, Merrill Eastcott, Keith Spreuer

Treasurer's Report

Wilma didn't send a report this month but asked if the BOD wants to renew the Certificates of Deposit for another 9 month term

Membership

Wilma will be asked to provide a list of those who have paid this year and Walter will work on a renewal form.

Hangar Report

I moved the equipment back into a small space so there are now 2 large spaces available and 1 small space.

Speakers/Programs

Walter Tonde and Dave Bristol will talk about metal fabrication techniques. And to finish the year in November will be Bob Hayos on certification issues.

Young Eagles

The last event for 2008 will be at TOA in November. 91 kids were flown at the CPM Airfare and a huge crowd is expected at WWR on 10/26. That event is in cooperation with chapter 7. Briefing for pilots at WWR will be just before 0800 on Sunday morning. On arrival pilots are advised to use the Knott approach.

Nominating Committee

The ballot was approved with Merrill for a new (1 yr) term as President, and Keith Spreuer as Secretary we have 3 BOD positions open and 4 candidates. They are:

Martin Burham

Dave Bristol

Robert Culinan

Kendra Farfan

Jim Lebou

We decided to have the members vote for 3 of the above. The highest 2 will be 2 year terms and the third highest will fill the one year term.

Misc

Jack and Cindy Massie previewed the Polo shirts for us

Other

Seeking Donations: The idea of seeking donations by soliciting the owners derelict airplanes on the field was suggested. They could then be parted out which may make a good member project.

The idea of a sign up sheet for clean up of the kitchen and bathroom was approved. All members will be encouraged to do one clean up per year.

New Class D Airspace over KSB

Pete Krok

The current schedule is for the Class D to go into effect on Thursday 11/20/08 (There will be a NOTAM on it). The tower will operate from 7am to 9pm for the near term, but is expected to go to a 24 hour schedule within one year. During the first months of operation this will be a VFR tower with no radar information. Radio communications will be extremely important especially when visibility is poor and low ceilings exist.

Most westbound departing aircraft taking off from Runway 26 at Redlands will not be able to climb fast enough to attain the 3,200' ceiling of the new SBD airspace before reaching it. Therefore most pilots will need to contact the SBD tower before take off if they plan to transition the Class D airspace to the west. Pilots can fly north, south, or east of our field without contacting the SBD tower as long as they turn before getting to "Church Street". See pdf link here:

<http://www.eaa96.org/SBDClassD.pdf>

Although the official date of control tower activation is 11/20, tower controllers are currently on station becoming familiar with their environment and air operations. Local pilots might try giving the controllers a call while flying in the area and start practicing the 'transition calls' before they are officially in place. Note the new SBD Tower/CTAF frequency (119.45) is different from the current 122.975 CTAF currently in place. When flying around Redlands airport it would be safe practice to have two radios with one always tuned to Redlands 123.05 CTAF to keep track of other aircraft near and around our own pattern.

There will be an Open House at the SBD tower this Saturday (11/08) from 10am to 2pm. You can drive there or fly there and taxi to the ramp at the base of the tower.

Being an "Open House" means just that there will not be any tour or briefings. However there will be officials stationed at the bottom of the tower elevator and controllers will be upstairs to let you look around and to answer any questions you may have.

You can click on the following site to get more detailed information on how to get there, etc. It turns out you DON'T HAVE TO REGISTER to attend this event. Just show up with an interest to learn.

http://www.faa.gov/SPANS/event_details.aspx?eid=21983

Hangar Report

Keith Spreuer

We have done some rearranging in the hangar. All the tools behind my airplane were moved into a small space. This opens up two large spaces. We also have two small spaces available. I printed flyers and posted one in the Compton airport office and will post them at Hawthorne, Fullerton, Torrance and Santa Monica. I will also send one to the Long Beach Chapter to post at their meeting. Millionair at Hawthorne airport contacted me to see if we would be interested in relocating over there. Advantages would be a nicer airport, and a nicer community. However many people see advantages at Compton as well. If for some reason Hawthorne wanted to make us a better deal than we get at Compton, then I guess it would be worth considering. At any rate from discussions so far it looks like the rates there would be about 50% higher per sq ft. I doubt we could keep the hangar full at that rate but I did not close the door on the negotiations and will present the information to the BOD.

Two aircraft in our community are have made big strides toward flying. Bill Edwards has completed an extensive annual and rework of his Cessna 140 and has it back in the air. He has striped the paint from all the metal surfaces and is starting to polish it. It looks like a new airplane already. Rick Johnson moved his airplane (Aeronca) over to Chino for engine runs and a test series. His is a certificated airplane but he still wanted to do the first hours after the rebuild out their. The last I heard he had not run the engine yet but it won't be long.

Gus is plugging away on his Glstar and it is looking pretty good. Louis gets in as often as he can to work on the BD-4 and Carl is still active on the Pietenpol. It seems I am constantly in work on something as well. So the hangar is still a pretty active place. Make sure you come by and kick the tires, interacting with the members is half the fun.

CHAPTER LOCATION

1017 W. Alondra Blvd.
Compton, CA 90220

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

Instrument flying is an unnatural act probably punishable by God. - Gordon Baxter

I never liked riding in helicopters because there's a fair probability that the bottom part will get going around as fast as the top part. - Lt. Col. John Wittenborn, USAFR

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 - Soft Com 4 place panel mounted intercom, new in box with all cables and connectors \$200. 2 place RST 442c portable intercom, new condition with cables and connectors \$100. Bob Hayos, (310) 640-8855 [3/08]

FOR SALE: 2002 Cirrus SR-22, SN 0355. TT 485 hrs since new. Handed, one owner. Round instruments with Avidyne FlightMax EX5000C. Will sell for original price minus \$50 per hour depreciation. Will include fresh annual. Cleanest and lowest time 2002 available. Call for specifics. Merrill Eastcott, (323) 228-0162. [12/08]

Paid Advertisements

Walter Tondu

Beginning next month, the chapter will start allowing paid advertisements on the Newsletter. Advertisements will cost \$25 per Year for a 1/8 page size. Advertisements can be 1/8, 1/4, and 1/2 page in size with the price increasing by \$25 for each 1/8. A Sample of a 1/4 and 1/8 size advertisement is found below and right. Please contact me directly if you want to buy an advertisement place. (310) 345-8925

This is the approximate size of a 1/8 page advertisement. (\$25/Year)

This is the approximate size of a 1/4 page advertisement. (\$50/Year)

Annual EAA Holiday Brunch

The Holiday Brunch this year is at the Alpine Village.

The address is
833 Torrance Blvd # 1
Torrance, CA 90502

(310) 323-6520
Sunday
December 7, 2008
10:30 AM

We are running late so RSVP as soon as possible.

The price remains \$25.

Send your RSVP and money to:

Jeanette Keitel
645 Sierra St.

El Segundo, CA 90245

Deadline for RSVP is Nov. 28, 2008

Call Jeanette if any questions:

310-322-2071



EAA 96 Annual Membership Renewal

Membership Chairperson - Walter Tondou

- New member and renewal Dues are \$25 per year.
- **Chapter members must be members of the [Experimental Aircraft Association](#).**
- EAA dues are a tax deductible, non-profit IRS category 501c3 organization.
- Make Checks Payable To: **EAA CHAPTER 96**
- Fill out this form online then print it. Mail or bring this form with your \$25 payment to:

EAA CHAPTER 96
C/O Membership Chairperson
1017 West Alondra Blvd.
Compton, CA 90220

Existing Member Renewal or New Member: Existing Member New Member

First Name: Last Name:

Spouse:

Address:

City:

State: Zip:

Home Phone: Work Phone:

Email: Verify Email:

Occupation:

EAA Number: Expiration Date:

Current Projects:

If you have a web based project log, what is the website URL?:

How would you like to receive your newsletter? We HIGHLY recommend you select "On eaa96.org" to save postage.

(check one): US Mail On eaa96.org

Editor
EAA Chapter 96
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Compton, CA 90220

TO:



Bob inadvertently sets new altitude, speed and distance records for a powered parachute.

Step
right

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