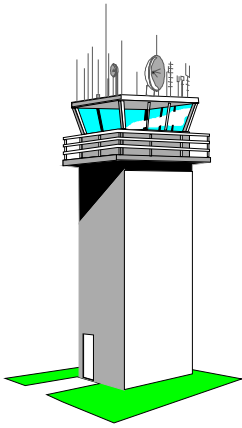




October 2009



PRESIDENT'S FORUM

. GREETINGS! Our annual officer and board member election is almost here. For this reason and several others, I encourage every one of you to turn out at the hangar this Saturday, October 17th. In addition to the election of all four officers and three of the six Board members of Chapter 96, you will be getting the latest information on the \$8 million ramp renovation project which will start in our area the first week of November. Come and view the two recent projects that have been donated to the Chapter and perhaps you will find just the one you have been looking for to take on.

There is some fast breaking information regarding our annual Christmas brunch about having to change locations that you will want to hear, and you will be able to make your reservations during the meeting. Of course come on out for the usual socializing and a great BBQ lunch. Right after the lunch, we will be hosting one of the ROTC groups in the area with a Young Eagles activity and your presence and support are always needed and appreciated.

Our presentation for the meeting comes to us from one of our own members, Jim Lezie. Without giving away the details, I have to say that his presentation should be one of the most interesting of the year.

We will be starting our annual membership drive for 2010 and have some issues to discuss with the membership. It is very important to the Board that you come out and voice your opinions so that our decisions are in the best interest of the Chapter and its members.

For all of these reasons, I am looking forward to a large turnout on October 17th. See you then.

Merrill Eastcott

The Board of Directors meeting – 3 October, 2009

Attendance: Rhon Williams, Dave Bristol, Keith Spreuer (author), Merrill Eastcott, Walter Tondu, Jack Kenton, Jack Massie, Carl Lekvan, Martin Burnham

Treasurers Report: Keith read the emailed report from Vilma. In summary we are up to \$24,295.61 including a \$17,389 CD that can not be cashed until November 24th without significant penalty. At the projected vacancy rate it appears that the hangar rent can be paid out of the liquid assets until the CD matures. This is thanks to a few tenants that paid in advance.

Hangar Report: Jack pointed out our perennial roof leaks and asked if they could be fixed before winter. American Airports has fixed them but based on past experience we won't really know until it rains again. The hangar has 3 small vacancy and 2 large vacancies. The 3 small spaces are currently occupied by tools, the donated Dragonfly and the donated Thorp. This is \$977/mo below break even. So far there has been very little response to our advertising campaign. Keith wrote a letter to the Andrew and American Airport HQ asking for a rent reduction and a change in wording to the lease. So far, no response. I did call and found out the rep is Scott Wardel. I called him and was promised a response by 10/6. The county rejected our request for property tax exemption but if the wording is changed in our lease there is still hope. The clean up for the CPM Airfaire looked good but I'm told that the kids did most of the work and members were very unresponsive. It was suggested that in the future the BBQ be after the clean up to motivate members more. It was requested that at least a central path be kept open for access within the hangar, Keith agreed. The manlift was moved to the side yard while ramp repair is in progress. Keith is looking for the seal assy which is misplaced. Keith took the action to find out when and where our tie-down airplanes need to be moved and to notify the tenants

Nominating Committee: The candidates for the election in Oct are:

Pres: Merril Eastcott

VP: Walter Tondu

Sec: Keith Spreuer

Treas: Jack Massie

BOD (3): Eve Farfan, Rhon Williams, Bill Edwards all for 2 year terms

Unless there are additional candidates from the chapter membership. the election can be expected to be by voice acclamation.

It was requested that as part of the Treasurers Report each month that we get a balance sheet showing income and loss compared to the budget.

Newsletter: Jim LoBue has taken over as Newsletter editor. The deadline for inputs is the Sunday after the BOD meeting. We decided that we will not mail Newsletters to members that are past due on their renewal.

Membership: Renewal forms will be going out shortly. Membership will be \$25/year for “electronic-only newsletter” members and \$35 for those that want the Newsletter delivered by mail. If renewals are not received by March an Invoice will be sent as a reminder.

Minutes of Gen Meeting: It was decided that we should have a summary of the subjects discussed at the General Meeting. The Secretary will take notes and summarize the meeting. These will be posted in the Newsletter.

Activities: We flew 50 to 60 kids at the CPM Airfaire and have another YE set up for Oct 17th. That will be right after our General Meeting. At the airfairs, Rhon flew 8 flights! We had about 6 planes there total. We will ask Eve Farfan to be our reporter for YE. It's such an important part of our organization, we need feedback on how it is going. WWR is coming up on Oct 25th. We need pilots with PPRs submitted and volunteers for the booth and ground crew.

Our BBQ is dead. The Board authorized Keith to buy a new one (done).

Summer Camp: Merrill reported that both of the kids that missed out on going to the BPA camp last Summer want to go next Summer instead of getting local flying. The BOD agreed to that. We will also try to send a third person to AirVenture.

Holiday Brunch: Jack Massie reported that the Elk's Lodge is raising the price from \$25 to \$31 and that he is not confident that their staff will do as good a job as we expect. So Jack, Merrill and Keith were assigned to check out alternatives including Nat's at HHR, Alpine Village, and the O Club at El Segundo. The Alpine Village was selected and will cost \$25.55 per person. It will be Dec 13th 11am to 2 pm. Money for door prizes needs to be sent to Lucy Ann Bristol. Keith will send \$100.

Speakers: In October Jim Lezie will speak to us about helos, gyros and his flight experiences.

Marketing Plan for Donations: Discussion took place regarding the value of the Thorp. The canopy and the main gear are fairly valuable alone. Jack later reported that we ought to seek \$5000 for the entire project. The Dragonfly is more complete but has a checkered past. Keith will get with Tim Iverson (donator) and will post info on the Canard Aviators

Group to see if anyone is interested and get pricing info. Robert Cullinan will be contacted to aid in writing a letter to Carlos the donator of the Thorp. Carl reported that Oscar Buckman donated a box of parts that may be good stuff for auction at the Holiday Brunch.

Merrill said he is making progress on the revision to the Bylaws.

Chapter Christmas Party – Sunday Brunch, 13 December 2009

Since the Elk's Lodge in San Pedro increased our cost by \$6 per person, the board elected to find a new venue.

We have booked the Emerald Room at the Alpine Village (we have been in that room before) for Sunday, 13 December. Brunch is from 11 AM to 2 PM.

The cost is \$25.55 per person for the Champagne Brunch, including coffee. Alcoholic beverages are cash and carry at the bar. There is no reduced price for children

Hangar Report

We have 3 small and two large spaces vacant. But the 3 small spaces are being used for tools and the donated Dragonfly and Thorp T-18. There is definitely one project coming into the hangar at least for a few months. Several other people have expressed interest in taking spaces but none have made a definite commitment.

As I reported last month, I mailed a letter to American Airports HQ and a CC to Andrew at the airport asking for a rent reduction and other help. I just called and found out that the matter is being handled by a Scott Wardell but have not heard back from him yet.

The big news this month is that two projects were donated to the chapter. The first is a Dragonfly donated by one of our members, Tim Iverson. Tim bought the project because he wanted the engine for his Dragonfly. He has donated the rest of the project to the Chapter. This was a flying aircraft but the canard and the landing gear were damaged due to a departure from the runway. A new canard has been built and fitted to the fuselage but needs surface smoothing and finishing. The landing gear is undamaged but the attach point needs repair. There aren't any avionics to speak of, so the project needs about 500 man hours of repairs, avionics, and an engine. It looks like someone could really get a head start by taking over this project. I flew Tim over to Tucson August 29th (OMG it was 106 there for takeoff on the return flight!) He hauled it back to our hangar the next day. It is available for inspection in our hangar if any one is interested. The BOD will discuss the marketing and pricing for these projects next week. The other project was just received 9/27. It is a Thorp T-18 (not sure about that model #). The project is pretty far along but I don't know much more about it yet. We will place an ad in next months Newsletter. A crew of chapter volunteers went out to Hesperia to pick it up and Martin

Burham donated a truck to bring it back. I know Jack Kenton David Wade, and Dave Bristol went up there and that Robert Cullinan helped arrange the donation and helped load and unload. I think Jack has some photos to include elsewhere in this edition.

Here is the photo. – ed



The hangar was cleaned up pretty well for the Compton Airfaire last Saturday (9/27) and we had tons of people at the hangar and the Young Eagles event. Thanks to the volunteers, good job! We had at least 4 airplanes on display plus all the projects in the hangar. The CAP volunteered help with crowd control and sales of toys and clothing. We took in almost \$200 in sales under the lead of Eve Farfan (formerly Kendra).

Project progress is a bit difficult for me to pass on this month. I snuck off on vacation most of the month. So, clearly not much was done on my airplane. I know Gus is working the wiring and avionics for the Glastar and now has a couple helpers that may help speed things up. His Daughter Kirstin is lending a hand too. I love it, a father/daughter project! Joe and Carl have been busy but I'm not sure on what.

Keith

Project Reports



Gus Gustavson takes some time from his Glastar project to help Jack Kenton. His friend, Fred McClellan is holding the float from Jack's fuel sender and Gus is putting a tinning coating of solder on the fuel sender's float. The brass float, after almost 30 years, has some granular corrosion that allowed fuel to seep into the float. Repair consisted of removing the solder seal on the float, getting the gas drained, and then cleaning and coating the float with the solder.

Jack Kenton



A number of our members are currently building various Zenith models. Joe Motis has recently begun building a Zenith 750 LSA Sport, in one of the smaller spaces in the Hangar. Joe is building up a full set of the tools needed to build all of the 750 ribs, for the wing, and for the tail. If anyone is contemplating building a 750 in the future, we would encourage you to think about building a set of parts now, while we have the tooling all together. These parts are easy to store, and you don't need to pay for hangar space until you really start to build. So come on in and check things out. The material for a set of ribs costs \$75.00 from Aircraft Spruce, and you would be a long way toward your new airplane project.

Carl

New Bill Aims to Curb DHS's 'Absolute Power'

October 1, 2009 — Several House members supportive of general aviation introduced a bill Wednesday, September 30, that would reign in the Department of Homeland Security's (DHS) "absolute power" to issue security directives that severely impact aviation. [House Bill 3678 \(H.R. 3678\)](#) was introduced by John Mica (R-Fla.), Allen Boyd (D-Fla.), Sam Graves (R-Mo.), Vernon Ehlers (R-Mich.), and Thomas Petri (R-Wis.).

An example of the DHS exercising unchecked authority is Security Directive (SD) 1542-04-08F issued in December last year and modified in June. That directive requires commercial airports to revamp their GA ramp security procedures to include background checks, ID badges, and personal escorts to and from aircraft. The SD was issued without input from the general aviation community and appeared despite the lack of an imminent security threat. Unlike the color-coded [Homeland Security Advisory System](#), which adjusts security threat levels based specific concerns, SD 1542-04-08F applies a "one-size-fits-all" response to a transportation sector - general aviation - even in the absence of a credible or immediate threat. It forces an immediate, long-term, and unfunded security mandate on general aviation.

H.R. 3678 would continue to allow DHS to issue security directives, but only when responding to an imminent threat, and only for a finite duration of no more than 180 days. When DHS determines that long-term security processes need to be implemented or an existing security directive needs to be extended past 180 days, the agency would be required to use the public rulemaking process that is applicable to all other federal agencies.

The importance of using the rulemaking process for security regulations is underscored by the recent experience with the TSA's proposed Large Aircraft Security Program (LASP), which came under massive protest by the GA community with broad support by members of Congress. The result is that TSA is significantly modifying the original proposal and will be reissuing the LASP as a supplemental notice of proposed rulemaking for further public

Submitted by Jack Kenton

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 jdlobue@verizon.net. 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]

EAA 96 General Meeting	10/24/09	Compton Airport
Young Eagles	10/17/09	Compton Airport
Wings, Wheels, and Rotors (Young Eagles)	10/25/09	Los Alamitos
Christmas Brunch	12/13/09	Alpine Village