

EAA Chapter 96

# PENINSULA FLYER

South Bay

SoCal

Meeting On 04/20/2013 @ 10am

April 2013

## Editors Corner

*Jim Lobue*

I'm always looking for member written and submitted articles for **your** newsletter. Please email me with articles, suggestions, and/or comments. Thanks.



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## President's Report

*Keith Spreuer*

President's Message April 2013

### Presidents Report

There are a number of ongoing activities at the chapter. We have started planning for the Annual Flyin and RC Expo. This year we have moved to September the 14th which is a Saturday instead of our usual Sunday. This will give us more time to clean up and restore the grounds afterward. The September date will have less competition with other Summer events and allow us to get the word out since schools will be in session. This event has become vital to the survivability of the hangar and a central part of the chapter activity. I know we can count on your support. This event is getting better every year. Summer time is also one of the highlights of our Young Eagles program. We are pleased to be sending Demetrius Ingram to Oshkosh for Aviation Camp this year. Speaking of YE, we have 2 upcoming events planned. There is a Young Eagles event at Compton airport on the 27th. Also there is an "Eagle Flight" event on May 18th at Compton. This event is for people of all ages. Our next meeting is coming up on Sat the 20th. We are planning to have an Award winning RV-6 there and the builder to talk about his experience. The chapter is also planning a group trip to the USS Iowa on Sunday the 19th of May. There will be a sign up sheet at the meeting this month or you can email me ([kspreuer@yahoo.com](mailto:kspreuer@yahoo.com)). There is great feature just starting from EAA HQ. They are starting to provide video programs with content perfect for our monthly meetings. This material can only be downloaded and presented at chapter meetings so it is exclusive content for us. We plan to keep providing our own live material but this will sure help when we are short or have a cancelation.

See you on the 20th

## Hangar Report

*Keith Spreuer*

The hangar status is pretty much unchanged. We are \$798 below full. Merrill just did an analysis of our costs and that is \$332 below break even. The BOD is recommending a 12% increase in the rents which would make up that difference. This is the first increase in a number of years despite several increases from the county. Your concurrence and ideas will be sought at the next General Meeting. Unfortunately, Robert Cullinan has given notice that he found a hangar for his Champ and will be moving. Rich also expects to complete his Long EZ in July and may be leaving. So of course we have to fill these vacancies as well.

I gave notice that the chapter is confiscating the IKE Aerospace project for back rent. We will offer any portions of that project for sale as of May 2. If anyone is interested please see Keith Spreuer. The parts that are of no value along with our accumulation of junk will be taken to the dump in May. I will be looking for volunteers after the BOD Mtg on May 4th to make a run to the dump. There will be a push to clean up the hangar after that prior to our annual Flying and RC Expo in September.

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## Treasurer's Report

*Merrill Eastcott*

The month of March shows a negative cash flow of about \$985 due partly to late rent payments and partly to vacancies. At the Board meeting on April 6, I presented an analysis of our hangar expenses and current income with the intent of starting a discussion of if we should raise rents, and if so, to what extent. It is very important that all members who rent space in our hangar attend the next membership meeting on April 20<sup>th</sup> as I will repeat my report and present the recommendations of the Board. Your feedback is important to this process. See you then.

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## EAA Webinars

EAA

EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

**April 17 - 8 p.m. CDT**

[How Your Next Medical Might be a Whole Lot Easier](#)

Presenter: Dr. Greg Pinnel

**April 24 - 7 p.m. CDT**

[All About the Sonerai: An Affordable Homebuilt Aircraft](#)

Presenter: Fred Keip

**May 01 - 8 p.m. CDT**

[AOG \(Aircraft on Ground\): When Your Airplane Breaks Away From Home](#)

Presenter: Mike Busch

**FAA AMT & Wings Credit**

**May 08 - 7 p.m. CDT**

[Homebuilt Airworthiness Inspections](#)

Presenter: Joe Gauthier

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# Lake Tahoe Trip Report

*Kieth Spreuer*

We need more articles in here about flying activities. So here is a report on my latest flight. I left last Saturday after the [March] Board meeting for Lake Tahoe to do some skiing with my nieces. One drove up from Mission Viejo (9 hours) and the other drove down from Seattle. We do this at least once a year. It is so easy for me since the Cozy makes the flight in 2 hours and they pick me up at the airport. The weather was spectacular going up, brilliant sunshine and probably 70 miles visibility.



Since I was flying solo, I could stick my skis in the passenger seat and my gear in the back. Here is a shot of LAX as I head thru the corridor. A lot of people are intimidated by it but it's really easy once you do it a time or two and it's really not very busy.



I climb out of CPM to 4500, set 1201 and make position reports on 128.55. Then after exiting the corridor at Bologna creek I climb to 4900'. That puts me below the class B and above the class C in the San Fernando Valley. Once north of the Sepulveda pass I can climb as I wish and never have to call ATC at all. I fly up past Lake Hughes and along the west side of the Sierras past Tehachapi.

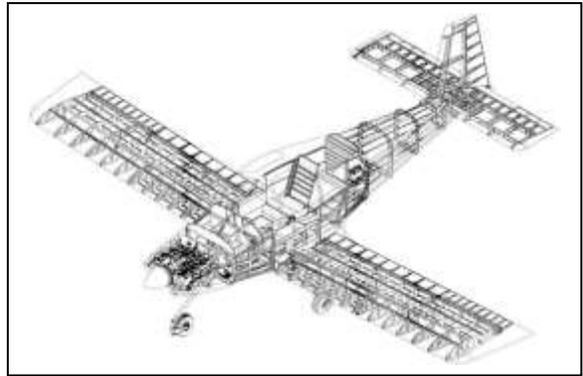


The Sierras have a good frosting of snow and it is a beautiful sight.



I flew up at 8500' and used the time to collect a little data on the Cozy. I was curious about the difference in fuel economy between the Mogas I usually use in the Subaru engine compared to 100LL. I'm told the Mogas contains 10 % Ethanol and that Ethanol has 12.5% less energy than gasoline. So I would expect worse mileage on Mogas. On the way up I burned Mogas (ARCO 91 octane with 10% ethanol). So I flew full throttle at 8500 and set the mixture for peak power. I got 187KTAS with a fuel flow of 13.6 gph. That is 13.75 mpg. Then I reduced power using the throttle to 5000RPM and that gave me 172 KTAS and 11.8 gph or 14.6 mpg. Then instead of reducing throttle I went full throttle and reduced to 5000RPM using the mixture lean of peak. This gave me the same speed of 172 but the fuel flow was down to 10.9 which works out to 15.8 mpg. Not too bad for 198 mph. Then on the trip home I duplicated the test on 100LL. The results were within measurement tolerance. Came in handy too, since the trip home had steady 30kt head winds the whole way. Cut the fuel a bit close and landed with 7 gals remaining (38 min). Boy that was an interesting ride out of Tahoe. Had to climb to 12500 to clear clouds over the mountains and due to the wind the takeoff was up the canyon. The Cozy climbed out smartly and was easy to clear the mountains but it was pretty bumpy with 30 kt winds blowing over those peaks. By the time I was over Columbia airport it was clear and smooth even though slow. Oh one more shot to show the reason for the trip.





### **NEWSLETTER IDEAS OR ARTICLES?**

Send your newsletter ideas or articles to  
[jimandmandy@yahoo.com](mailto:jimandmandy@yahoo.com)

### **CALENDAR OF EVENTS**

April 26-28 – EAA B-17 “Aluminum Overcast”

Flights and tours @ Torrance Airport

April 27<sup>th</sup> – Young Eagles @ Compton Woodley Airport

