

# PENINSULA FLYER

South Bay

SoCal

February 2015

## 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.

[jimandmandy@yahoo.com](mailto:jimandmandy@yahoo.com)



## President's Forum

*Merrill Eastcott*

Nothing from Merrill this month. He will be back here in March –ed.

## Financial Report

*Richard Schleicher*

### Jan 2015 Financial Report

|                         |             |         |
|-------------------------|-------------|---------|
| Beginning bank balance: | \$16443.82  | Pay Pal |
| balance:                | \$260.00    |         |
| Ending balance          | \$15129.99. |         |
| Income/deposits         | \$ 4811.05  |         |
| Expenditures            | \$ 4815.88  |         |

### Break down of expense for the month:

|                 |           |                               |
|-----------------|-----------|-------------------------------|
| Hanger rent     | \$3493.46 | this will increase to 3518.82 |
| Feb 01.         |           |                               |
| Edison          | \$ 135.07 |                               |
| Water           | \$ 103.96 |                               |
| Hanger Maint.   | \$ 369.69 |                               |
| BBQ supplies    | \$ 146.10 |                               |
| Hanger Prop tax | \$ 937.29 |                               |

We had a negative cash flow for the month in the amount of \$4.83. We have had only 7 membership renewals since Jan 01 2015. We have 15 people who have renewed prior to Jan 01.

PayPal income for Jan = \$260.00.

For any detailed reports or specific inquiries of any income/expenditures for the association, please send your inquiries to [ops@actsworld.com](mailto:ops@actsworld.com)

As reported by:  
Rich Schleicher EAA Treasurer

Current bank balance as of 2/06/15: \$15729.99

## INSIDE THIS ISSUE

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# Hangar Report

Keith Spreuer

The only changes in January were Jerry Kaono moved out of a tie down and Henry Johnson moved into a tie down. The only non-paying spots in the hangar now are the tool space, the BD5 half space, space 9, space 4, half of space 5, half of space 6 and one tie down. The total billing for the hangar remains at \$3516, which I believe is a little better than break even.

The hangar roof and our perennial pigeon problem and remaining issues. It has been a month in the works but American Airports is picking up the tab to repair the roof. We need to make sure that is done promptly now because we are sure to see some rain in the coming weeks. The pigeon removal is in the works but this seems to be a tenacious problem. We will just have to keep after them.

*Editor's note: The roof is fixed!*

## Meeting Program

Rhon Williams

We are trying something different in March.

The program for March 21 is participation in the "National Virtual Aviation Safety Stand Down" as provided by **Advocates for Aviation Safety Foundation, Inc.**

Note special time is 8:30AM to 12:15PM

Details at

[https://advocates4safety.org/vsd/vsd\\_032115.html](https://advocates4safety.org/vsd/vsd_032115.html)

Agenda is as follows beginning at 8:30AM PST

| Segment  | Time Allotted | Presenter  |
|--|---------------|--|
| Intro/Opening Remarks  | 0:10          | <a href="#">Gene Benson</a>                                    |
| The Culture of Airmanship 2.0  | 0:45          | <a href="#">David Koch</a>                                     |
| Discussion   | 0:15          | Panel  |
| Break  | 0:10          |  |
| Performance, Limitations and Loss of Control                         | 0:45          | <a href="#">David St. George</a>                               |
| Discussion   | 0:15          | Panel  |
| Break  | 0:10          |  |
| Medicine and Psychology in Aeronautical Decision Making              | 0:45          | <a href="#">Gene Benson</a><br><a href="#">Quay Snyder, MD</a> |
| Discussion   | 0:15          | Panel  |
| Summary/Closing Remarks  | 0:15          | <a href="#">Gene Benson</a>                                    |
| Total Running Time   | 3:45          |  |
| <i>Schedule, topics, panelists, and presenters subject to change</i> |               |  |

## Upcoming Events

Chapter Board of Directors Meeting  
Saturday, 7 March, 09:00  
All members welcome.

Chapter General Meeting and BBQ  
Safety Stand Down presentations  
Saturday, 21 March, 08:30  
Business meeting starts at 10:00, as usual.

EAA Chapter #96 Meetings are at CPM.  
1017 Alondra Blvd  
Compton, CA 90220

EAA Tri-Motor Tour Flight Experience  
Thursday-Sunday, 05-08 March  
Long Beach Airport/Daugherty Field (LGB)  
Aeroplex, 3333 E. Spring Street, Long Beach, CA  
Host: EAA Chapter 7

USAF Thunderbirds at Fox Field March 21-22

## **Chapter Chatter**



*Dennis Lord is our current Chapter 96 VP, executive producer of the EAA 96 Fly-In and Model Expo, and a member of the LA County Aviation Commission overseeing five County airports including Compton.*

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**Hey Gang, USAF Thunderbirds at Fox Field March 21-22!** Some know how many decades I've wanted to say that!

This month I'm going to touch upon Chapter insurance and managing the business of running a Chapter. Having just gone through the exercise of renewing our insurance, it left me with more questions. Most, I have resolved in the past 10 days.

If you are not aware, EAA provides general liability coverage for the Chapter for trips, falls, and more for one premium. Then, for an additional premium, they offer "Hangarkeeper's" insurance. This is recommended for those chapters that "store aircraft, move other's aircraft, or lease tiedown space". Well, that certainly fits us! So, add that to the expense side of the balance sheet.

Then, our lease through American Airports with the County requires replacement coverage for the building should there be a loss of the building while we possess it other than an Act of God. Currently, this has been yet a third policy and associated premium. The current total for all of this is about \$2,400/year. That is just about what our Member dues generate with 65 members.

As most of us know, there are strict guidelines within insurance policies of which if any one of them is violated, it can be grounds for no coverage should an insurance claim arise. One of these in our EAA insurance is the requirement that tenants and lease holders and all members **must** be members of EAA National. This begs multiple questions; 1) How are we managing that? 2) How do we check on current National membership? 3) Are we exposing ourselves to liability due to neglect? 4) Do we have current, written leases with all tenants that accurately spell out all conditions, expectations, and options for both parties? 5) Does a loss incurred through the actions of a member that is not current in his/her National membership result in a loss to the Chapter? Or, does EAA96 initiate legal action against said member/tenant? You get the picture.

There is more. We cannot look or act like an FBO. No fuel sales, no aircraft rental, no flight instruction, no outside maintenance. I will cite our current agreement with William Pass and what may appear to some to be a bending of the rules. However, I sat down with William last week and reviewed many things. What I learned is that William knows precisely where he is going and how. He also clearly understands the business advantage of partnering with EAA. How refreshing.

While I have been receiving calls regarding his fuel sales proposal and more, I learned much from our conversation. 1) Our agreement with him is with his non-profit entity H2O2. Not his for-profit Company. 2) Regarding the Stinson, he rents space to store it. What he does with it outside is his business but I also need to know that his contract clearly separates us from that. 3) Regarding proposed fuel sales, he has a business plan that I will not reveal that will separate him from us. In my opinion, everything about this arrangement is on solid ground short of a contract language review.

But how about the rest of our tenants? It is known that some tenants are in on a handshake. Then, the roster has some without an EAA number. Again, are we managing that and how? There is much work ahead so stay tuned for more.

A reminder to our members that it is time for member dues renewal. Please consider joining, or renewal. You have just seen the requirement above for National membership on top of Chapter membership. A total of \$75/year for both. If you are not paid by April 1, you will be dropped from the roster. Personal calls will be going out to those not paid in the next month.

Again, I spoke the last three months about the gate card system at CPM. Don't be caught short on access. There will be a date certain that your old card will not work. March down to Rafael's office and get your new card and do it now!

As always, your feedback is welcome.

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**Dennis is easily reached at [VP@EAA96.org](mailto:VP@EAA96.org) or at 310.612.2751 and he looks forward to hearing from members. Comments and materials received may be used for future columns or responded to privately upon request.**

# Aircraft Shipping

*Richard Schleicher*

Challenges of shipping aircraft have been around for many years. Aircraft that can be disassembled by detaching the wings, horizontal stabilizer and tail from the empennage enables most 2-4 seat single engine a/c to be loaded into an ocean container with out to much hassle. However when the a/c can not have the entire wing section /root removed from the empennage, the challenges of loading become dramatic. Following are pictures of a Cessna 172 loaded into a 40ft High cube container:



The Cessna was not much of a problem disassembling and loading. But a composite Rutan Long EZ was not quite as "EZ":



The strakes cannot be removed from the empennage and therefore the only way to fit inside the container was to carefully angle the body and build supports on the high side and connect to the low side so that the a/c rested in a cradle at not only at a vertical angle but also a horizontal angle with the nose resting on a dolly on the floor of the container. Of course all contact points were secured with blankets or thick foam padding. In addition, multiple straps were used to secure everything in place so that it would not move within the container on the long transit time between L.A. and Kuala Lumpur.



## For Sale/Wanted Ads

*your ad here*

no charge to members  
email to [jimandmandy@yahoo.com](mailto:jimandmandy@yahoo.com)

Get  
local

**EAA Chapter 96**

City: Compton, CA

Airport: Compton  
Airport (CPM)

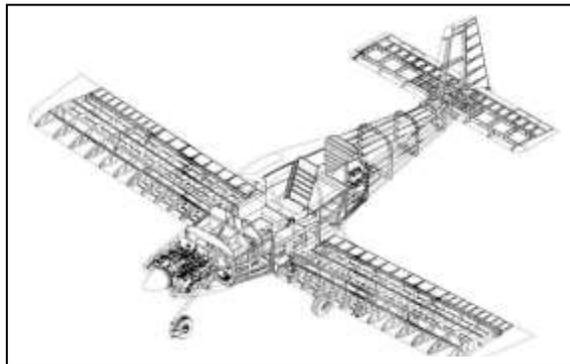


**Monthly Meeting:**

Third Saturday of the  
month at 10 a.m.  
Compton Airport  
Chapter 96 Hangar  
1017 West Alondra Blvd.  
Compton, CA 90220



EAA Chapter 96 is on Facebook! "Like" our page at <https://www.facebook.com/EaaChapter96>



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

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

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