

PENINSULA FLYER

South Bay

SoCal

July 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.

jjmandmandy@yahoo.com



President's Forum

Merrill Eastcott

I had a very interesting and rewarding flying experience a couple of weeks ago. Rhon Williams and I attended a formation flying clinic in Casa Grande, Arizona for two and a half days. This clinic was sponsored by COPA, the Cirrus Owners' and Pilots' Association and included a mix of pilots experienced in civilian formation flying, and pilots who were introduced to the basics of formation flying for the first time. The first evening consisted of a four hour ground school on the basic regulations and procedures of formation flying and the next two mornings (it was much too hot to fly in the afternoons) were spent actually learning basic formation skills to include two ship formation takeoffs, fingertip and echelon close and loose formation, and two ship formation landings. For my last flight of the second day, we practiced some advanced maneuvers such as pitchouts and rejoins, and formation pattern entry from initial (point directly over landing spot at traffic pattern altitude in the direction of landing) where lead makes a 180 degree turn to the downwind followed five seconds later by the wingman. If you have ever seen a military demonstration team come in for a landing, you get the picture. The Board today talked about Rhon and I presenting some slides and videos of the basics of formation flying at the September membership meeting if you, the members feel that it would be interesting. Learning to fly formation has benefits way beyond the immediate skills required. Learning to fly formation makes a pilot more accomplished, more professional, and better qualified in the whole spectrum of flying skills. Let me know if this would be of value to you as members.

The board has a couple more alternate locations for the chapter's annual holiday brunch to check out before making a decision. Although the Alpine Village has been a reasonable compromise between price, accommodations and menu, the board feels we should possibly move to a new location this year. The date has tentatively been selected as Sunday, December 13, 2015. Stay tuned. *(continued on next page)*

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Big Island Flying

The annual fly-in and model expo scheduled for the last Saturday in September is inching ever closer. More information will be coming out very soon as to where your help is needed. Please be receptive to volunteering for some aspect of this effort.

Unfortunately I will be on my way to a two week vacation in Russia this Saturday, but you will be in good hands under the leadership of Dennis Lord, your Vice President. Please plan to attend and give him your support. Cheers!

Financial Report

Richard Schleicher

Beginning bank balance: \$13239.72
 Income/deposits \$ 4610.50
 Pay Pal \$ 287.00 Total income: \$4897.50
 Expenditures \$ 4556.64

Ending balance \$13293.58 + Pay Pal
 balance: \$475.09

Break down of expense for the month:

Hanger rent \$3493.46
 June BBQ \$ 76.94
 Edison \$ 132.28
 Water \$ 103.96
 EAA Scholarship \$750.00

Following is a financial synopsis of the year to date(6 months):

	Income	Monthly expense
Beginning balance Jan 01, 2015:	16443.82	
monthly balance		
January	4906.05	4857.44
	+48.61	
February	3905.00	6159.89
	-2254.89	
March	3675.00	3832.11
	-157.11	
April	3766.30	3792.67
	-26.37	
May	3990.00	3746.34
	+243.66	
June	3625.74	4452.68
	-826.94	

Balance as of June 30, 2015: 13293.58

Since this is the middle of the year and the membership renewal/growth rate is very small and we do not have any income producing events that boost our balance, the monthly expenses have been eating away our bank account. We are depending on hanger and tie down space rental to cover our monthly expenses. The monthly BBQ and snack ncome vs. expense is only a slight positive income(+100 in 6 months).

The outstanding collections as of June 30 is \$5893; Any suggestions for collecting these outstanding receivables are welcome. The hanger may look full, but there remains a few spots that if rented to paying renters, would tip the balance each month to a positive cash flow and enable us to sponsor some programs that would benefit our members and encourage newcomers to this chapter. If anyone has any ideas on how we can generate monthly income, now would be a good time to make the suggestions.

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

Hangar Report

Keith Spreuer

Not much change in the hangar status in June. I met a fellow named Matt Rupert that said he wanted to start and RV project (a 3 or a 4) and rent a small space. He wasn't sure if it would be July or August. Looks like maybe August. I plan to speak to the BOD about building a container, 10 x 10 and renting a half space for storage too. Otherwise the vacancies remain the same. We moved the partial Cessna 150 form the tie down area to the side yard which looks better and helps by reducing our tie downs from over full (our neighbor, Von Wagner lent us a space). The current vacancies are space 6 half of space 5, space 7, space 9 and the tool space. My Cozy is up at Columbia with a sick engine and will be there till early Aug. So my space looks empty but is not.

Upcoming Events

Expo Planning Meeting

Saturday, 18 July, 08:30

All members are encouraged to attend.

Chapter General Meeting and BBQ

Saturday, 18 July, 10:00

Open to everyone.

Chapter Board of Directors Meeting

Saturday, 1 August, 09:00

All members welcome.

EAA Chapter #96 Meetings are at CPM.

**1017 Alondra Blvd
 Compton, CA 90220**

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.

Well, it happened. Fuel prices at CPM have finally dropped. If my memory serves me correctly, we have three fuel tanks at CPM which provide for a lot of capacity. American Airports, makes purchase decisions but has no control over pricing. If inventories go low and a purchase is required, it is made at the current market price. A set price must be used throughout the purchase of the sale of that purchase in order to recover the cost plus margin plus contract flowage fees to the County.

At CPM, if the market price drops after a load is purchased, American Airports cannot adjust until the higher priced fuel load is exhausted. If the inventory is high and market price drops, it can (and has been) a long time until that inventory is exhausted. With less expensive options elsewhere, it takes time to move out the more expensive fuel.

In what I believe was responsible action by American Airports, they made a purchase of fuel for CPM in January when prices dropped. Now that the higher priced inventory is gone, they can drop their prices and have. I heard \$5:25 for self-serve is the new number.

Okay, okay... I've heard the cries that "fuel is cheaper elsewhere" but it's an old argument that will forever be around. Airports are not maintained by tax dollars. Users pay through rents and services. Flying to another location to refuel satisfies the desire to fly somewhere and costs more than the savings of the fuel costs to go there and back in most every case when all costs are considered. The airports that offer cheaper fuel have different pricing obligations. Subsidies or incentives and contract differences are often behind this.

This is not a defense of American Airports but a reality check on purchase decisions. With extra capacity at CPM since 80 octane disappeared, they purchased fuel when it dropped significantly earlier this year. Now, with lower pricing, there is a real savings but is that sustainable? I doubt it because no one can predict what the next load will cost when these supplies are exhausted. And, the cycle continues. Business Economics 101.

Be careful with the new gates. I reported to management that one of the newly configured gates (East gate) struck my truck when it started to close but did not stop as they did before when one was on the sensor. While no damage occurred to my truck, I felt it was an accident waiting to happen. And, trust me, if it had been my sports car, there would have been hell to pay. I am very careful now going through the gate until I know they are working correctly. Do not tailgate!

Now, there has been a reported injury to a tenant. I do not know the details or whether or not he tail-gated. But, it concerns me if the gate does not stop when a vehicle is over the sensors and the gate continues to close. I've made note that the main gate is now down for repairs. It's been eight months since this gate "upgrade" was announced. Annoying, but at the moment I simply cannot take on every issue. I am hopeful this gets solved once and for all.

SMO opponents celebrated on July 1 with a BBQ when the moratorium expired. Rep. Ted Lieu, a former Los Angeles AFB employee, has become an opponent of general aviation there as well. While a freshman legislator, it will not surprise me if he rises in rank in DC to a position that can influence the demise of that facility. Meanwhile, the City Attorney is carefully guiding the next steps of the City so that they do not invite litigation. This has all only just begun. Stay tuned.

The next Expo meeting is on Saturday, July 18, in the Board Room at 0830. We can use some more members committed to seeing the Chapter thrive. All members are welcome and encouraged to attend. I will guarantee there is something you can do! Let us know what you can do. In addition, if you are willing to provide the names of those that might consider sponsoring this event, please connect with me and pass along their contact information. We need to succeed.

As always, your feedback is welcome.

Dennis is easily reached at 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.

Big Island Flying

Jim Lobue

On our recent trip to Hawaii, I finally took an island flying course, something that I have wanted to do on previous trips, but didn't fit it in with everyone's activity schedule. I'll try and put together a presentation for a future meeting. After about a half hour of ground instruction, we departed PHKO (Kailua-Kona) and flew for two hours around the northern and western coasts of the island. Low overcast and restricted airspace prevented us from flying over the interior.

Maui is about the same distance from the Big Island as Catalina is to mainland California. PHUP (Upolu) is on the northern tip of Hawaii.



Get
local

EAA Chapter 96

City: Compton, CA

Airport: Compton
Airport (CPM)

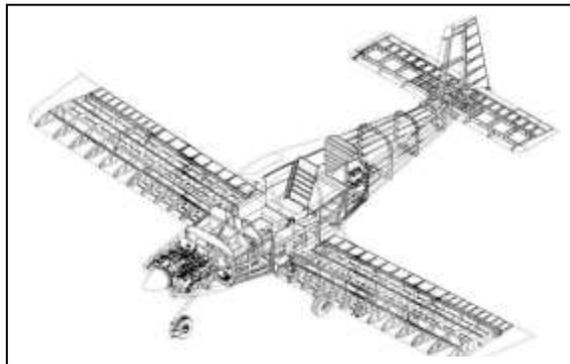


Monthly Meeting:

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



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NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to jimandmandy@yahoo.com

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