

PENINSULA FLYER

South Bay

SoCal

Meeting On 05/19/2012 @ 10am

May 2012

Editors Corner

Xavier Marshall

Young Eagles flights start immediately after the membership meeting.



President's Report

Keith Spreuer

The May Meeting is coming up on the 19th along with our next Young Eagles Event right after the meeting at Compton. We have a pretty active Young eagle season lined up. There is another event on June 16th, also at Compton, and one on July 21st at HHR. Not only is your support on these events beneficial for the kids then and there, but we get credits for the Summer Camp program. This year they nearly covered the complete cost of one candidate. The other major activity is the planning for the 2012 EAA 96 Fly-In and RC Expo. The web site is up and running at www.aviation4fun.com Just the preliminary information is there now but this will be growing and will have video of last year and lots more information. I am the Volunteer Manager and we are trying to get 60 volunteers this year to reduce the individual work load to just 3 hours each (am or pm). Sounds like a lot of volunteers but with managing ticket sales, perimeter security, kids glider construction and flying, simulators, novelty sales, exhibit monitoring, food prep and sales there really is a lot to do. And a lot of fun to be had doing it. The Expo is really shaping up nicely and Dennis will have more news on it at the next meeting.

Our speaker at the last meeting was great and even flew in with the New Lightning LSA. It appears to be an excellently built airplane and sounds like a solid company. At our next meeting we will have a WWII P-38 pilot speaking. His name is Walter Drake. I think this will be a wonderful opportunity to speak with one of the few remaining veterans of that epic period of aviation. I will put together a Power Point slide show with war bird photos to go along with his talk.

So come out on the 19th for the meeting, a great speaker, BBQ, and Young eagles.



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Urban Soaring and the Spirit of Strohsahl

Dan Rihn

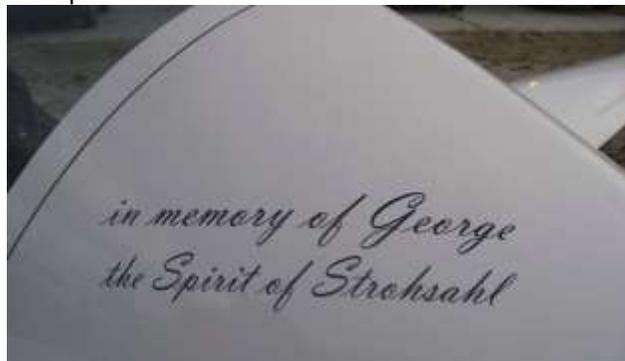
This year I lost a good friend and soaring buddy, George Strohsahl, to cancer. George and I had become good friends over the years and we enjoyed flying together as well as maintaining his beautiful Carat motorglider. George learned to fly as a teenager and went on to become a US Naval Academy graduate, Class of 1959. He earned his Naval Aviator Wings in 1961. George had a very distinguished career as a pilot and an officer. He eventually rose to the rank of Rear Admiral. He flew 71 Combat missions in Southeast Asia and his personal awards include: Distinguished Service Medal, Strike Flight Air Medal, Navy Commendation Medal, Combat V and Gold Star, and the Navy Achievement Medal. George was known as "the flying Admiral" and had a remarkable flying career. He loved flying more than anyone I've ever met. Being a Test Pilot, he had managed to fly an incredible list of aircraft over the years. Of course George flew gliders but he also flew everything he possibly could; all the USN fighters, several USAF fighters, numerous commercial jets including the B-747, several MiG fighters, several Experimental aircraft, numerous light aircraft, you name it and George had most likely flown it. George was a pilot's pilot.



When George retired from the USN he decided to buy Carat sn #20 and enjoy the freedom of soaring without a crew. Our friendship also included our shared admiration for the very unique and clever Carat motorglider and its capabilities. We spent every spring doing the annual inspection and general maintenance and upkeep on his little beauty. The spring of 2011 would be very different; George

became very ill and was later diagnosed with cancer. We decided that I should go ahead and do the annual and have the Carat all ready for him after he licked the cancer. This was not to be, it became apparent that he was terminal and it was only a matter of time. Before George passed away I promised him that I'd be the caretaker of his Carat and keep it in top shape, fly it once in a while and help sell it for the family. I've kept the Carat safe and out of the weather by storing it in my hangar at Compton-Woodley Airport, keeping my promise to George and helping the family find a good home for it.

Shortly after George passed away there were three memorial services held for him. One at his home for his many friends and Naval associates from nearby Naval Base Ventura County, one at the US Naval Academy in Annapolis and one at Tehachapi, California at Mountain Valley Airport (MVA, L94). It was at this memorial where we placed a new decal on George's beloved Carat, "in memory of George, the Spirit of Strohsahl".



One of the things George and I had discussed many times is the ability for the Carat to operate out of a normal airport. He had often flown out of Camarillo Airport near his home and had some great soaring flights only accessible by a motorglider. I often told George about my long time dream to be able to soar from my home airport at Compton where I've based my airplanes for so many years. Compton is definitely in the inner city of Los Angeles but it is a jewel, an uncontrolled airport with great runways, lots of hangars and has always been a haven for the local Los Angeles EAA homebuilders. There is always a lot going on there, truly a fun little airport. Many times while driving to the various glider ports around Los Angeles I've thought that operating a motorglider from Compton would be a lot of fun and eliminate a lot of the normal driving to the glider port. This is a story about how I was finally able to try out this dream.

The summer of 2011 hasn't been the best one for soaring conditions in Southern California. As the weekend approached it became clear that finally the

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monsoon conditions were heading north and it was beginning to look like a good weekend of soaring was in store. Our local weather guru, Walt Rogers (WX), was putting out the word that the coming weekend was shaping up great but warned that we might get too much of a good thing on Saturday and Over Development (OD) was very likely. Sunday would likely be the better of the two days. So I re-arranged my schedule and promised the family that I'd stay near home Saturday, take us all out for a nice dinner and go soaring on Sunday. Normally I fly my AS-W 20 out of Mountain Valley Airport in Tehachapi so when I go for a day of soaring it is usually a very long day. Saturday morning turned out to be a lovely day in the Los Angeles basin. My wife is off for the day to do a Scrapbooking event. I'm off to my morning Martial Arts class and both my son and daughter are planning on a full day of studying. We all agree on leaving for dinner at 5:30 later that day. It's going to be kind of a boring day for me around the house. That's OK, I'll wait another day for a good day of soaring at MVA tomorrow.

On the drive home from my Martial Arts class I begin to see the Cumulus (Cu) building in the east. Ah yes, the monsoon flow is sure flowing and the clouds are looking great. I sure hope I made the right call by not going soaring today..... but wait, the Carat is in the hangar, I could sneak out, rig it, motor to the Cu and go soaring and, if I time it right, I'd still be home for dinner. Why not, yeah I could do it. So I get cleaned up and tear off to Compton to quickly rig the Carat. As always the Carat draws a lot of attention while I'm doing a one man rig. Always an attention getter, they are attracted to the beautiful Carat, it is so unique it always draws a curious crowd. I try to remain polite but keep my focus on the rigging and now must decide how much fuel to take. My normal power plane instincts and training always tell me to top off even though the Carat burns less than 3 gallons per hour, but the clouds are building and who knows how this day might turn out so I top her off and get going. Compton/Woodley lies within some very congested airspace; it is under the Los Angeles (LAX) Class B airspace and wedged in between Hawthorne, Torrance and Long Beach Class D airspace. I know the route I want to take to get from under the LAX Class B airspace so that I can go exploring for lift. This will take me to the east and it will involve flying over and around the Fullerton Class D and the John Wayne Class C airspace. From there I can decide which direction I want to explore; North over the San Gabriel Mountains where I'll have to deal with Ontario airport Class C airspace or further east and March Air Force Base's Class C airspace. Whew, it sounds complicated but I've flown in this area for many years in my airplane and I know it well. So that's no problem and the Carat is well equipped with a radio, transponder and iPAQ with moving map by WinPilot, so it's really not too

hard.

I take off out of Compton and head to the east. By this time the Cu has really boomed and it's time to make a decision about where I really want to go exploring for lift. I see the San Gabriel Mountains are looking good but it appears they will OD soon and I don't want to get caught on the other side of them with no way home. The peaks of San Gorgonio and San Jacinto have already become obscured by the building Thunderstorms and there is a very strong looking cloud street running from San Bernardino well off to the south towards Warner Springs. Lake Elsinore is still in the clear the cloud street running just to the east plus I can see new clouds starting to form just east of Santiago Peak. So I decide to explore in the southeast direction towards Lake Elsinore.

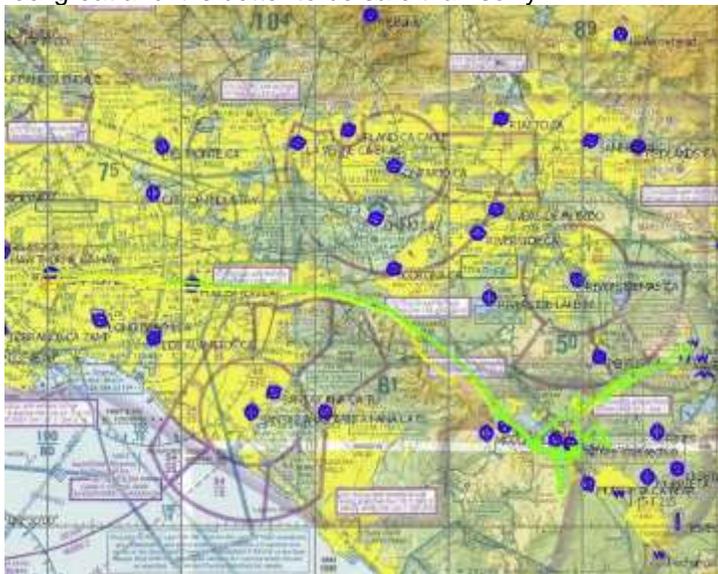
It doesn't take long and I start hitting some bumps, throttle back and let the engine cool a bit and start searching for lift. In a few minutes I shut down the little Sauer engine (a Volkswagen derivative) and the prop folds forward, turn off the engine instruments and switch over the variometer to total energy and start soaring. I work my way south along the western edge of Lake Elsinore and keep an eye out for sailplanes based out of Lake Elsinore. Sure enough I spot a few and join in with them. The cloud street to the east is really beginning to go now and I can see that if I want to go exploring much further I better get going as the OD further to the east is only getting bigger. The only issue is that I'm still low and the good looking lift is still inside the March Air Force Base airspace. I try to work the lift just outside the March AFB Class C, hoping I can thermal up and over the airspace. Unfortunately the lift isn't quite strong enough outside the Class C and I get a little low. I still have glide to the glider port at Lake Elsinore but I think it would be better to crank up the Sauer and see what I can do to better my situation. I climbed under power for just a few minutes and soon hit some great lift so again I shut down the little engine. This time the lift is plentiful but the OD from San Jacinto is now merging with the cloud street over Hemet. It is fully overcast but the visibility is still very good and so is the lift so I press on eastward. It's a lot of fun soaring over my old stomping grounds in the Hemet area; I know the good lift areas well and find plenty to keep me going. Soaring operations out of Hemet got closed down a few years ago but through the tireless efforts of the Orange County Soaring Association led by Larry Tuohino it seems like we will be able to soar out of Hemet again soon.

While soaring over the Hemet area I could hear the guys at Warner Springs on the radio and they're having a tough time with all the OD. Strong winds and rain were giving them fits. By now I too was getting quite a bit of rain and the visibility is starting to get dark. I notice that the clouds were still building to the southwest toward Temecula. The visibility looks much better there so I decided to head off in that direction while I had plenty of altitude.

.Sure enough I found good lift and before long was at 10,500 ft MSL. Checking the time, I see that I need to be thinking about heading back to Compton, a quick check on the iPAQ/ WinPilot says I have glide altitude all the way back to Compton.

No way! This would be so cool to glide all the way back over the Los Angeles basin and all the way to Compton/Woodley! Now I have to decide if I should glide over the John Wayne Class C and then duck under the LAX Class B airspace or go back the way I came by flying around it and then duck under the LAX Class B. I hadn't planned on doing this nor had I thought about this possibility. I decided to play it safer and fly north first into the oncoming convergence and maybe get a little more lift, then fly around the John Wayne Class C much like I did on the way outbound, then duck under the LAX Class B by Fullerton Airport. This route would be a little further distance however I would have more airport options.

I did hit a few bumps on the west side of Lake Elsinore and made the turn westbound around the John Wayne Class C. This is a tricky area due to all the airliner traffic lining up for final approach into John Wayne. I keep double checking the Transponder and making sure it's giving a good return. As I follow the 91 Freeway it suddenly hits me what I'm doing; here I am gliding past Angel Stadium, Disneyland, and Knotts Berry Farm. The marine air is so stable and the glide is so quiet it is surreal. I continually check my glide altitude and it appears I can still make Compton but the Banner Towing guys are real busy in the pattern. What if I need to make a go around? At 3,000 ft MSL I have easy glide into to Fullerton or Long Beach but Compton is still off in the distance and the angle is looking very shallow. I can't take it anymore and decide to start the engine. The Sauer starts right up and I'm in the pattern at Compton in no time and, ironically, all the Banner guys are gone and I have the pattern to myself. It now appears I could have made it but I feel great and it is better to be safe than sorry.



I de-rig the Carat, put her away and drive home. I'm in luck as the kids are still doing their studies and my wife isn't home yet. I get cleaned up and in a few minutes my wife is

home and ready to go out to dinner. Over dinner I ask her about her Scrapbooking event but I never let on about my adventure, and just say, "Oh I had a nice day, too." And I mention that the soaring conditions sure look good and I plan to go flying my glider tomorrow at Mountain Valley. She agrees and hopes I have a good day of soaring tomorrow. So I finally got a taste of what a good motorglider can really offer and it was a blast. I flew for 3 hours 12 minutes and ran the engine for about 50 minutes, not even 3 gallons of fuel burned.



I know George would have approved of this flight and I did say a prayer of thanks to him that night. The Spirit of Strohsahl lives on, but she is for sale and I am only her caretaker until I can find a new home for her. So if you have a desire for adventure and want to enjoy the freedom only a motorglider can offer, let me know as I have just the machine for you.



Stu's Rocket Sold

Many of you have seen Stu's Rocket depart CPM many times. The red with black and white checkers were unmistakable. The rocket departed for the last time on April 21st 2012 flown by its new owners, a very nice couple from Florida. They left Compton at 11am and landed in Houston at 8:30 that evening. Nine and a half hours! That thing can move! The flight was the first night flight for the rocket.

Although there is a void in Stu's hangar without the Rocket sitting on its perch near the top, Stu is keeping busy with a [GP4](#), a remarkable all wood design capable of 200+ MPH cruise.

Stu is also rebuilding a Maule M5-235C that hit power lines and lurking for that next project.



P-40 Discovered After 70 Years

An early model RAF Curtis P-40 Kittyhawk (Warhawk) wearing markings from the 260 Squadron and likely lost in 1942 was found last month largely intact in western Egypt's Al Wadi al Jadid desert, and researchers may now have identified its last pilot. The aircraft has been photographed sitting on its belly with the canopy nearly closed. It is suspected to be that of Flight Sergeant Dennis Copping, who went missing while ferrying a damaged Kittyhawk with markings "HS-B." If so, it could be associated also with Canadian ace James Francis "Stocky" Edwards. The aircraft's resting place is 200 miles from the nearest town and no evidence of the pilot's remains have been found. A museum may now attempt to recover the aircraft, but there are complications.



The RAF Museum in Hendon, North London, reportedly has plans to recover the fighter and efforts are being made to trace any surviving members of Copping's family. The aircraft is reportedly located near a known smuggling route between Sudan and Libya. If so, recovery efforts may be coordinated with the Egyptian military. The UK's Daily Mail has credited discovery of the warbird to a Polish oil-company worker who was exploring the region.



Hangar Report

Keith Spreuer

We have a flying RV-4 coming into the hangar soon and he will be filling one of the large front row spaces. This will take us to 1 large vacancy and 2.5 small. The problem is, one small space is taken up with tools and another is taken up with left over donations and projects. Plus the enclosed trailer in the center of the hangar that is supposed to be in a half a small space is in a large space. It is limiting the use of the large space in the front row as well, since it hangs over a bit. So there is no putting it off any longer. We need to consolidate the tools, discard anything we can't use and store as much as possible of the usable stuff in the side yard. I will be looking at the possibility of putting the enclosed trailer in the side yard too. Perhaps we can put one of our flat beds outside, beside the lift. That effort will also include a severe clean up in preparation for the Expo. Yep I'll need more volunteers but I need to schedule the date first.

NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to Xavier.Marshall at gmail dot com Please put "EAA Newsletter" in the subject line.

CALENDAR OF EVENTS

YOUNG EAGLES AT CPM – 5/19

YOUNG EAGLES AT KHHR – 7/21

EAA FLY-INN/MODEL EXPO – 8/5

