

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

May 2016

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



Upcoming Events

Chapter General Meeting and BBQ

Saturday, 21 May, 10:00

Open to everyone.

Board of Directors Meeting

Saturday, 4 June, 08:30

Open to all members.

EAA Chapter #96 Meetings are at CPM.

1017 Alondra Blvd
Compton, CA 90220



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Chapter Chatter



Dennis Lord is our current Chapter 96 President, 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.

The May 14 Young Eagles rally was outstanding from the standpoint of EAA 96 participation and the number of youth flown (45). It was among the best I've seen in a while. While a risk to omit someone, I wish to thank Rhon Williams, Al Gibbs, Rudy Melson, and Jim Oates for flying, Xavier Marshall drummed up kids and Jim Lobue, Christopher Lord and his friend/volunteer Sean crewing. Steve Densmore was on the computer and Glenn Parkison managing the dance. After a five month medical hiatus, I returned as well to the YE pilot ranks. One of my two memorable moments was a young girl up front with me and when I applied power for takeoff, she exclaimed "this is so cool!" She was a delight and engaging the entire flight. I asked her parents to bring her back sometime.

In a departure from our Chapter traditionally sending a youth to Aviation Camp at EAA HQ, we were forced to forego that this year for several reasons; none of which were financial related. When the call went out for members to supply names of interested youth, there was only one candidate. EAA required a confirmed name by April 15 so we encouraged the parent to have him submit a letter. At our Board meeting on April 16, we could not find a letter. The next day, I saw the parent and was told "he changed his mind." Had we had multiple candidates to consider, I believe this opportunity would have been filled.

Our Hangar Manager was the biggest advocate for sending a youth this year but this seemingly underscores the need to get the word out to young people interested in aviation. Are we doing the best we can do in this? This loss of a \$1400 scholarship to this camp is a disappointment to many. We need to do a better job of locating qualified candidates.

At the last Board meeting, we had a brief discussion on Accounts Receivables from tenants. I can only say that the workload on the Treasurer caused from untimely payments is becoming a distraction and a detriment to the survivability of the Chapter. If you are in arrears and not making up ground, please expect a conversation from the Board or the Hangar Manager. We need to solve this. Plans are to tighten up our monthly agreements so that the Chapter is protected.

I am so pleased that Director George Hanniff has accepted the position of Program Chair and I have seen a number of Board members stepping up to assist him. We have needed this position filled for several months and already I see progress being made by George. There are plenty of programs of interest to members out there. If you have some solid leads on programs, please contact George.

If you are not aware, the Board has approved a four-month trial of a Food Truck event at CPM on the Sunday after our GM meetings, starting in June. We have applied for the event with American Airports and are in the process of acquiring the required insurance coverage. The County has indicated that they support our effort which may qualify for some incentive funding for tables and chairs. Our income stream will be minimal to start but we should not incur a loss. We are testing the marketing and exploring options. There is an external contractor that will provide 4-5 trucks each month with a variety of food. Four or five volunteers will be required each month and we will lock those down on the day before at our meetings.

With the May haze and coming June gloom months ahead, I encourage all pilots to keep on their toes in VFR conditions. In yesterday's haze, while flying Young Eagles, I had three traffic conflicts in three flights. One was picked up by my YE front-seater descending out of the haze into TOA on the ILS! By my third flight, the Point Fermin area was no longer VFR. Conditions during this time of the year can grow quickly to being marginal so be careful.

As always, your feedback is welcome.

Dennis is easily reached at President@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.

Hangar Report

Keith Spreuer

The hangar tenancy is up slightly in April With Dan Balderston taking a small space (starting May 24). He is bringing in a Cozy project that is about half done. The attached spread sheet shows the layout and the income. We are now up to 87% of full income. I'm working on collecting or evicting the rent for the Porsche in the side yard and the back rent for the BD-4 and getting the 3 outstanding leases on file.

Tenant list and layout is available by request. Please contact Keith or myself. -ed

April 2016 Financial Report

Rich Schleicher

Beginning bank balance:	\$12323.95
Total Bank Deposits:	\$5164.00
Pay Pal income for month	\$940.00
Total expenses	\$ 3771.05
Month Ending bank balance:	\$12344.90
Total Pay Pal balance:	\$1090.00

Hanger rent receivable:	\$3368.00
Membership renewals	\$ 105.00
BBQ/snack income Mar/Apr	\$ 155.00
Donations:*	\$ 50.00

* Received donation from Fidelity Charity for \$50

Break down of expense for the month:

Hanger rent	\$3564.38
BBQ/snack supplies	\$ 19.07
Edison	\$ 83.64
Water	\$ 103.96

Open invoices \$4267.00

Following is a financial synopsis of the year to date:

Beginning balance Jan 01, 2016:

	Income	Monthly expense	monthly balance
January	4186.51	3845.63	+340.88
February	5697.00	6447.57	-750.57
March	3808.00	3830.00	-22.00
April	3368.00	3771.05	-403.05

For any detailed reports or specific inquiries of any income/expenditures for the association, please send your inquiries to ops@actsworld.com As reported by: Rich Schleicher EAA Treasurer

Flight to Minden, NV with side trip to Truckee, CA

Richard Schleicher

Aircraft: Long EZ N8183K

Pilot: Richard Schleicher

Route: CPM north under class B air space, east side of Burbank air space, climb out over mountains in the Sylmar area, North to Mojave, Long Pine, Bishop, Hawthorne, NV, Lake Topaz, Minden.

I took off on April 16, 2016 at 8:00am after checking weather and confirming the route north was clear and winds at 8:00am in the L.A. basin were light and variable from the north. I flew east of the tall buildings following the 5 freeway and then cutting through the mountains near La Canada/Flintridge area. I hit some severe turbulence in this area while climbing out of 4500 to 7500. The turbulence ended at 7500 but I had a 35kt head wind from the ridge out of Flintridge to Bishop. I climbed up to 9500 even though the headwind was the same. However, it was also cold(OAT 0C). I Flew over Mojave and over the mountains near Inyokern. I continued to fly north on the east side of the Sierras following Hwy395 to Bishop. I flew north of Bishop following a road and then turned north west and flew to Lake Topaz. I had to climb to 11.5 to get over some high terrain in this area. At Lake Topaz, I descended to 6500 and landed at Minden at 11:00am. It took 15-20 minutes to unthaw my feet!. My friend John Leuck met me at Minden airport and we took off at 11:30 to Truckee. The climb out from 4600ft to 11.5k took about 5 minutes and then we turned toward north Lake Tahoe and followed the suggested approach to land on Rwy 20(5901ft). We had lunch and then took off back to Minden. We had to do a box climb out of Truckee to get over the mountains into North Lake Tahoe and over the ridge down into the Minden Valley. No turbulence at all in the mountains and the head wind vanished north of Bishop on the way up.



Lake Tahoe flying to Truckee



Mono Lake on the way home at 11.5k

I left Minden at 9:00am on Monday morning after getting some fuel and climbed up to 11.5k following 395 south to Bridgeport, direct to Bishop and south over the Owens Valley. I met up with John Winward over the dry Owens Lake and we flew together to Mojave and retraced my flight through the L.A. airspaces back to CPM. We had no head wind coming back and the flight was 2.5 hrs. I used 26gal of fuel going up(383nm) and 23gal(335nm) on the return flight.

WE HAD TWO YOUNG EAGLES EVENTS IN APRIL

Glenn Parkison

We have just finished the month of April when we had two Young Eagles events. The first was at Compton on April 23 where we had a small turn-out of only 7 children. It was a short day of flying for the pilots, but the parents and kids enjoyed the day and the extra attention we were able to give them. Thanks to the pilots and ground crew: Rhon Williams, Gary Palmer, Dyan Van de Velde (first time flying YEs), Steve Densmore, Dennis Lord, Chris Lord and his friend (who's name, I am sorry to say, I forgot). I would like to especially thank Chris Lord for all of the work he put into a new video safety presentation that we used for the first time at this event. It was very well done and we will be using it at future YE events.

The second YE took place at Hawthorne Airport on April 30. We had 11 Girl Scouts at a new venue for us, the hangar of Aerial Filmworks. Aerial Filmworks does, as you might guess, aerial photography for movies, commercials, etc. They have very nice hangar/office at HHR and were quite gracious and welcoming. I hope we can go back again in the future. Thanks to the pilots: Anne O'Brien, Dyan Van de Velde and Gary Palmer. Thanks to Antoine for helping on the ground.

I am still in need of volunteer pilots, ground crew and kids for our events. If you can help out give me a call at the number below. If you know some kids, give them my number and have them call me to register for a YE flight. Our event may spark interest in a young mind, or maybe in their parent, and it is a great outreach to create goodwill for our airports.

Young Eagles events are always fun for everyone involved. See you there.

Glenn Parkison
310-374-4812

EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



Get
local

EAA Chapter 96

City: Compton, CA

Airport: Compton
Airport (CPM)

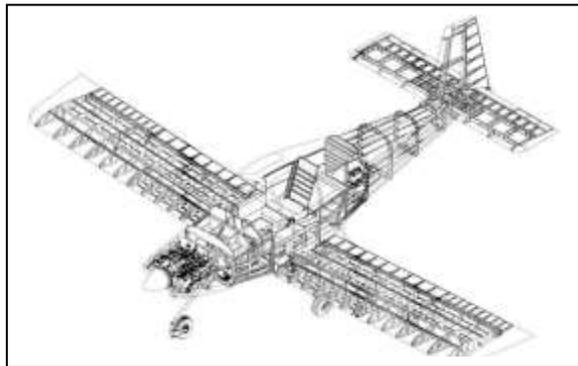


Monthly Meeting:

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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