

PENINSULA FLYER

South Bay

SoCal

Meeting On 11/19/2011 @ 10am

October 2011

Editors Corner

Misc. Rants and Raves

If you are not getting newsletter announcements please make sure "Xavier.Marshall@gmail.com" is added to your "safe senders" list otherwise the announcements will end up in your spam folder.

I'm looking for recordings of ATC transmissions that say "Experimental" in them to use for a podcast. If you have a recording in digital format, please let me know.



SERAPH PROJECT
www.ikeaerospace.com

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President's Report

Merrill Eastcott

This will be my last report to you as president of the chapter, so the first thing I would like to do is to thank all of you for the exceptional help I have received over the last two years. Our most pressing problem over those two years, the hangar expenses exceeding the revenue, has essentially been solved through generous subscriptions from many of you, and from the very successful first ever Fly In and Model Expo to which so many of you contributed volunteer time. Not the least to be thankful for, we have finally just rented a couple of the vacant spaces meaning we can save our recently acquired cushion for the next "rainy season." Thanks everyone!

Speaking of new tenants, you definitely will not want to miss the meeting this Saturday. First of all, you will want to be there for the annual election of officers and Board members. The nominating committee will have a slate to present to you, but we will also accept nominations from the floor if any of you are so inspired. We do still need a secretary and would appreciate each of you to think about it. About the only duties other than attending the Board meetings are to write a short summary of the Board meetings for the newsletter, and to occasionally handle an infrequent letter or correspondence for the Chapter. It's an easy job, so please consider it.

The second reason for attending this meeting is our program this month. Our newest tenant is Ike Aerospace and their Seraph project. This is going to be a completely new technology design, single seat, powered by two diesel-electric hybrid motors of about 40 horsepower each. It will be built right in our hangar and we will be able to see aviation history made right in our midst. They will present us with an overview of this exciting project. Their web site, www.ikeaerospace.com is a must see!

Don't forget that for November, we are still expecting to

see our second visit from an LSA company with a demo Aircraft. The company is Arion Aircraft, LLC and their lineup includes a kit version and a factory production version of their Lightning LS-1. If you would like to whet your appetite for this presentation, visit: www.flylightning.net.

There are still three Young Eagles activities this year, two back to back on October 22 at Compton, and October 23 at the Wings, Wheels and Rotors Expo at Los Alamitos. Our third YE will be on December 3 at Hawthorne. Of interest is that EAA National would like to take the learn to fly day, a once a year activity where we flew adults, to the next level by institutionalizing a continuing program for adults patterned after Young Eagles. National wants to start this program in January, 2012. We are awaiting more planning information from National before we seriously consider it.

Thanks again for a great two years.

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BOD Minutes: Oct. 2011

Keith Spreuer

8 Oct 2011

Treasurers Report- Report was given and treasury is improved. Preparations are underway to transfer the treasury duties to Merrill upon his election to the post in Oct.

Hangar Report- There are 2 new tenants in Oct bringing our vacancy rate down to only 2.5 small spaces. Even those remaining spaces are pretty much filled with tools, BK-1, Peitenpol and left over prior tenants property. The BK-1 (sales inspection 11/5) and the Peitenpol (GN-1) expect to be sold and moved soon and I am starting a campaign to have all left behind property removed. I'm sure we are still losing money from the "snack" jar. I guess we will have to add a "mail slot" to the storage door for the money. Awful to think one of our members is stealing from us. Keith was asked to move Ron Schroeders trailer or to move Carls project. And to store the Cessna 210 prop elsewhere so that it is not a trip hazard. We have a bunch of C-85 engine parts that we will offer to Tim at Tim's aircraft.

Newsletter - Xavier was absent this meeting

Nominating Committee- Jim Hebert is the Chair, Merrill Eastcott and Dave Bristol are on the committee. The only open position is Secretary.

Fly-In Financial Update- Dennis presented a financial spread sheet (recorded in my minutes) that shows an

overall profit of \$7545.38 after left over stock is sold. The date for next year is set for Aug 5th

Young Eagles- CPM Airfaire on 10/22, and WWRE on 10/23, and Dec 3rd

Holiday Brunch- Set for Alpine Village Dec 11th from 10-1:00. I will be confirming the reservation this week and checking to see if a deposit is required. I will send a flyer for the Newsletter.

Speakers: IKE Aerospace will speak on their Seraph aircraft at the Oct meeting. In November (19th) we will have a presentation on the Lightning LSI

Hangar Report

Keith Spreuer

We are definitely on the up swing. We had two new tenants move in Oct 1st. One was a large spot with a nearly flying Long EZ and the other is an innovative new design by IKE Aerospace that a possible competitor in the C.A.F.E. Green Flight Challenge contest. It's a small airplane (but with big ideas). They are also renting ¾ of our office space. So that brings the vacancies to 2.5 small spaces. But even that is really not available since the tools take up one space, the BK-1 is taking up some of a space and there is at least a space filled with material left behind by former tenants. I guess I need to be a nag and get after those with stuff left behind. The BK-1 has been sold and will be picked up in November and there are 2 buyers interested in the Pietenpol wood kit and other Pietenpol items. I have even been contacted by a KR-1 builder who might be interested in the space the BK-1 is moving out of.

Dave Bristol did a great job servicing our bathroom. It needed a new fan motor and the valves were flowing too much water. Thanks Dave!

It's getting more crowded around the hangar and it will take more cooperation between tenants to provide access and room for each other. But this is a welcome problem after months of excess vacancy.

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Keith Flies to Kanab, UT

Keith Spreuer

Every year there is a "Canard" fly-in in Kanab, UT. I first went in about 1990. This year I took my freshly painted Cozy to show off to the group. We had some

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40 canards there including Long EZ, VariEZ, Berkut, Velocity, and ERacer.

One of the beauties of these airplanes is their ability to cruise long distances, fast and efficiently. I had the Board meeting on Sat and a little work to do on the plane before I left so I didn't leave till 12:30 but the 386 mile trip took only 2:15 even with head winds. I used only 23 gal. Unfortunately I went solo as Don Herzstein took ill the night before and our two guest canceled too.



Since I have been going so long, I knew there would be plenty of company once I got there. I was looking forward to the formation flight up and back but we will do that next time. The flight route was across the San Gabriel Valley thru Cajon pass and pretty much along I-15 to Las Vegas. I crossed over the top of the south edge of the Vegas TCA which is at 9000'. Then directly over Lake Mead and on to Kanab. Kanab is surrounded by national parks and natural beauty. The Grand Canyon is south about 80 miles, Lake Powell is East about 50 miles, Brice, and Zion are not far to the North. The town provides a free shuttle for our fly-in and most of us stay a decent but very modest hotel called the Aikins Lodge.



On arrival day there are about 30 pilots, wives and

guests that gather around the pool for pizza and beer telling stories and exchanging building information with each other. The folks are from all over the west, AZ, NM, ID, OR, CA, WA, CO, UT. The last couple of years we have even had Mike Melville, the first commercial astronaut there in the Long EZ he built. Boy does he have stories to tell! Sunday morning starts off with a R.A.C.E. (Rutan aircraft, canard enthusiast). This year there were only 8 participants and they are all different types and powers so it is NOT a race but we fly a measured course and see what speed we can make.

Really it is a competition against our previous times just to see how much improvement we have made. It is also a fantastic early morning tour of the red rocks and even a peek at Lake Powell. We take off in 30 sec intervals and timing includes takeoff roll and climb out. So that makes it much safer and easier than trying to cross a start line in the air. My plane looked 20 kts faster but alas the speed was the same.



The R.A.C.E. is over by 9am and the Rotary club in town puts on a big breakfast at the airport. The rest of the day is spent in flight tours of the area, giving rides to prospective and active builders and gawking at all the airplanes. That evening there is a group dinner at one of the local restaurants. Monday was pretty much just go home day. This year the weather was filled with an unusual Monsoonal flow from the Gulf of California. The trip home was the same route but with cloud bottoms at 12,000' and scattered rain showers over the desert. But I popped over Cajon Pass and found scattered clouds and sunshine over the LA basin. Two problems coming home: the nose gear micro switch failed and the gear would go down but not up. That plus strong head winds made that a 2:40 flight instead of what should have been 2:05. What a fun trip. I highly recommend builders and flyers contact the type groups. There is a type group for most of the popular designs and they have similar events and fantastic builder/flyer support.

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LGB Class C

The first informational meeting on the FAA's updated proposal for Class C airspace was held last week, October 5th at Torrance airport. Sponsored and presented by pilots, not the FAA, the meeting was the first exposure many local pilots had to the FAA's latest updated proposal for airspace changes for the Long Beach area. And while the new proposal is less restrictive than last year's monstrosity, the new proposal lacks quite a few common sense changes, noted quite a few attendees. Several Chapter 96 members attended along with about 30 other local pilots to review the local airspace map (see picture middle left).

Meeting attendees held many common perspectives regarding the proposed changes. For example, the northwestern side of airspace, marked "T/SFC" is not defined by any physical boundary on the ground and changes shape from a radius from KLGB to a straight line and contains an odd cut-out in the lower corner.

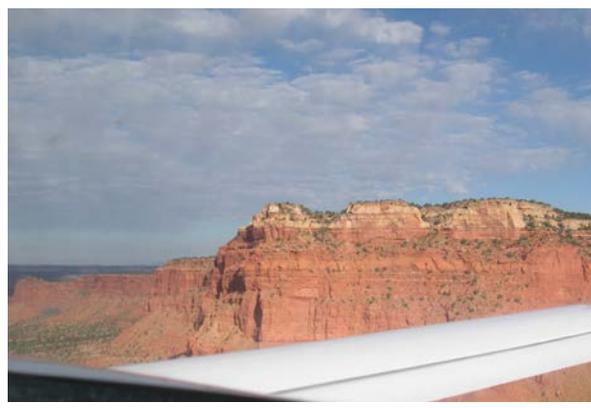
Navigating this airspace would be extremely difficult under VFR and, with the presence of marine layers, nearly impossible without on board GPS and mapping capabilities. Compton-based pilots will note the major changes near the 91 freeway and should note that the "T" represents the floor of the lowest adjacent Class B airspace. Pilots navigating VFR from Compton to the harbor practice area will be forced into the same narrow airspace over Torrance airport. We should note that no additional controllers will be added to Long Beach to accommodate pilots wishing to transition through a new Class C airspace.

The informal FAA presentation to local pilots will take place on October 25th and 26th at the Long Beach Airport Holiday Inn, from 6pm to 9pm, located at 2640 N. Lakewood Blvd., Long Beach, CA 90815. For more information on the venue, contact 562-597-4401. The FAA presents these meetings as "informal" in part because a more formal meeting is part of the NPRM process, a step that has not yet begun for these proposed changes.

Chapter 96, the AOPA and EAA all urge local pilots to attend one of these two meetings (the meetings will cover identical material on both days) and more importantly, pilots are urged to file comments (in triplicate) with John Warner, Operations Support Group, AJV-W2, Western Service Area, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue SW, Renton, WA 98057.

It's important that local pilots speak up regarding these changes and make specific comments about how the proposed airspace impacts flight safety.

Please make a point to attend one of these sessions and to provide a written response to the FAA. Without your individual contribution on this subject, local pilots may find themselves with a number of mandated changes that greatly impact the safety of your flying activities.



NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to Xavier.Marshall@gmail.com

CALENDAR OF EVENTS

October 22nd – Young Eagles at CPM

October 23rd – Young Eagles at Los Alamitos WW&R

December 3rd – Young Eagles at Torrance

December 11th – Holiday Brunch @ Alpine Village from 10am – 1pm

