

PENINSULA FLYER

South Bay

SoCal

September 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

There is only a little over a week until this year's Fly-in and Model Expo, September 26th. Therefore as you can imagine we on the Board are in frantic (or maybe panic!) mode to make the final arrangements for this event. With that in mind, our general membership meeting this Saturday will be devoted to making our facility presentable to the public. So please show us your spirit and come out for a couple of hours of easy work and socializing. We will reward you with a free lunch this time!

As mentioned last month, the location for the chapter's annual holiday brunch will be in the banquet room at Marie Callender's in Torrance on Sunday, December 6, 10:00am – 1:00pm. The price was set by the Board at \$35 per person. You may send in a check or bring one to any of the next three meetings, but please do not wait until the last minute to make your reservations. Mark your calendars now.

After some interesting discussions and serious searching, the Nomination Committee has published its recommended slate of candidates for the October election. The names are:

President:	Dennis Lord
Vice Pres.:	Xavier Marshall
Secretary:	Craig Louis
Treasurer:	Richard Schleicher
Board (Returning)	Ariel Hazi
Board (Returning)	Jim LoBue
Board (New)	George Hannif

Of course anyone may be nominated for any of these positions at this Saturday's general meeting. Voting will be held at the October general membership meeting.

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At the general membership meeting last month we really enjoyed hearing from Ethan, the young man we sent to the Air Venture camp at Oshkosh this summer. He had a great PowerPoint presentation and really made us feel great about who we sent. Thanks, Ethan!

Hope to see a full hanger this Saturday.

Financial Report

Richard Schleicher

AUG 2015

Beginning bank balance:	\$11282.45
Hanger lease billing	\$ 3270.00
Membership	\$ 70.00
Luncheon/snacks/other	\$ 239.50
Total Aug Deposits	\$ 3058.50
Pay Pal \$ 252.00 Total income:	\$ 3310.50
Month Expenditures	\$ 3965.25

Month end Bank balance	\$11199.95
Total:	\$11282.45

Break down of expense for the month:

Hanger rent	\$3493.46
Aug BBQ	\$ 91.10
Edison	\$ 123.16
Water	\$ 107.53
Christmas deposit	\$ 150.00

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

Beginning balance Jan 01, 2015: 16443.82

	Income	Monthly expense	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
July	3270.00	4793.06	-1523.06
Aug	3298.00	3965.25	-667.25

As with the last months report, we are depending on hanger and tie down space rental to cover our monthly expenses. Currently they do not and we are dependent on lunch/snack income and the expo to make up the loss. Our short fall for the year to date is -\$5163.35

The outstanding collections as of Aug 31 is \$4933; 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

No additions or deletions form the tenant list for Sept. We remain at 77% of full occupancy rent which is just below breakeven. It looks like the fellow that was planning to build an RV project in a small space is delayed. I checked in with him but so far have not heard back. Gus has expressed interest in bringing his finished Glstar back over to Compton. That would be fantastic not only because the airplane is such a good example of craftsmanship but because Gus is such a supportive and knowledgeable member.

The focus on the hangar at this time is preparation for the Expo on the 26th. Instead of a general meeting on the 19th there will be a chapter rally to prepare the hangar for he event with the gliders, and simulators to be housed in the hangar. I'm looking forward to help help on the 19th and your participation in the EXPO on the 26th.

If anyone wants a copy of the tenant list and layout document, please email Keith or myself. –ed.

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.

The Expo is two weeks away and interest is building. Members are encouraged to come to this Saturday's (19th) meeting and assist in prepping the hangar for the event on the 26th. Many hands make for a short work party. We will clean the front end (air side) of the hangar and reorganize it for glider operations on the day of the Expo. This is space for parents to bring their young children and in a supervised environment, build and fly balsa gliders. If you've never seen David Gee handle these kids, it's worth the price of admission. Well, a bit more than \$3.00. David is gold to our event.

We have a commitment for a drone demonstration that should be a crowd-pleaser. At Oshkosh, I was amazed at the multiple configurations and attributes available today and it is only going to get better. While drones are currently newsworthy in a negative way, it is our responsibility as the aviation community to educate participants in the sport or commercial activity on the safe and responsible way to operate these flying machines. If we don't, who will?

If you have questions about volunteering, please contact Keith at kspreuer@gmail.com. Keith is in the final stages of assigning all volunteers and we can always use a few more. It is not a hard day when enough volunteers step up. Set up on Friday afternoon and tear down post event are options for those unable to make it the day of the event. Technical expertise is welcome for simulator set up and more. We can use all the help we can get. Remember, this is a Chapter event, not just for the organizing team. Funds raised help to offset the costs of our programs.

The Chapter is working on establishing improved and reliable wireless Internet access in the hangar and has enlisted one of my colleagues to do the work. Dana is a RF professional and has a ton of ideas. With all due respect to those that have worked on the current system, Dana's history is installing RF systems in the ISS and the Space Shuttles. Our Chapter should be a snap after that! He has a plan and it involves an operational man lift. Dave Bristol just let me know that it is now operational (thank you Dave!). I have reviewed this plan and endorse it. We are hopeful for progress this weekend. Stay tuned. Better yet, tune in!

The Commission meeting last month was at CPM and was heavily attended although I believe I saw only one EAA 96 member other than the two Commissioners. Some public also attended and spoke. The interest was the August 9 accident during the banner tow operation. I have seen it time and time again. When tragedy strikes, people want to cast blame where they believe it belongs. It's human nature. Some blamed the County, some the management, some the "procedures" for first-response. None blamed the unfortunate pilot who stalled his aircraft.

In my remarks, I applauded those that attempted to rescue him but were beaten back by flames. I have seen enough to know that at least four people attempted to save him but the odds were not in their favor. Still, some believe that a faster crash truck response would have made a difference. They are entitled to their opinion but from what I've seen in NTSB reports it would not have made a difference since the fire started before the first person reached the aircraft.

It is important to note that non-towered airfields are not required to have a crash truck. But, the County does provide one and its mission is to mitigate a fire as much as possible until local Fire arrives. It is also important to know that the crash truck is not on the end of a 911 call. Do you know the 24 hour number to call to reach management? How come those nearby didn't make that call? Were they prepared? Is it reasonable to assume an employee will be an eye-witness?

I'm defending no one but there are still a ton of questions I have. All will have constructive outcomes once the NTSB report is finalized and I know that the County and management are taking a close look at the facts. Tragedies invite scrutiny and blame. The correct response is to resolve any identified deficiencies if it is found that there are any. In the end, it hurt us all and I grieve for the pilot's family.

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.

Upcoming Events

Chapter General Meeting and BBQ

Saturday, 19 September, 10:00

Open to everyone.

Fly-in and Model Expo

Saturday, 26 September, 09:00

Compton-Woodley Airport

Chapter Board of Directors Meeting

Saturday, 3 October, 09:00

All members welcome.

Young Eagles

Saturday, 10 October, Noon

Compton-Woodley Airport

Admin/Terminal Building

Holiday Brunch

Sunday, 6 December, 10:00

Marie Callender's, Torrance

EAA Chapter #96 Meetings are at CPM.

1017 Alondra Blvd

Compton, CA 90220

DeJaVu Subaru

Keith Spreuer

Had a great flight to Kanab Ut on the 11th...except for the last 5 min. Some of you may have heard I had a cooling hose burst going to Columbia and ruined my engine. It took me 2 months to get that fixed and to fly the airplane home again. Then I put 5 hours on it watching everything carefully and we set off for Kanab. It was a beautiful and uneventful flight for 2:15 minutes. The only odd reading was that the water pressure was a little lower than previously. But the temps were nice and cool so I thought those two go together. Well that is not the case. I was about 10 miles out from Kanab and descending to the pattern and the temps shot up to 254 and kept rising. Didn't have the field in sight yet so I kept a little power on but actually was still high when I spotted the field. Temps were in the mid 350's by now. It was an easy perfect landing and even had power to taxi in. But sure enough DeJaVu, the engine is ruined again! So the Cozy is still parked in Kanab while I organize another engine swap. The culprit this time an aluminum line I "improved" during the last engine change. Turned out that supporting that line better tuned it to prop vibration and it fatigued in just a few hours. Getting to be an expert in engine change.

Get
local

EAA Chapter 96

City: Compton, CA

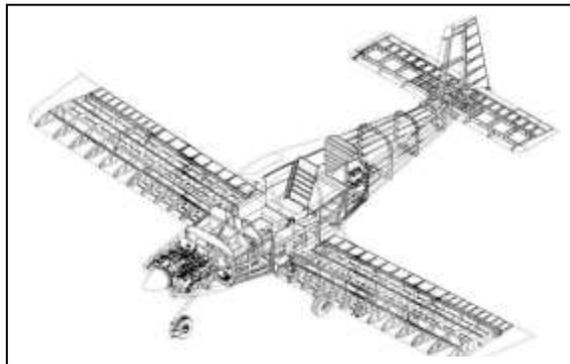
Airport: Compton
Airport (CPM)



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

EAA Chapter #96

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