



January 2011

## PRESIDENT'S FORUM



HAPPY NEW YEAR!! Hope you all had a safe holiday season. We have just ended a good year, but the new year brings with it many challenges and many opportunities. The most pressing challenge that most of you know about from previous columns is what to do with our prized hangar that for about a year now has been able to support the cost. The most recent events to solve this dilemma include discussions with Hawthorne Airport and soliciting subscription support from our friends and members. Most recently we have asked for a face-to-face conference with American Airports who manage the Compton Airport for the County. For those who have submitted subscriptions, the Board thanks you. You can expect to be placed into our chapter's normal invoicing system, not to bug you, but to act as both a reminder and a thank you.

We had one of our best attended New Year's day fly-outs of recent years to the Hesperia Mile High Café. The food was great and we filled their party room. Afterwards, we were hosted at the house and hangar of Roger and lora Beth Vian – right on the airport. Wish I knew how to convince my spouse that airpark living is the way to go!

Before that, our annual brunch and auction at the Alpine Village was also one of the best attended in recent years. Thanks to all of you that contributed to a fantastic fund raising event. The Board, taking into consideration that we will not be sending anyone to the Air Academy in Texas this summer, voted to apply the funds raised to the hangar plight.

I look forward to continuing this discussion at our next membership meeting on the 15<sup>th</sup>.

*Merrill Eastcott*

### EAA 96's Christmas Brunch at the Alpine Village ....

On Sunday, 19 Dec., the chapter scheduled and met for their Christmas Holiday Brunch at the Alpine Village. This was in lieu of our December membership meeting.

It rained and it was a wet morning. But, while one couple was late in arriving, all 50 persons that had signed up for our party were there. After everyone had a bit of morning O.J. and champagne, they were over to the buffet line for a little of everything



from fresh salad to German spaetzel, red cabbage, eggs-to-order, and prime rib cut before your eyes. After one (or two) trips to the buffet line and the desserts, President Eastcott made announcements, presented national and local EAA recognition of those that make our chapter work, and Jack Kenton passed out a trivia quiz that everyone took to challenge their knowledge of aviation (while there was some dissent regarding the "history nature" of the questions, there was good response – Glenn Parkison was our winner with the highest score on the test).

With that out of the way, our famous "auctioneer-for-life", Ron Schroeder, proceeded to coordinate (and sometimes intimidate) the sale of items donated by the membership. This year the auction's profits will go to help the chapter cover the costs of the hangar lease. Treasurer Jack



Massie tallied up something in the neighborhood of \$600 that will go to helping with our hangar rent.

Everyone had a good time and it was almost 1:30 PM when everyone finally left. (And it had stopped raining for us.) *Jack Kenton*

**Board meeting** – We canceled our meeting for January. It would have been on New Years Day. Instead we held our annual Chapter 96 fly-out. This year it was at Hesperia's Mile High Cafe.

### **Hangar Report** –

During the month of December we had 3.5 small spaces and 4 large spaces rented with long term tenants. We also had The Stinson Gull wing inside for repairs. Since it took up more than a large space, we rented that for \$500. However, the Stinson was sold and moved out around Christmas time. So we enter January with 6.5 vacancies and according to Jack Massie a shortfall each month of \$1070 after rent, insurance, taxes and utilities. We have been operating at a loss for about a year now. So far we have been able to sustain that by selling donated projects and borrowing from the General fund to support the Hangar fund. This is against our ground rules and certainly not a long term solution. We held a tenants meeting in December to talk over alternatives. We discussed a number of options. Some of these can be done at the same time.

The first and most attractive alternative is pretty obvious and one that we have pursued all along. That is, fill the vacancies and keep the Compton hangar operating as we have. So, this is still our primary focus. To that end we are sending members to meet face to face with other EAA

chapters at Long Beach, Santa Monica, and even Flabob. We will also put new flyers at TOA, and Fullerton.

Until we do get more tenants the board has said we can not continue absorbing the losses. We agreed that the General Membership ought to pay 10% of the rent since everyone shares in the tools and tool room, kitchen, office, pilots lounge and the meeting space. The tenants agreed that, as a temporary measure, a surcharge ought to be levied on the existing tenants and any future tenants in an amount needed to break even. At the time of the meeting it was not clear exactly how much that was. Since our treasurer has now verified the shortfall is \$1070., the general membership's share is \$389. We can now determine the amount each tenant needs to share. Small spaces need to pay \$71.68/mo and large spaces \$107.53/mo effective January. This would be reduced by any pledges received as in the next paragraph.

Another idea is to ask for special pledges from our members to get us thru until more vacancies are filled. You probably have seen a letter regarding this that was sent out in late December. I'm told

that we have about \$400 in pledges so far. These and all payments made to EAA 96 are donations and as the chapter is a 501(c)(3) organization, the donations are tax deductible. It would be preferable to be able to keep the hangar with member's financial pledges as it would avoid the possibility that a tenant surcharge could drive vacancies higher.

We also have decided that we should drop our restrictions on the type of usage we can allow in the hangar. We will consider car, RV and boat storage (inside or outside). When we have a feel for the rates that ought to apply we will announce and advertise them.

One of our tenants also contacted Millionaire at HHR to see if any alternative hangars are available. We checked this out in the past but it did not pencil out. But since our situation has not improved and the economy may induce Millionaire to offer a better deal, it is worth checking. Paul Henrich and I went over to see the hangar on Friday (12/31). It is VERY nice. It is smaller than our current hangar but has beautiful coated floors, and electric bi-fold doors. It has good lighting but needs added power outlets and air. It could be divided into 9 spaces 20x20 (same as our current small spaces) and that would leave a 5x60' area for our tools. There is no meeting area, office area, kitchen, or pilot lounge.

## **Young Eagles**

We've scheduled a Young Eagles rally for Saturday, 29 Jan, at Hawthorne – Beach Cities Aviation Academy. The program will be as normal; with a request that all youngsters arrive by noon. Please pass the word. *Glenn Parkison*

## **EAA and its Young Eagles programs**

Just as a reminder, all participating Young Eagles can now signup for a free EAA Student Membership. The membership is valid until age 19. At the same time, a Young Eagle can sign up for the free Sporty's ground training program. For those who complete the Sporty's course, then take and pass the FAA knowledge exam, the EAA will reimburse them for the cost of their test.

Please visit [www.youngeagles.org](http://www.youngeagles.org) and click on the Flight Plan section for information on these programs.

## **EAA 96's Hangar – Help to save it**

You've seen the letter. In case you've set it aside, here is a reminder.

For several years we, the members of EAA 96, have enjoyed our presence at our Compton hangar. It's an ideal location for our Chapter's aviation related activities as well as entertainment. Count our blessings:

An extensive library of aviation material from fiction to A/C Plans, manuals and pictures

At our current rates 9 small spaces would bring in \$2400. There is no tax on this rental. Our insurance and utilities run about \$431/mo. So, if we could keep it full and get a half dozen tie downs too, then we could afford about \$2000/mo in rent. This is where I left it with Millionaire. They will get back to me and let me know if they can work that out. It was clear from the discussions that whatever we agree to for our first 2 year contract the second contract would go up. On the plus side, it is a much nicer community, the facility is first class, there may be more builders/flyers in that area, they have instrument approaches and there is a nice restaurant on the field. It would probably be a good Young Eagles airport (across the field on the North side) On the down side: MOVING is a nightmare, as I mentioned no pilot lounge, meeting area, kitchen. Parking is not as good for non-tenants. The big question is can we keep it full enough to break even???

Merrill and Keith will also meet face-to-face with American Airports and let them know we desperately need a rent reduction. Even though we have written and tried to discuss a lease revision before, perhaps an in-person meeting will have better results.

See you at the General Meeting (and BBQ) on Jan 15. *Keith Spreuer*

A flight simulator/ instrument qualified computer system  
Audio-visual equipment  
Extensive machine shop and hand tools  
Kitchen complete with refrigerator and barbeque.  
Office space and secure pantry space.

We started our hangar tenancy with a focus on aircraft building. As our sense of purpose matures, we are embarking on more outreach activities. Most visible is our Young Eagles program (do you realize that our chapter members have flown over 6,000 young people since the inception of the program?). And then we have our Oshkosh Air Academy program. Of the young candidates that we've sponsored, two of them have moved on in aviation – one as an A&P and a second that is finishing qualification as a FAA air-traffic controller. So we are making a mark in the community.

But back to the reason for this letter. The current economic situation has reduced the capacity of aircraft builders to continue supporting the entire cost of The Hangar. In other words, we are facing a major financial shortfall; one that threatens to force us to abandon the Hangar and all its unifying attributes and its value to each of us. This message is, frankly, a call for support of our members beyond their paltry membership fee. Please join us in sustaining the maintenance of the Hangar with a pledge of financial support. Please respond to this letter with a monthly pledge in an amount you can reasonably dedicate to the support of the EAA 96 hangar.

### **It's time to comment on FAA NPRM to Require Pilot Certificate Photos**

The FAA will continue to accept comments until Feb. 17, 2011. You can find the NPRM on page 70871 in the Federal Register, vol. 75, No. 223 at [www.gpoaccess.gov/fr/](http://www.gpoaccess.gov/fr/). You can make your comments using the internet. As a former FAA'er, I would like to recommend that you comment to the effect that the requirement is already covered with the rule that you must have a government issued ID with you when you exercise the privileges of your pilot certificate.

The proposal, as it now stands, will have new certificates with a photo expiration date of eight years, after which pilots must resubmit a photo and receive a new certificate. The FAA proposes to charge a \$22 processing fee for each new photo certificate.

### **All Aircraft Must Be Reregistered Dec 10, 2010 – from the Pacific Flyer**

Aircraft owners, if you haven't already you'll soon be hearing from the FAA notifying you to reregister your aircraft.

Seems they've misplaced, mislaid or lost the paperwork on some 119,000 U.S. aircraft, almost one third of the total of 357,000+ airplanes in the U.S. These include private and commercial aircraft and the agency says it fears those "missing planes" could be being used by drug dealers or even terrorists.

The FAA said its records are in such disarray that it is worried criminals could buy planes with the government's knowledge or even use the registration numbers of other aircraft to evade new computer systems that were designed to track

suspicious flights.

All aircraft owners must re-register their aircraft (and there will be a \$5 fee, of course) because the feds admit they don't know who even owns most of these planes, if they're still flying or have been crashed or junked. The agency said there already have been cases of drug traffickers using false U.S. registration numbers as well as cases of mistaken identity.

In the latter case, police raided the wrong plane because of the FAA's faulty record keeping. This is the same agency that's pushing the "NextGen" project which has already been found wanting by the General Accounting Office.

The FAA said that this year, it will begin canceling

the registration certificates of all 357,000+ aircraft. Most of the complainers are banks, airlines and leasing companies.

However, don't try to renew your registration before you receive your notice from the FAA because it requires not only your tail number, but also a special code it will send you with the notice. You must include that code for it to be valid.

When you do get your notice, you can do it online at <http://registry.faa.gov/renewregistration> but not

until you get your special code.

The FAA didn't say how many aircraft owners would be notified at a time, nor how they would even contact those whose addresses they no longer know or those with fake registration information. Drug traffickers and terrorists are notoriously uncooperative with authorities, for example.

They had a word for this in World War II - SNAFU.

## [Spaceport Under Construction](#) *Dec 01, 2010 - from the [PacificFlyer](#)*

Apparently Scaled Composites is really serious about building a fleet of "spaceships." It's reported to have begun construction of a production facility at the Mojave "Air and Space Port;" one that would build the world's first fleet of commercial spaceships.

The facility will be home to The Spaceship Co., or TSC. TSC is a joint venture owned by Mojave-based Scaled Composites and British billionaire Richard Branson's space tourism company, Virgin Galactic.

TSC said it hopes to complete the complex by Sept 2011, at which time it can begin building three White Knight mothership aircraft and five smaller SpaceShip Two rocket planes.

As most know, the White Knight will carry SpaceShip Two, with six passengers and two pilots on board, to 50,000 feet, where it will be released and a rocket engine will propel the plane into suborbit, some 62 miles high. Virgin Galactic says it has taken reservations and deposits from more than 380 people for the \$200,000 flight. It hopes to make its first passenger flight next year from the as yet uncompleted Spaceport America in New Mexico. Meanwhile the White Knight carrier plane and the SpaceShip Two rocket ship are in the midst of a test-flight program in Mojave. .

## [EAA 96's New Years Day Fly-out!](#)

Sunday, Jan 2, was a day of significant weather. The I-5 Grapevine was closed by the CHP due to ice and snow. The Cajon Pass, I-15 was closed also. Snow covered the High Desert and Hesperia. We had blue skies when we flew there on Jan 1, but the next day – all of the this, was covered with snow. Yes, the airport that we flew into for our Jan 1, New Year's Day fly-in was seeing snow 24 hours after we flew home!

When we fly in, the temperature was just under 40F. It was great for flying! (Our eating establishment, the Mile High Cafe', was a quiz question at our Christmas brunch.) We had the Vian's, Roger and Lora Beth, as our on-site contact for the planning. The Vian's moved there eight years ago and have their house right on the taxiway. Rose Kallenberger, who lives in Hesperia and whose husband had been a chapter member, also joined us at the restaurant. And we had people make the one-way 90 mile drive! Cindy Kenton brought Richard Geiser's wife and Steve Densmore, our chapter president just 10 years ago, drove up with his wife to meet his son (and wife) who came down from Apple Valley.





Our fliers included Dave Bristol (with Ron Schroeder) coming up in his RV-7. Jack Kenton brought Vanessa Galvan (the young lady that we sent to the Black Pilots Academy last summer) in his Thorp. Peter Broen and his wife joined us (via his Glasair), and then we had one of our new members, Aerial Hazai (and his pilot-rated son) fly up with Richard Geiser in their DA-40, coming from SMO. To close out our flying group, Merrill Eastcott and Rhon Williams (and their spouses) flew in with their Cirrus. We ended up with more than 20 of us at the cafe'.

*Leaving the restaurant around 1230-1300, the group walked 50 yards up the taxiway to Roger Vian's home. He showed off his hangar (and his projects) and Lora Beth showed off their home. It was a great day to fly and we managed to have it happen right between the two weather systems. jk*



## Corona Under Water

I didn't hear about this until Christmas Day; but I was out of town until that time, too. But our favorite short flight to Aircraft Sruce, or just to get avgas at a less expensive price, became impossible when the rain that cause mudslides in Highland Park (or wherever) resulted in the flooding of Corona Airport. The airport is not only in a flood plain, the Army Corps of Engineers has designed the flood protection at the Prado Dam to use the grounds of the airport as a place to spill the excess water that the dam blocks.

I don't know if anyone knows when the place will be clear of water, but as of New Year's Day it looked just about as wet as it was when these pictures where taken on 23 Dec. jk

*These pictures were taken on 23 Dec 2010.*



*The picture to the left was taken on 1 Jan 2011.*

Members' ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse anyAd. Submit your Ads to the Editor at jack.kenton@calpilots.org. Please let us know when your item sells. Ads will run for four (4) issues and may be renewed or adjusted by contacting the editor. Last issue indicated by [mm/yy].

HANGAR SPACE - We have space in our fully equipped Chapter 96 hanger for your project with very reasonable rates. Each space is 20x20 has electrical, air, great lighting and 24x7 access. Contact Keith Spreuer at (714) 894-1172 for more information.

SALE: 1968 Mooney M20G Statesman, \$44,000. 180 HP Lycoming O360 with 465 hr SMOH. Airframe has 6420 hr TTAF with NDH. Upgrades: Hartzell three blade Top Prop, 201 style side windows, various speed mods, and 406 MHZ ELT. Economical cruise: 135 knots at only 8.5 gph. Rhon Williams at (310) 595-5955.

## Coming Events

Academy of Model Aeronautics Expo	1/7-9/11	Ontario, CA*
Free Lunch and Wings Seminar	01/08/11	SMO, noon **
Cable Annual Airshow	01/8 & 9/11	Cable Airport
The Physiology and Psychology of vision	01/10/11	TOA, 7 PM
EAA 96 Chapter meeting	01/15/11	CPM Hangar
Semi-annual mtg: Compton Users Group	01/22/11	CPM Admin Bldg, 1 PM
Inland Empire Aviation Roundtable	01/25/11	March Air Reserve Base ( <a href="#">RIV</a> )#
Young Eagles Rally	01/29/11	HHR Beach Cities Air Academy
Free Lunch and Wings Seminar	02/05/11	SMO **
100 Years Naval Aviation... fly-over	02/12/11	NAS North Island

\*flying demonstrations, exhibits and speakers. Go to [www.amaexpo.com](http://www.amaexpo.com) for ticket info. Contact Erin Dobbs, (765) 287-1256 ext 272.

\*\* Fly-in / Drive-in. American Flyers invites you and a friend to an afternoon at the airport and enjoy the camaraderie of others who share your passion for aviation. Enjoy a free BBQ lunch (get there before noon) and stay for the optional Wings seminar. Attendees get a certificate for a free 2-hour VFR or IFR simulator session. Contact Jay Elder, 310-390-2099.

# First meeting of a new Discussion Group. Presentation by Dr. Branko Sarh of Boeing Research and Technology on the subject of Flying Cars. At the March Field Air Museum at 7 PM on Tuesday, January 25. Admission and Parking are free. Contact Oscar Weingart, (951) 684-8712.

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## **EAA Chapter Membership Form**

A form will be available soon. Here is a bit of information:

**Dues have been increased to \$35 per calendar year. For this you get:**

- **the use of our hangar**
- **the use of chapter tools**
- **a meeting place**
- **the companionship of a whole lot of airplane lovers**

**We would like to have your address, e-mail, tel #, and something about you, your skills, and any airplane that you have or on which you are working.**

## Chapter 96's Management

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**NEXT CHAPTER MEETING** – It is always on the third Saturday of the month; 10AM at the Chapter 96 Hangar, 1017 W. Alondra Blvd, Compton Airport. For Jan., that will be the 15th .

We'd like to see all of you at this month's meeting. We want to talk about our chapter; i.e., who we are, what are our goals, and are we doing what everyone wants us to do in pursuing those goals?

Visit our website at: <http://www.eaa96.org>

### **EAA 96 Newsletter Editor**

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### **EAA 96 – The South Bay Chapter**

