



March 2011

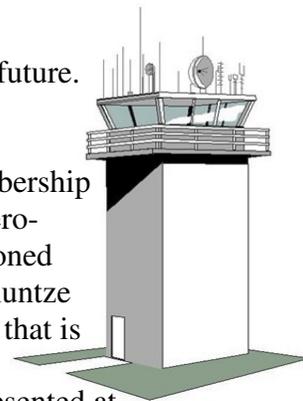
## PRESIDENT'S FORUM

Details of our Board meeting are later in this newsletter, but a couple of items do need to be mentioned. Our hangar plight (vacancies) continues to present a challenge to not just the Board, but to all of us. Even though the vacancies remain the same as reported last month, there is some good news in that pledges of financial support continue to come in. For that we thank you for sharing our concern and for your generosity. For those of you who have not yet made a commitment to our hangar finances, please consider a tax deductible pledge, one time or monthly. Remember that the hangar is not just an asset for current builders. It is an asset for all of us. It has space for our meetings, office space for our business, tools for all members, and is the center piece of our outreach to the community and to youth who will inevitably follow in our aviation footsteps.

I think that most of you are aware of our planning for an EAA96 Fly-in and Model Expo this year. We've now held our second planning meeting for what we hope we can make into to be an annual event. Late summer is our target date for it. As mentioned before, this will be designed as a fun-filled day packed with interesting aviation activities, booths, displays, competition, and commerce. We want it to be a major Chapter and community activity that will, in addition, raise needed funds to continue operations at our beloved CPM hangar. A third committee meeting will be on the evening of March 10. It is time for more members to become involved. We need several volunteers to help with various tasks that need to be accomplished in order for this activity to be realized. We will publish a list of tasks that

need your participation in the near future. Please help where you can.

Our program for this month's membership meeting will be the Aeronautics/Aerodynamics presentation that I mentioned last month. Our presenter, Steve Pluntze is an active duty Air Force Colonel that is assigned as a systems engineer at LA AFB (El Segundo) . He has presented at another EAA chapter in the past. His presentation will cover the aeronautics of kit building, and some interesting stories from his own experience. This should be a really interesting program, and so germane to the central theme of EAA.



Some interesting activities are happening in the local area over the next couple of months. EAA will host its first Aviation Experience 2011 the weekend of April 16-17 at the Van Nuys Airport. As usual, the B-17 "Aluminum Overcast" will be present, and there will be Young Eagles flights, static display aircraft and more. The weekend will be highlighted by a Grassroots Pilot Tour Stop with EAA President & CEO Rod Hightower.

On May 14, Minter Field Air Museum will host their annual Fly-In Pancake Breakfast. There will be War Birds, Antiques, Private, Commercial, Corporate, Gliders, Experimental, Home Built, Light Sport, Ultralights, and all. You can sign up for the Spot Landing Contest. Since this activity is somewhat similar to the activity we plan in August, the Board would like to make this a formal EAA96 Fly-Out activity. Stay tuned for more planning. In the mean time, please plan to attend our monthly meeting on Saturday, March 19<sup>th</sup>.

*Merrill Eastcott*

## **Board meeting – 5 March 2011**

Attendance: Merrill Eastcott, Dave Bristol, Keith Spreuer, Rhon Williams, Joe Motis, Martin Burnham, Jim Lobue

Hangar report: given verbally and written in Newsletter.

Treasurer's Report: Jack was absent due to illness, no report available

Newsletter: Jack Kenton was absent but reports that the Newsletter is doing well.

Membership Roster was given to Merrill by Jim Lobue.

Flight Plan: Merrill would like to document a "Flight Plan" for Young Eagles. Rhon will put a flyer together that ties together the Young Eagle introductory flights, and next steps such as the Sporty's free online ground school, and the EAA's Summer Air Academy. Rhon will talk about this at the YE ground school as well. This should also include information about how kids can become National Members at reduced rate.

Web Page: Dave Bristol has updated much of the Web Page and is now able to modify them as we need. He would like to get input from anyone regarding the type of changes needed.

Merrill reviewed the Officers list in our newsletter and stated that it is now correct.

The BOD voted on and approved a Jr membership (non-voting) free to kids 7-17; assuming that there is nothing specifically in the By Laws that would rule that out.

Air Academy: Keith was tasked to call HQ and check on wait list for seniors. I did this and was told they will know status by Apr 15<sup>th</sup>. If we do not hear about senior level by then we should call and reserve a Jr level session (14 to 15yr olds). I also placed a call to ask about notification requirements for our Open House.

Activities: There is a fly-in to VNY on April 16<sup>th</sup> and 17<sup>th</sup>. There is also a Minter Fly-in on May 14<sup>th</sup> at Shafter airport.

Open House: the open house committee is meeting in the hangar on each Thursday at 6pm. The EAA 96 Open House is tentatively set for Aug 6<sup>th</sup>. We will have 10-12 canopies for vendors and 1 for our chapter to sell items and hand out hangar and membership info.

Speakers: In March we have an Aero Engr to speak about aerodynamics. In April there will be a Wings session with Bill Koukourikos about flying around the R2503 restricted airspace at Edwards. In May, Rhon will give a presentation on the various Wx programs available on line.

*K.Spreuer*

## **Hangar Report ... as of the end of February**

The tenant/vacancy figures remain the same, 4.5 small spaces vacant and 1 large vacant. The biggest factor effecting that at the present is the planned move of Gus and his Glastar project. I just spoke to him and he is unsure about if or when that will happen. Of course as far as we are concerned better later and never! But we understand Gus has several factors he needs to consider. His latest project task is his comm antenna's ground plane. At that stage there are so many details. Carl is making great progress. More and more Pietenpol surfaces are getting covered in fabric and stitched. It's really looking good. I've been working up my courage to tackle re-painting my Cozy. I plan to start in April. I'll be constructing a tent to keep the dust isolated and hiring some help to do the sanding. It's a BIG job.

As far as maintenance tasks are concerned, there are a couple that are on-going. We need to fix the lights that we never got to. I think there are 2 burned out bulbs and one bad ballast. The ceiling in the office area did not leak during the last couple of rains, so maybe after 9 years that is finally fixed. I got some fresh tiles to put in place of the stained ones. and a got a batch of new bulbs for the office and shop. We

have a pair of pigeons that have roosted inside the hangar but I have my sights set squarely on them. They just need to hold still 2 seconds longer. What a mess they make! Dang they must eat a lot-

The tie-downs are full and the ramp work is done. Yea! I'm told that the junk airplanes on the NW corner of our hangar are moving by today (Friday 3/4). I'll check tomorrow. Then all we need is the fence moved and we will finally be back to normal after the ramp boondoggle.

See You at the Hangar

*Keith*

## **Last Month's General Membership Meeting - 11 February**

Weather was, once again, forecast to be wet and uncomfortable. It didn't happen. We had a sunny morning for our meeting and were able to follow our meeting with our usual hotdogs and hamburgers.

For those that missed it, you missed a good one. The meeting was very informative and our speaker was Pat Carey. Pat is involved in a whole pile of aviation activities. Among them is his being a part of the FAA's FFAST (safety team), co-chairing the SCAUWG (airspace group), being a FAA Designated Pilot Examiner, and being a partner in HHR's Beach Cities Aviation Academy. With all of this background, he was at our meeting to encourage everyone to participate in the FAA's WINGS program.

The Wings program is the FAA's effort to encourage pilots to keep current and proficient in both their flying skills and their flying knowledge. The program depends on you. It also requires that you find a way to access a computer and go to the FAA's safety website; [www.faasafety.gov](http://www.faasafety.gov). For those that do participate in the Wings program, a benefit is that, while you will have to fly with a CFI at some point, that flight and your participation in seminars and on-line courses will add up to your qualification for the FAA-required biennial Flight Review, just like it did in the old Wings program. To be clear – you need not take a Flight Review if you complete the requirements of the Wings program.

(Pat has also said that, if anyone is having problems with getting on the computer-based Wings program, at their Beach Cities Aviation Academy, both he and Robin McCall, would be happy to help you if you come by their place (off of 120<sup>th</sup> St at HHR).)

As an add-on to his presentation, Pat brought along his video presentation of the L.A. Airspace. He told us about an FAA task force that is looking at the LAX class B and its environs – and then followed it up with a presentation of where the airspace's more dangerous “hotspots” are found. *jk*

## **FAA, EAA Data Shows Success For Young Eagles Program**

The 1.6 million youth which participated in the program are five times more likely to become pilots. That is what new data compiled by the FAA and EAA shows. The results emerged from a joint EAA/FAA project that matched the names of Young Eagles, now ages 15-34, who have flown since the program's inception in July 1992 with the FAA's airman registry.

Among the facts found in the preliminary research:

1) 7.3 percent of all pilots below age 35 are former Young Eagles (the oldest Young Eagles from 1992 are now reaching age 35).

2) Young Eagles are 5.4 times more likely to earn a pilot certificate than those who have not flown as a Young Eagle.

3) Nine percent of those pilots are female, a 50 percent difference when compared to females being just 6 percent of the current U.S. pilot population.

4) Two out of every 100 young people who take their first Young Eagles flight at age 17 earn pilot certificates. The older a Young Eagle is at the time of a first flight, the more likely that young

person is to become a pilot. Young Eagles ages 13 and up are especially more likely to pursue a pilot certificate.

5) The more flights that a Young Eagle takes, the more likely that young person will become a pilot.

6) The research was conducted by EAA and FAA beginning in September 2010.

"More young men and women are becoming pilots at an early age because of Young Eagles, so they will have a longer and greater impact on aviation," Poberezny said. "Everyone involved in this program can be very proud of the results. More importantly, these results build excitement for what is yet to come to welcome the next generation of aviators through Young Eagles and other EAA programs."

Those programs include the "EAA Flight Plan" for young people, encompassing Sporty's On-line Pilot Training Course - free of charge - that has already been accessed by more than 6,000 Young Eagles in just two years, as well as EAA student memberships available to all Young Eagles at no cost.

### **Free Sporty's Complete Flight Training Course**

After completing a Young Eagles Flight, a Young Eagle has access to the Sporty's Complete Pilot Training Course. This is the Next Step in the Flight Plan and a great way to begin your aviation education. The course is offered free from [Sporty's Pilot Shop](#).



### **From EAA HQ – REMEMBER TO RESUBSCRIBE TO CHAPTERGRAM**

Last month, the EAA *ChapterGram* e-newsletter relaunched to rave reviews - featuring an all-new look and insight from EAA President Rod Hightower. With the move from a monthly to a bi-weekly publication schedule, we want to ensure that you want to receive *ChapterGram* every other Tuesday. Therefore, we are asking recipients to resubscribe. If you haven't already, please do so and avoid missing the next edition. Since *ChapterGram* features important news and program updates, chapter leaders will continue

to receive *ChapterGram* (unless they choose unsubscribe manually). Go to :[www.eaa.org/subscribe](http://www.eaa.org/subscribe) to get yourself onto the EAA Chaptergram mailing list.

### **Volunteers needed for B-17**

Are you available to help? Don't forget that the EAA's B-17 will be at Torrance Airport from 7-10 April and will be both on display and giving rides between 1000-1700 hours.

Nancy Clinton has been the Point-of-Contact in making arrangements at TOA.



We would like to have someone set up an EAA 96 information table. Tables will be set up in the General Aviation Center -- the only entrance for the public. There will be a meeting of volunteers on March 23rd, Wednesday, at the General Aviation Center at 6 PM. Please attend, or call Nancy (or Jack Kenton) so we have an idea of how many will be volunteering.

## **FAA: So Far So Good for Aircraft Re-Registration**

**February 24, 2011** —The FAA's aircraft re-registration initiative that began in Nov, 2010, is going about as expected, according to the manager of aircraft registry in Oklahoma City. Re-registering online is more efficient and gets a one-week turnaround versus the 6-8 weeks for a mailed-in form.

The re-registration initiative is to be completed on Dec 31, 2013. At that time the FAA expects to have removed about a third of the current list of 357,000 aircraft registrations. A specific registration expiration schedule over the next three years covers all aircraft registered before October 1, 2010.

The FAA says that it is giving aircraft owners every opportunity to re-register (in the event of procrastination, materials lost in the mail, or other reasons). If one submits a re-registration, and it has not been processed by the prescribed final notice date, that owner will receive a final notice automatically. The FAA will also send a third notice when an aircraft's registration expires, giving owners a final opportunity to get their materials in and save their N numbers.

If an owner is confident re-registration materials are in order, the final notice can be ignored. The FAA recommends people contact the registration branch at 866-762-9434 (toll free) or 405-954-3131 with any questions or concerns. For a faster response, individuals can contact the registration office via e-mail. Check their web site at: <http://registry.faa.gov/Aircraftemail/Aircraftemail.asp>

The following are common mistakes that occur and result in a returned registration:

- Failure to print or type name
- Making an alteration to the text and whitening out or obscuring something on the form – the only acceptable way to alter text is to line through and correct
- Including the appropriate fee
- Checking both “info correct” and “changes made” boxes or leaving both unchecked - one of the boxes must be checked
- Sending in the re-registration when it's not their turn. “We won't take applications out of cycle,” Binkley said.

As of January 1, 2011, 53,885 first notices have been sent out to aircraft owners. Of those, 20,500 online registrations and 7,000 paper registrations have been processed. Recently about 11,000 “final notices” were sent out, even though the registration branch knows some of those are paper registrations that have been received but are still pending final processing.

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## **EFFORT LAUNCHED TO SET UP SPORT FUEL DEPOTS**



U-Fuel, creator of Aviation Fuel Club, is working with fuel suppliers across the country to set up depots for its Sport Fuel, an ethanol-free, 91+ octane auto fuel. The goal is to provide an economical source of fuel and quality assurance to members for their sport and aircraft engines by setting up a network of self-serve stations at airports, marinas, race tracks, and other locations. Nearly 60,000 auto fuel STCs (Peterson Aviation has sold slightly less than 35,000 and EAA has sold 24,619) and most of the LSA fleet can utilize auto fuel.

**Aviation Fuel Club is looking for dealers to sell Sport Fuel.** And what is SPORT FUEL?

Sport Fuel is 91+ octane, ethanol free, unleaded gasoline filtered to meet aviation standards. (At some locations, 93 and 97 octane fuels may also be available.) Sport Fuel is a response to the confusion and debate in the aviation industry regarding:

The need for replacement of 100LL avgas, which contains two grams of lead per gallon and

is adding to air pollution.

The advent of the Light Sport Aircraft category by the FAA. LSA's, in order to qualify as such, require lighter engines that are certified and operate more efficiently on 91+ octane, ethanol free, unleaded auto gas.

The increased cost of 100LL avgas over other fuels including Jet Fuel.

Legislation by some states prohibiting labeling of gasoline in order to promote use of ethanol and bio fuels, and even prohibiting the sale of ethanol free auto gas.

The unavailability of ethanol free auto gas in some areas of the United States.

Damage to aircraft and other recreational vehicles due to ethanol deterioration of fuel components.

Knowledge that if airports sell auto gas it is normally 87 octane unleaded.

The need for one inexpensive fuel that will work well in older aircraft approved for 87 octane and the new Light Sport Aircraft requiring minimum of 91 octane.

The need to provide a Dealer Product Standard to gain customer confidence.

### **Where can Sport Fuel be found?**

The Aviation Fuel Club is working with airports that sell MOGAS to upgrade to Sport Fuel. Sport Fuel is available from a few petroleum distributors in the US, but has to be specially ordered and a supply is not dependable in some locations. Aviation Fuel Club is working with petroleum distributors to ship Sport Fuel to dealers when they sign up and purchase in quantities, which allows best pricing to dealers.

### **Crew Fatigue – A new Service**

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The Jeppesen Co. has come up with a computer-based service that helps airlines mitigate the effects of crew fatigue by helping their scheduling. It's called the Jeppesen Crew Management System and it is a suite of software for crew pairing, rostering, tracking and day-of-operation disruption management functions. Jeppesen crew planning products interfaces with and optimizes functions for industry alertness models that make use of the "Common Alertness

Prediction Interface" system for crew planning. CrewAlert, a related Apple iPhone mobile App by Jeppesen, makes it possible for schedulers and crew members to more easily integrate sleep science principles. The iPhone App also collects actual alertness data to be used for improving Fatigue Risk Management System operations and to improve modeling for crew schedules.

### **Cirrus Jobs Will Stay In Duluth – It is now a Chinese company**

The Grand Forks **Cirrus** CEO says that the planes will be made in Minnesota, others think "The Handwriting Is On The Wall."

CEO Wouters, however, said that, with nearly all the company's business in the U.S. and Europe, moving production to China would not be profitable. But he also said, on a number of occasions over the past year, that there was no sale to China in the works. Was he "in error" when he denied a China

sale back then... or in promising that the company will not be moved to China, now?

Of course, the real ownership of the company was already in the hands of Middle East investors.

Source...AeroNewsNetwork



These are pictures from our Chapter 96 Open House and Fly-In back in 2002. Our planning for this year is tentatively targeting the date of Sunday, 7 Aug 2011.



## Coming Events

Free Lunch and Wings Seminar	1st Saturday of mo.	SMO
Airshow	19 March	Redlands, CA
Airshow	26 March	Riverside (RAL)
Sun & Fun 2011	29 Mar-4 Apr	Lakeland, FL
B-17 Flying Fortress visit	8-10 April	Torrance
Flying Fortress/EAA Aviation Experience	16-17 April	VNY
Fly-In Pancake Breakfast	14 May	Minter Field/Schafter, CA
Open House & Military Appreciation Day	11 Jun	Castle Airport, Merced/Atwater
Golden West Fly-in	10-12 Jun	Marysville, CA
AirVenture 2011	25-31 July	Oshkosh

Members' ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any Ad. 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].

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.

TENENTS WANTED - 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.

## Chapter 96's Management

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**NEXT CHAPTER MEETING** – It will be on the 19<sup>th</sup> of March. We meet the 3rd Saturday of every month, 10AM at the Chapter 96 Hangar, 1017 W. Alondra Blvd, Compton Airport. Our speaker will be USAF Colonel Steve Pluntze, a systems engineer at LAAFB (El Segundo), who will be speaking on aeronautics/aerodynamic design.

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

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