

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

July 2018

Editors Corner

Jim Lobue

As always, we welcome input from our members. There has been a request to see articles about homebuilt projects. Even a one paragraph caption and a picture of what you are working on would add interest to this publication and inspiration to readers.

What I won't do is repost stuff found elsewhere on the internet, from AOPA, etc. just to fill space.



Upcoming Events

Young Eagles
Special for ACE Academy
Friday, 27 July
Compton Airport
Volunteers Needed

VMC Club
Thursday, 2 August, 7PM
Open to all pilots.

Board of Directors Meeting
Saturday, 4 August, 09:00
Open to all members.

Chapter General Meeting and BBQ
Saturday, 18 August, 10:00
Special Presentation:
Inside the Russian Space Program
Open to everyone.

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.

Last month our monthly program dealt with the CPM Runway Project after it was shared with me that things did not appear the same, even though I have been told for years that the project was “an upgrade”. So, in the interest of putting this all to bed, we brought the County in and invited all airport tenants to come. It was the most interactive meeting I have seen in years.

Following this, I summarized the whole matter in an email and I am going to post an excerpt from that email below.

“The recent presentation by the County at our GM meeting was pretty animated. Subsequently, I located an old photo of CPM showing our previous layout.

As you can see, runway markings are white, and taxiway markings are yellow. Consequently, as seen in the photo, what we had was an aligned taxiway on both runways. Below is the FAA standard on such and the basis for change.

416. Aligned taxiways prohibited.

An aligned taxiway is one whose centerline coincides with a runway centerline. Such taxiways have often been established due to the relocation of a runway end without constructing a new entrance taxiway at the new threshold. This places a taxiing aircraft in direct line with aircraft landing or taking off. The resultant inability to use the runway while the taxiway is occupied, along with the possible loss of situational awareness by a pilot, preclude the design of these taxiways. Existing aligned taxiways should be removed as soon as practicable. Any abandoned pavement should preferably be removed, but at a minimum appropriately marked.

The meeting ended with the thought of having the FAA come out but staff is confident that they will not attend because these are national standards, not local. So, staff offered to have the design consultant who has to follow the FAA guidelines for the project design come and attend our meeting. However, in my opinion, they will simply restate what I am sharing here. Here is what we had, here is the new standard, and what we see is the new design that meets that standard.

Again, if the Board or the CPM Users Group wishes us to host an additional meeting with the design consultant, we are happy to do so. Please let me know what you would like to do so we can proceed appropriately.”



As one can see in the photo above of the old runway, what we had was an aligned taxiway on all four ends. If it helps, taxiway markings are in yellow, runway in white. Years ago, when the runways were restriped, the runway was “shortened” due to the FAA’s concern that being too close to the perimeter fence can potentially obscure one’s vision of landing traffic. While it was re-marked, there was no loss of available pavement for takeoff. Each runway was published at 3322’ long even though the effective length was around 3600’. Of course, pilots don’t care to go out and measure it, they are going to use what is there. Therefore, all these years we have been starting our takeoff rolls on a taxiway. Now, we have defined overruns of about 180’ at each end.

With the runway upgrade to standards, TWY Charlie and Golf have been relocated West and East respectively to the actual runway ends. This eliminates the aligned taxiway per today’s FAA standard and those areas have become blast pads with REILs and aggregate overruns consistent with many runways. Pilots called “foul” due to the “effective” shortening of the runway and accused the FAA of not “caring about safety” when, in reality, it was the safety concern of the FAA to improve the visibility of approaching traffic that drove this in the first place.

What we learned at last month’s meeting was that the County needed to do a better job at communicating the details of this project to airport tenants. While that would not have changed the outcome, it would have vetted this out before the project was begun. As a Commissioner, I was told for years ahead of commencement that this was an upgrade with “no changes to the runway”. Well, the runway defined was not the total length of runway used and, hence, the perception by pilots at CPM that it was “shortened”.

I would like to see our VMC Club take on the task of developing Best Practices for operating at the “new” CPM. Get these approved by all, then printed and distributed. This would be our contribution to operating in a safe environment with everyone on the same page. I have also asked the CPM Users Group to help get the message out to the larger pilot population.

In the end, and using Google Earth as a measuring stick, the “effective” runway length (paving) was 3675’. At the 25 end of the complex, we lost about 180’ of takeoff area and at the 7 end, 170’. These areas are still available for overruns. Do the math and we are right at 3322’ for the defined and marked runway. Therefore, the argument becomes a loss of about 180’ of takeoff roll. What is your takeoff roll at gross weight? Are we really that tight for this to be an issue? What are your safety margins?

Lastly, many of these same pilots fly to Catalina. That runway is only 3000’ long and overruns there result in a total loss of the aircraft down the side of the mountain. Pilots make decisions all of the time. Fly safe.

As always, 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.

Young Eagles

Christopher Lord, Peter Hurley

TOA rally cancelled due to weather. Our July Rally will be at CPM on Friday, July 27 for the Ace Academy. It is not a public event but we could use volunteers. Our next public event will be August 25th at Compton.

Email: eea96youngeagles@gmail.com

Facebook link:

<https://www.facebook.com/events/248338815729196/?ti=ia>

Hangar Report

Gus Gustavson

Has it been hot enough for you? It was 142 Deg. F in the hangar....on the ceiling. It was only 90 Deg.F on the floor. Work in there is done in spurts with lots of breaks with water.

Dion Bellemare's big yellow and red Cessna 170B comes and goes as he flies it bi-weekly. Yes I am jealous.

Lesslie Huttenen's GlaStar is near completion but needs some issues corrected to the cowling fit with all the new SCAT tubes and cowling seals. Things are tight and there is no room for my big hands to work. I am trying to devise a better way to assemble it all.

Leslie's Glasair on the tie-downs is on hold for repairs by Brett Zeftling. Most of the control surfaces now have new hinges. The elevator cross-over piece, made by Leo Lopez's nearby machine shop needs some hand fitting and new fasteners devised which I think will complete the exterior metal work. The Glasair work is on hold.

Brett Zefting and Julia Secker-Walker now have most of the RV8 kit in the hangar. There is a lot of line-reaming, deburring, countersinking and dimpling for all those rivets. Brett takes all the pieces and applies self etching primer to all the rivet holes and mating surfaces.

Brett is also getting Julia prepared for her instrument rating. Brett also now has doubled his charter flight now that his company has taken over Surf-Air in Hawthorne. A lot of flying but Brett seems happy with it.

Keith Spreuer has almost completed the Conditional Inspection for Leslie's Velocity on the field. Keith and I ran a compression check after a short engine run. # of the 4 cylinders ran low. We will get some more time in the engine soon and recheck it. The goal for Keith is to get some Velocity flight time.

Leo Lopez is now beginning in a desk space to build a Zodiac 650 in our hangar.

All the Air filters have left the hangar with just a pile of pallets left over. If you want some, get in touch with me before I sell them.

Back in the corner, near the back sink is a new VariEZ and engine for Calvin Kalbach. It sits there while he is working on the wings in his garage. I have no updates.

Alvin Voight's BD-4 is also quietly sitting. When I last talked to him, he is working on a solution for extending the airframe for a tail wheel. Yes, there is a lot of research in building a aircraft, be it plans built, or kit.

Barnaby Wainfan has Byron's Cessna 150. We have worked out a deal with Von Wagner next door for him to park there. He will be getting some flight time out of CPM soon.

My GlaStar Conditional Inspection is complete. I should be able to make the next Young Eagles Rally.

Speaking of Young Eagles, Brett now has access to a Columbia 350 for a few weeks. He intends to get Julia checked out for her instrument rating in it AND give Young Eagle rides as well.



Supported by: Jeppesen

Chapter 96

1017 W Alondra Blvd.
Compton CA 90220-3529

The EAA Chapter 96 VMC club is a free monthly gathering of pilots who want to share experiences and learn from others in various flight situations. The VMC club opportunities are open to any pilots who want to improve their proficiency, gain local knowledge about air space, TFR information, and hanger talk about topics that are relative to current flying conditions in our area. This resource is supported through EAA's VMC Club and provides pilots an opportunity to participate in a "What would you do" scenario video or discussion topic each month. We will use real-world scenarios to engage everyone, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. We will open each meeting with a topic and photos or quick 5 - 10 minute video supplied by EAA national for the purpose of open discussion on the video subject matter.

The meetings will meet on the 1st Thursday of every month at 7:00pm in the Chapter 96 Conference room at the hanger and we restrict the length of the meetings to 1 hour. These meetings are free and we encourage participants to bring other interested pilots or friends. A schedule of these meetings will be posted on the hanger bulletin board and on the web site. For more information, you may contact the VMC coordinators, Richard Schleicher at 310-936-5055 or Keith Spreuer at 310-649-5289 or send an e-mail to chapter96VMC@actsworld.com.

VMC Club Meeting Schedule

- | | |
|---------|--|
| Jun 07 | Topic: Cross Country VMC to IMC conditions |
| July 05 | Topic: Power over Rhode Island |
| Aug 02 | Topic: Almost Powerless |

August Program

Brief Bio of Rich Abele

“**Rich Abele** is a former Contracts and Export Compliance professional who supported various military aircraft production programs including the B-1B Lancer bomber and the C-17 airlifter at Rockwell International Corporation and most recently The Boeing Company in Long Beach, CA. He retired in 2005 after 32 years of employment in the aerospace industry.

Rich also served in the US Navy which included two tours of duty in the Vietnam. He retired in 1995 following 32 years of service in the Naval Reserve with the rank of Captain.

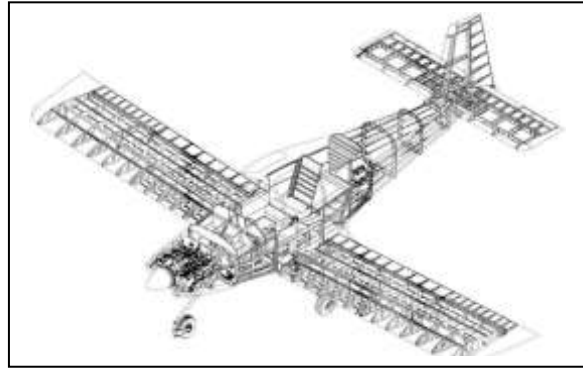
An avid outdoor adventurer and former marathoner, Rich has traveled to and run on all seven continents and continues to trek, explore and mountain climb on many remote and distant lands. His recent trips include reaching the North Pole on a Russian icebreaker, visiting the South Pole in a DC-3, cruising to 17 countries along the west coast of Africa, transiting the North West Passage through Nunavut, Canada and witnessing the launch of a Soyuz rocket with 3 cosmonauts aboard from Baikonur, Kazakhstan to the International Space Station. Last November he toured all over Iran by train.

When not traveling, Rich serves as a tour guide, training instructor and fund raiser aboard the museum battleship USS IOWA (BB-61) in San Pedro.”





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NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to jimandmandy@yahoo.com

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