

EAA Chapter 96

# PENINSULA FLYER

South Bay

SoCal

March 2019

## 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.



## Upcoming Events

**Young Eagles Rally**  
Saturday, 23 March, 09:00  
Volunteers needed.

**Board of Directors Meeting**  
Saturday, 6 April, 09:00  
Open to all members.

**VMC Club**  
Thursday, 4 April, 7PM  
See VMC Club news  
in this issue for details.  
Open to all pilots.

**Chapter General Meeting and BBQ**  
Saturday, 20 April, 10:00  
Open to everyone.

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## INSIDE THIS ISSUE

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EAA Chapter #96 Meetings are at CPM.  
1017 Alondra Blvd  
Compton, CA 90220

## **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.*

In the VMC meeting this week, I was asked to summarize the reason why the FAA came to CPM this past week to do a Land Use Survey. First, the easy answer, the FAA does such to ensure airports are abiding by the grant assurances that come with the acceptance of AIP (Airport Improvement Program) funds. These assurances include keeping the airport open 24/7 and available to the entire flying public for the next 20 years. Policies related to aviation use are consistent with supporting aviation and doing it at a fair price. Hangars will be used for aviation use and only if there is no demand can hangars be used for non-aviation use.

The longer story is one that has been building up for nearly two years. A group of pilots at another County airport have been attacking the County Aviation Staff and Commission with allegations that the County prefers non-aviation use in the interest of making as much money as possible due to the premium on those hangars. In addition, as they assert, this forces aviators off the airport due to these higher prices. Furthermore, they have attacked one of our fellow Commissioners accusing him of a conflict of interest in chairing a sub-committee that took a look at a possible hangar removal policy.

This group has filed this nine-page complaint with the County Supervisors on their Fraud Line, the FAA, and the AOPA. On the first contact, County Counsel did an independent audit of these allegations and found they were unsubstantiated. Regarding the FAA, they scheduled the Land Use Surveys for two of the County Airports; CPM being one of them. Both the Commission and County staff embraced the survey and opened the doors of hangars to illustrate our policies. That is, present an aircraft and we will present a hangar within 30 days if there is a hangar on the airport that meets the need of that aircraft owner. If that hangar is leased to a non-aviation tenant, they are given a 30 day notice to vacate. All hangar lease agreements are month-to-month.

I have not seen any correspondence from AOPA. However, the law firm representing the fellow Commissioner responded strongly to the COI (conflict of interest) allegations on his behalf. The Commission took a look at establishing a policy regarding portable hangars. There have been some portable units whose 30 year ground lease has expired and the County wants to look at other opportunities with the land underneath. There are plenty of available hangars on the airport for any displaced aircraft in both cases (neither is CPM). The allegations asserted that he was benefitting his own aviation business by establishing this policy supposedly to generate more income. His legal firm clearly defended him pointing out that the Committee determined that there was no need for such a policy and that his business locations are not located upon County airports but at VNY and LGB.

Related to EAA 96, I took the FAA on a tour of our hangar and they were very interested in what we do. In the end, the fellow that handled questions on regulations went overboard to convince me that everything was good with what we are doing. I smiled and simply said that "EAA HQ worked that out with you two years ago." We have zero concerns.

But, this dispute will not end soon. Added to this is their demand for a significant reduction of rent to NPO's (non-profit organizations). I asked for a list of all NPO's on County airports and was given one by staff. The total annual impact to the airport fund would be \$97K. EAA 96 and TAM (Tomorrow's Aeronautical Museum) next door make up \$88K of that. Elimination of that puts upward pressure on all other hangar rates. How does one do that in good faith to all tenants? Why should others be subsidizing what we do? More to come on all of this when the FAA summary report comes out. We expect it to be fine with only minor fixes unrelated to policies.

It is confirmed. We are sending three candidates to Aviation Camp this year! One being funded by Cajun's Aviation Dream. They had an open Advanced Camp position and we did not. Some creativity created a match and three of our candidates are benefitting.

We filed for the Ray Aviation Scholarship award and have been ranked 94th out of 164 applications and have been asked to participate in a webinar should we rise to 90th as only 90 scholarships will be awarded. Peter, Xavier, and I have booked this for March 12. This \$10K grant would be used to take a beginning pilot through complete training and come out with their PPL. I know we have an aircraft, I just located a ground instructor, and we're talking to some CFI's.

**Dennis is easily reached at [President@EAA96.org](mailto: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.**

# Hangar Report

*Gus Gustavson*

Byron and Angelina are now three.

Welcome Byron Keith Doan 3<sup>rd</sup>, a future pilot. Congratulations from EAA Chapter 96.

We are not sure about that new mustachio you are sporting there Byron. Is that to dust cookies with? Enjoy your new one and keep us updated on your Air Force flight training.

This is what happened since the last newsletter and we were watching.



Soon will be Brett and Julia Zefting's turn.

You have noticed coming into the hangar a huge hole of nothing on the floor. The beautiful HUGE Yellow and Red Cessna 170B has been recently sold to a buyer up near the Sacramento area. While it was here, Dion Bellemare enjoyed taking it out to all kinds of places, sometimes taking friends about twice a week. I will miss it because even though big and pretty, it was easy to move for chapter meetings. It is even easier than my little plane.

With all the rain, snow and wind lately, our members have not been flying much. Even our fly-out was cancelled...twice. Instead, there is a lot of airplane fix-its with our Chapter members going on the field, in other hangars. Allen has been working on his LongEZ getting a new engine installed and is currently working on engine baffling. Keith Spreuer is also preparing his O-360 for his Cozy IV. He intends to use the cowling used for the many Subaru engines of the past. I figure there will be enough room with the new engine to fit some luggage in there. He has painted the Lycoming a nice metallic blue. I have no word on Don Hernstein's Cozy IV and his rough engine that landed him in Torrance.

In the EAA hangar, Brett and Julia Zefting are moving forward on the RV-8. The wings, flaps, and ailerons including the wet wing tanks are done. The fuselage is now starting with the firewall. They decided to polish the firewall so if you get a chance, check yourself out...literally. It is that good. We should see some big pieces, and there are many, of fuselage parts going together in the next few weeks. Most other projects are sitting quietly waiting.

The new sand-blast cabinet has been seeing some heavy use for all kinds of stuff. So much use that parts on it are beginning to fail in just a few weeks. We have broken gloves, leaking media, clogged filters, touchy media pick up....you name it. This is expected from Harbor Freight products. But never fear. This cabinet is so popular that there is a whole industry built up, just on how to optimize it presented on YouTube. We are using some of those ideas to improve the system and should have it up in a week or two. Now lighting, better visibility, better maintainability, better media use, less dust, and a detailed set of instructions will be coming out.

Other equipment is being repaired as well. Recently the horizontal band saw has been disassembled and put back in working order by Allen and others. The compressor was serviced by Richard Gieser with new oil after cleaning out the muck that had built up with. We all try to keep things up and running. If you have an issue with something, tell me, and we will see what our members can do.

On a final note, the devastating accident that occurred on Wednesday at sunset has hit all pilots on the field in the gut. We all know it could have been us. As we move forward, we will be figuring out what I call RCCA, or root-cause / corrective action. That is what my company used to solve problems in a very detailed methodical way. I know the teams working now will be using something like this to eventually help us all. We will see in the next few weeks and months on what the true findings are and how will be better at what we do. My heart goes out to the victims and their families. We ask that we not be quick to judge, help find answers, and hope for us all.



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.

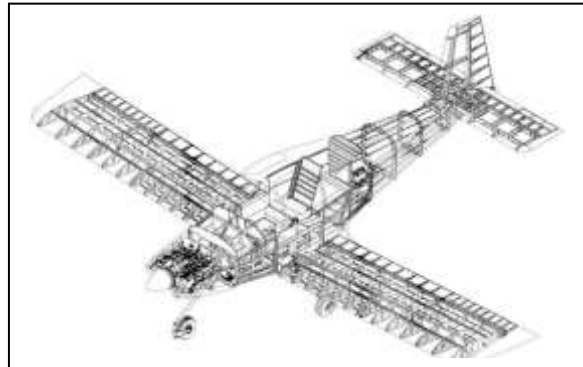
The meetings will meet on the 1st Thursday of every month at 7:00pm in the Chapter 96 Conference room at the hanger and we restrict the length of the meetings to 1 hour. These meetings are free and we encourage participants to bring other interested pilots or friends. A schedule of these meetings is posted on the chapter web site and will be posted on the hanger bulletin board. 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](mailto:chapter96VMC@actsworld.com).

### VMC Club Meeting Schedule

April 04	Topic: Face off – Take off
May 02	Topic: The Pilot
June 06	Topic: Engine out – various scenarios

Question for the month: Each month in the notice sent out for the meeting, we will include a question to be considered and discussed in addition to our video.

EAA Chapter 96 is on Facebook! "Like" our page at <https://www.facebook.com/EaaChapter96>



### **NEWSLETTER IDEAS OR ARTICLES?**

Send your newsletter ideas or articles to [jimandmandy@yahoo.com](mailto:jimandmandy@yahoo.com)

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