



EAA CHAPTER 1279 (F70)

MINUTES OF A CHAPTER MEETING HELD ON AUGUST 27, 2022 @ HANGAR A17

The meeting commenced at 10:06 hours in the presence of members & guests

Peter reported that the board of directors will be reviewing possibility of a flight simulator for chapter member use and will update us at the next meeting.

Peter told us that the Explorer Post 7500 holds it's meeting at 6:30pm on the first Friday of each month at the F70 Terminal Building. This month they have a guest speaker who is a C-17 pilot for March ARB. Everyone was encouraged to attend to help support the explorer post.

The Young Eagles Rally was re-scheduled to Saturday, October 1st, since the Bacon Strip Fly-out is happening on October 8th. Peter reminded everyone that the Bacon Strip Fly-Out is fun, but there are no amenities available. You will need to bring everything with you.

Our current account balance is \$3,980.33 and our membership totals 79 members.

We received rave reviews from the EAA Chapter 1 members who attended our Chapter BBQ. Peter encouraged all of us to attend the Chapter 1 Fly-In breakfast that is held to 3rd Saturday of each month.

Reports were given by the members who made the trip to Air Venture. Dan Ybarra reported that EAA will be giving special recognition to any volunteer pilots who fly at least 30 Young Eagles before the end of the year. This means that many of these flights will need to be coordinated outside of the formal Chapter Young Eagles Rally scheduled for October 1st.

Tom Wilson spent most of his time at Air Venture researching engines for the articles he does for Kit Planes Magazine. He said Continental and Lycoming are both struggling to provide engines and parts, in both cases due to some poor decisions in outsourcing and manufacturing processes. For example, he said the wait time for a new Lycoming cylinder is approaching 2 years. Dan Cazier reported that the new EAA training facility (next door to the EAA Museum) had it's grand opening that week. One whole floor is full of flight simulators that can be used for free by any member. There are numerous classrooms with hands-on learning programs to help spark youth participation in all areas of aviation.

Peter told us that there is an informal get-together at our chapter hangar on Tuesday evenings from 5pm to 7pm. Everyone is welcome to attend.

Steve Sparkman has spoken with the manager of the F70 Airport Cafe about the possibility of a chapter dinner and end of Summer get together on Saturday evening, September 24th (the same day as our chapter meeting). You will have a choice of 3 entrees (Tri Tip, Chicken, or Salmon) at a cost of \$30 per person. From a show of hands it looked like there was a good amount of interest in participating. Please let Peter know by email, as soon as possible, if you and your significant other would like to attend.

Peter reminded everyone who participates in Young Eagles (especially any Pilots) that your Certification with the EAA's Youth Protection Policy & Program must be renewed every 3 years. Please check to be sure your certification is current for the upcoming Young Eagle's Rally. If not, please go on EAA's website and do the renewal.

The 99's awarded a scholarship to Eve Lopez, to help her finish her commercial & CFI certificates. Eve has done a tremendous amount of work for the 99's and was instrumental in getting the compass rose at Santa Monica Airport, which was painted by the 99's, listed on the registry of Historic Sites.

Regarding anyone who is getting close to the flight test phase of their build, Peter stressed that it is very important to have a specific plan outlined for each test flight before leaving the ground. There should be no deviation from the plan for that flight- just complete the planned tasks and then land. This is true even for a test flight that is done after major maintenance has been completed on the aircraft. He described a case in point, where a Cessna 172 in Florida, crashed after running out of fuel on an after maintenance test flight. The aircraft had numerous problems (including radio problems), that could have been identified by the pilot before leaving the ground. The pilot also did not confirm how much fuel was on board (he said, "I thought there should be plenty of fuel, but the fuel gauge isn't very accurate"). The plan had been to circle above the airport for the test, and then land. Instead, he left the traffic pattern to "troubleshoot" the radio problem and ended up running out of gas too far away to make it back to the airport.

It has been decided that a VMC club will be established for our chapter, designed to refresh VFR pilots on flight planning, navigation using charts rather than relying totally on GPS, etc. For IFR rated pilots, if there is enough interest, an IMC Club can also be formed.

For those members currently building an aircraft, we were reminded to send photos of progress on the build to Al Graham, so he can update the chapter website.

There was a discussion about a letter that Dan Ybarra received from the airport about the possibility of the county moving shade hangars from John Wayne Airport to French Valley. The idea is to provide an option between a normal tie down and an enclosed hangar. The proposed rent for the shade hangars would be \$450 per month. It was agreed that price is way too high and we would prefer to just keep the tie downs at this point. Please send Dan or Peter any comments you have regarding this.

Controllers from March ARB did an outstanding presentation about the complexity of the airspace (military, commercial operations, conflicting instrument approaches, sky diving, etc.) just to the north of F70. They don't want anyone to be afraid to call them on the radio for flight following when departing to the north- in fact, they would prefer to be talking to us rather than trying to guess where we are going, or doing). In most cases they can separate traffic with an assigned altitude, but can also provide vectors,

when needed. They said it is perfectly legal to skirt the edges of their class C airspace, but not the safest choice. Many of the commercial operators can't meet the necessary climb gradient climbing out of March, so they sometimes "spill out" of the edges of the Class C (so keep your eyes outside the cockpit when flying near March ARB). They let us know that, when we call for flight following, it would make their life easier if we tell them we have a request, rather than rattling out all of our information on the first call. Then, because they have to type everything into the system in a particular order, it would be helpful to give them info as follows:

- 1) Registration number (eg. N123AC)
- 2) Where we departed/Where we're going (eg. departed F70/ going to Chino)
- 3) Aircraft Type (eg. RV6)
- 4) Altitude (eg. climbing to 065)

Next month Doug Allen will be giving us a video presentation of his trip to Air Venture. He also just completed an avionics upgrade to his aircraft and will bring it for show and tell.

The meeting was adjourned at 11:12am