



North San Diego County Vernon Payne Chapter 286

President: Bob Wilson Vice President :Mike Talmadge Secretary: Dave Leedom Treasure: George Pruitt

EAA Minutes Thursday 11-05-09

The meeting was called to order by President Bob Wilson at 19:02 hours.

Guest: Sam Zappia

Sam is a co-manager of Oceanside Airport and dropped by to fill us in on the transition of Oceanside Airport from city management to management by Airport Property Ventures. Sam has been involved in development planning of Oceanside Airport for many years and is now assisting in the Transition. Sam presented a biographical sketch of the Airport Property Ventures owners and managers. The team has an established record of managing major airports and a passion for general aviation. They will be developing the airport in a way that provides new facilities as obsolete facilities are closed out. We can look forward to a first-class general aviation airport replete with a fine restaurant and observation deck overlooking the runway. Sam has involved both pilots and the community in the decision making process and has prepared a fine foundation on which to build the new airport organization. We are privileged to have had his superb managerial and diplomatic skills and privileged to have the quality management that Airport Property Ventures will bring to the development of Oceanside's airport.

Old Business

Treasurer George Pruitt called attention to the fact that checks for membership dues had not reached him and would create a cashing problem if not

processed immediately. President Bob Wilson will see that the checks are promptly forwarded to George.

Glenn Snavley reported on the Palomar Airport resurfacing scheduled to begin sometime this summer. The project is quite formidable as the existing runway is built on the remains of an old garbage dump and there will be much soil consolidation to be done. Glenn suggests that the project may involve more than the 23 days currently projected.

Bryan Evans brought us up to date on the progress of his motor-sailplane. He is incorporating fuel cells that can utilize auto gas products. He also called attention to the problems of ethanol destroying the resins used in composite construction.

New Business

President Bob Wilson called attention to an FAA safety seminar set for Nov. 17. Driving instructions and exact location were provided. Future FAA safety seminars may be accessed at www.FAAsafety.gov.

The question of continued parking in the lot adjacent to the building in which we meet was raised. The lot will soon be enclosed and gated. The airport manager will be contacted to see if we will still have access to the lot.

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Main Speaker: John Knolla

John presented a discussion focusing on the logistics of aeronautical development and manufacturing. John is an aeronautical engineer's engineer and has been devoted to aeronautics since early childhood. He still fondly remembers his first flight at age three. While a senior in high school he designed a sport plane. John's professional life began as a technical writer for Beechcraft's Hawker Jet project and then upgraded to logistical engineering. John emphasized that this was not warehousing of parts, but the concept of total support of the aircraft, including cost of manufacture and maintenance. After seven years with Beechcraft John was lured away by Eclipse Aviation and the challenge of building a light jet with the size of a Bonanza and the avionics of a 777.

The light jet project was a collision of ambition and reality and an education in the compromises that inevitably must be made to see a project to its successful conclusion. John learned to press forward with some goals while recognizing that others could not be met. Here he encountered the destructive influence of powerful egos refusing to recognize limitations.

John emphasized the mistakes that frequently bedevil projects ranging from the works of giant corporations to the work of the home builder in the garage. Chief among these mistakes is the inability to remain on target. Improvements are a constant temptation and these have a way of adding to cost and weight and personality conflicts. Each modification frequently demands compensating modifications and these modifications are all too often forgotten, dooming the

final product. The ultimate bankruptcy of Eclipse Aviation was a case study in how not to pursue aviation development.

Older and wiser to the frailties of man and machine, John is now involved in the Mitsubishi Regional Jet Project. This airliner will have 70 to 90 seats and is expected to have a major impact on this market.

The meeting was adjourned at 21:10 hours.