

CABLE



GRAM

September 2021

www.cableairport.com

Volume 54, Number 9

What is Going On with Aviation Fuel?"

Two times over the last 90 days, CCB has run out of aviation fuel ("avgas") which causes a lot of problems for fellow pilots. There have been stories of tenants "borrowing" fuel from other tenants until the Airport's next fuel load arrives. This article will attempt to explain the reason why there has been trouble with CCB getting avgas and to share with you other changes either completed or in progress when it comes to fuel delivery.

Fuel Supply

While CCB has run out of fuel on a rare occasion in the past, which was caused either by timing issues or ordering issues. As mentioned, twice in the last 90 days CCB has run out of avgas and the cause, like many other issues we have faced in the "COVID" era, was not a supply issue. Our fuel vendor assured us that there is plenty of avgas available. This issue has been related to transportation.

Because of the massive backlogs at the ports due to COVID, truck drivers, like restaurant help, have been in high demand. And since they continue to be in high demand, they are able to get more compensation by offering their services to companies willing to pay more than these drivers were able to get for their loads pre-COVID. So while the fuel supply is available, getting a reliable source to deliver the fuel seems to be another issue.

In both situations where fuel ran out recently, CCB ordered a fuel load to be delivered on a certain date which corresponds with the Airport's demand and, both times, the fuel vendor didn't have a method to get the fuel delivered on the date expected (and needed) causing a few days delay of receiving the avgas. On both of these occasions, while the fuel tanks show approximately 1,000 gallons available (out of a 12,000 gallon fuel tank), like on an airplane, the last 1,000 gallons is considered "unusable" and "unpumpable" in our fuel tanks.

Ironically, after the first instance of running out of fuel in the past 90 days, CCB responded with changing how fuel is ordered in order to ensure we have a steady supply of avgas for our customers. Of course, the change relies on being able to get the fuel delivered when we need it as we have no additional capacity to store excess fuel.

For the time being, CCB will do its best to keep the fuel flowing; however, we are unable to predict when we can get our fuel load which means, while we will do our best, the chances of running out of fuel is higher than it normally is.

Cable Airport management apologizes for any inconveniences you may have encountered and we are working diligently to make sure the fuel flow is available and consistent.

Fuel Truck

On June 29th, CCB ordered a new fuel truck which is currently being constructed and is expected to arrive sometime in September. A few years ago, CCB gave up the fuel truck due to the cost exceeding the revenue generated by the fuel truck. Cable Air School of Flight took over the fuel truck service and operations. While they attempted to serve tenants and customers on the grounds, the equipment wasn't reliable and safe enough to continue and they focused on only fueling the aircraft in the flying clubs.

After some negotiation with the flying clubs and hearing from a number of tenants that prefer fuel service by truck, CCB decided to get back into the business of running fuel truck services. Once the truck arrives, it will take about 30 days to prep it for active duty. We will let our tenants know when that time comes.

Electronic Reader Board

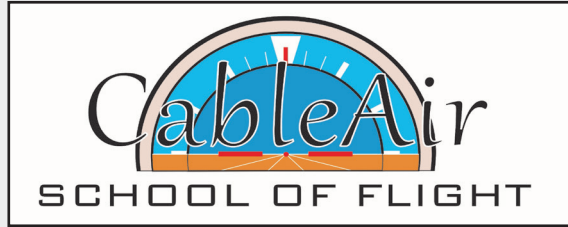
CCB recently installed electronic reader boards at the fuel island. This will allow pilots to clearly see the number of gallons, price per gallon, and gallons pumped.

Housekeeping

Quite often users of the fuel island fail to put the fuel nozzle in its holder and many times they don't wind up the hose. It also has been observed that pilots lay the fuel nozzle on the ground after use and then roll up the hose up allowing the nozzle to drag across the ground. Obviously, this will lead to nozzle failure which causes CCB to shut down fuel delivery until repaired.

Cable requests care be taken when fueling and handling the equipment on the premises. If poor housekeeping is noticed by another pilot to kindly remind them to be considerate of the equipment. Thank you.





**Congratulations to
Our CableAir Members!**



Ibrahim Choudhry
1st Solo Flight
CFI Ricky Spencer



Nathan Morales
Private Pilots License
CFI Brandon Moles



Andrew Rashid
1st Solo Flight
CFI Ferdinand Badescu



Bonni Hickey
1st Solo Flight
CFI Brandon Moles



Christian Arzate
1st Solo Flight
CFI Jeff Ang



Myla Kilchrist
Instrument Rating
DPE Chris Kaplan



Vernon Solomon
1st Solo Flight
CFI Sharon Mo



Brian Bennett
Private Pilots License
CFI Connor Houck



Ian Sullins
1st Solo Flight
CFI Steve Vassilev



Garret Parker
1st Solo Flight
CFI Brandon Moles



About 45 people gathered on the evening of Saturday, August 8th for the first BBQ of the year! We hadn't gathered together in 2020 because of COVID. The weather was warm, but not too warm, and the later evening was fabulous! Lots of folks, young and old, gathered to have delicious burgers cooked by CFI Kurt Bertsen, supervised by at least 10 other pilots standing around the barbecue. A rollicking good time was had by all!

The next FFC BBQ will be on Saturday, October 2nd, 2021 around 6:00 pm. Please join us!



We would like to hear from you...

Do you have stories and photos that you would like to share with the Cable community via the Cable Gram and the Cable website? Or do you have an idea for a story? If so, contact Annette at aguthrie@cableairport.com and tell us what you have. We are always looking for fun items to share with our family here at Cable Airport!

EAA Chapter 448 – September Events Planned to Be Live In-Person and On-line



EAA VMC Club

2nd Wednesday – September 8th at 7 pm

***“Powerless and Overpowered”
A Real Life Scenario***

Hangar Talk

4th Wednesday – September 22nd at 7 pm

***“If We Can Do This, So Can You -
Lessons from a Long Cross Country”***

EAA VMC Club Question of the Month

Why is there a significant and visible difference between the magnetic variation (as depicted by the dashed line) for the airport and the VOR located at the same airport? For example, should not 360 radial point to the magnetic (compass) north? (Keep reading for the answer below!)



Keep the Spirit of Aviation alive by coming out for our EAA Chapter 448 events right here at Cable Airport in the EAA Chapter 448 clubhouse/hangar on the north side of the airport. In addition to our in-person events, we will also continue an on line option for those who cannot make it to the in-person gatherings. Everyone interested in aviation is welcome to our events.

Please join us for **“EAA VMC Club”**, which occurs on the **2nd Wednesday of each month** and also for our **“Hangar Talk”** on the 4th Wednesday of each month. You can attend the EAA VMC Club or the Hangar Talk either in-person or on line. Contact us at contact@eaachapter448.org to subscribe to our mailing list and receive meeting links and information.

Our chapter president, Travis Carney, is hosting this month's **EAA VMC Club** on **Wednesday, September 8th at 7 p.m.** This month's real-life scenario will be **“Powerless or Overpowered”**.

We get exposed to many great ideas at our EAA VMC Club sessions. These events are very popular, featuring interactive scenario-driven discussions that serve to educate us and make us better pilots (and mechanics) as we think through real-life scenarios and are asked, “What would you do?” As a group, we can come up with more potential courses of action while sitting on the ground at zero airspeed than any of us ever could while speeding through the air. These sessions are helpful to prepare us for the unexpected, and perhaps to give us ways to prevent problems before they can occur. Join us for a great discussion with **EAA VMC Club on September 8th at 7 p.m.**

Join us later in the month, on the fourth Wednesday, for our **“Hangar Talk”** on **Wednesday, September 22nd at 7 p.m.** Our feature presentation and discussion will be **“If We Can Do This, So Can You – Lessons from a Long Cross-Country”**, presented by Darren Robinson and Steve Tanner.



Prior to each of our EAA Chapter 448 events, our Zoom on line portal will be open a few minutes before 7 p.m. for anybody who would like to chat and talk aviation before our meetings start.

Note: For the in-person events, we will be following current COVID-19 state guidelines, in accordance with our EAA insurance requirements.

Links and phone numbers for the Zoom meeting will be sent via our EAA Chapter 448 email list. If you are not already receiving our emails, let us know you want to be added: contact@eaachapter448.org

Have More Fun and Join EAA Chapter 448 As a Member!

Everybody is always welcome to EAA events. Enjoy even more benefits by joining or renewing your EAA Chapter 448 membership. EAA Chapter 448 membership operates on a calendar year basis. Our dues are only \$30 for the year and your membership includes a spouse. We offer a lot of benefits for your \$30 including access to tools, great educational programs, social activities, and more. You can download a membership application at bit.ly/EAAMemberApplication or you can get one from the EAA bulletin board on the east side of our clubhouse which is on the north side of the airport. We would really appreciate your support! **Everyone Interested in Aviation is Welcome at EAA Chapter 448!**

EAA VMC Club Question of the Month – Answer

When a navaid is first constructed, the antenna is physically oriented to True North. Then a potentiometer adjustment is made to slave the navaid with Magnetic North. This action matches the isogonic line making it agree with a magnetic compass. Initially, these two values are the same, but the earth's magnetic variation changes at differing rates depending upon location and time.

Navigational aids go into service and remain on line 24 hours a day, 365 days a year. The FAA performs periodic maintenance; however, readjustments to match the isogonic value require a total shut down of the equipment, plus recertification and flight check verification. This process may begin when a navigational aid is out of tolerance by at least 6 degrees, but it does not have to be done immediately. As a result, not all VORs will have radials corresponding with the appropriate magnetic compass direction.



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Things to Know...



Club Meetings / Events

Civil Air Patrol Squadron 25 – Meets every Thursday in the CAP HQ, 6:30pm to 9:00pm. For more info: 909-982-4014

Cable EAA Chapter 448 – Chapter 448 is meeting in-person with COVID precautions and on-line, 2nd & 4th Wednesday at 7pm. For information about the chapter or to join the EAA Chapter 448 email list to get meeting notices & details of on line meetings, send an email: contact@eaachapter448.org

We are also available at 909-295-2284 cell/text/voicemail

EAA Young Eagles – For info, visit www.YoungEagles.org.

Veterans of Foreign Wars Post 10489 – Meets second Wednesday, 7pm to 9pm, at the CAF building, for more info: 909-985-0476

Antique Aircraft Display Weekend – Meets first full weekend of the month. Park in any transit area. Check-in at the Foothill Flying Club beginning at 8am. For more info: call Cliff Heathcoat at 909-226-7204

Exotic Car Show – Meets second Sunday, 8am to 10:30am. For more info: Dan McGuire at 909-238-9227



AWOS: Frequency: 119.525; Telephone: 909-985-4731

Important Numbers

Emergency Service	9 1 1
Cable Aircraft Sales.....	(909) 322-6914
Cable Airport Office	(909) 982-6021
CableAir Paint	(951) 496-2210
CableAir School of Flight.....	(909) 254-6507
Aviator Flight Training.....	(714) 423-4440
AWOS: Frequency.....	119.525
Telephone.....	(909) 985-4731
Civil Air Patrol	(909) 294-6081
Commemorative Air Force	(909) 226-7204
EAA Chapter 448	(909) 295-2284

Falcon Insurance	(909) 949-4993
Foothill Aircraft Service	(909) 985-1977
Foothill Flying Club	(909) 229-7990
Horizon Aviation	(909) 870-0776
Maniac-Mikes Café	(909) 982-9886
Safety Management, Security.....	(909) 208-4777
SoCAL Tracon	(858) 537-5800
SoCAL Tracon, IFR clearance.....	(800) 448-3724
FSS	(800) 992-7433
Riverside FSDO	(951) 276-6701