

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

November 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.



Upcoming Events

Chapter General Meeting and BBQ

Saturday, 17 November, 10:00

Pre-flight Weather Sources

by Rhon Williams

Open to everyone.

VMC Club

Thursday, 6 December, 7PM

See VMC Club news

in this issue for details.

Open to all pilots.

Board of Directors Meeting

Saturday, 1 December, 09:00

Open to all members.

Holiday Brunch

Sunday, 2 December

Auction to support youth camp.

Marie Callender's, Torrance

Make your reservation today on our website!

Note that there is no meeting at the hangar in December.

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.

It is my understanding that the runway project is complete and the broken REIL has been replaced. With approaching winter weather, it is also important to get the roof repaired over the kitchen area that leaked again during the October 13 rain. This past repair seems to be a frequent problem and there must be a solution out there. Airport management sent a contractor out last week and I believe we met with them but I have yet to be briefed on progress. My hope is this is resolved soon.

I want to thank Peter Hurley who headed up a remote Regional Young Eagles rally at Brackett Airport on November 4 in support of EAA HQ's sponsorship of the Academy of Model Aeronautics (AMA) Expo West across the street at the LA County Fairgrounds. Attending EAA Leadership, Rick Larsen and Sean Elliott, stopped by and said hello to all volunteers and members of three or four Chapters that joined in to assist. While only 25 Young Eagles were flown, HQ and airport management promised more support for next year. At the very least, all ate well with a catered lunch from American Airports. Notes of appreciation were sent to Chapters 448 and 7 and others for their support.

We seem to continue to gain interest in hangar space with some proposed projects. Even to the point of considering removing some non-aviation storage or maybe a fallow project. This uptick in aviation is a welcomed change. In addition to what is known, I just became aware of a potential Stinson L-13 Grasshopper restoration looking for a home and we may not have the space.

It's time to clean your home storage area and get out your white elephants for the "infamous" Holiday auction at our annual luncheon. Scheduled for December 2 at Marie Callender's in Torrance, this auction supplements our Aviation Camp program with an injection of funding so the Chapter covers the full cost for a camper. I missed the last Board meeting due to work and trust we are actively seeking a candidate.

The fires in SoCal are tragic. Don't forget they come with TFR's. Get a briefing!

I'm getting requests to speak on the changes in the FAA Reauthorization Bill specifically in Section 336 which addresses model aircraft. The AMA is losing privileges and they are not happy. However, the changes are driven by the stark reality that UAV systems have become a growing industry. A reality that now places a value upon altitudes below 400'. Historically, there has been no value for that airspace and therefore no competition so AMA has enjoyed decades of freedom to fly. Today, Amazon and others are competing for rights to that airspace for business purposes. Who do you think will win? The model clubs or big business? Stay tuned.

For all members, know that we have a new email communication system we are using through MailChimp. This system allows us to target constituencies within and outside the Chapter and easily and quickly provide them with updates, meeting notices and more. It also eliminates the need for maintaining separate email distribution lists which are duplicative and frequently out of date. In MailChimp, users can opt-out if desired. If there is a need to communicate to others in what you are doing, consider using our internal system. Reach out to Xavier for more details.

I am hearing that Rhon Williams, our FASST rep and Chapter Director, has offered insight into weather information sources in today's world for this Saturday's program. I look forward to this. I'm in Vegas as I write this and a briefing that we received for Sunday's flight here was pretty accurate; headwinds and wind shear over the mountains. It was a rough ride compounded by not being able to go high due to the break-in requirements of a new engine and CHT issues in Cylinder 1. At one point as the right-seater, the PIC said to me "you're the clear air turbulence guy, you fly the plane" so I did but maintaining altitude and lower CHT temps in severe downdrafts were a challenge. There simply was no breakeven point until we got into Nevada. At one point during a PIREP, the controller asked "was there any damage to the aircraft?" We should have told him that a couple of screws came loose in the pilots for even being there! Still, the right seat landing at HND in a 20 knot crosswind was fun and uneventful. Come and join us on Saturday!

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.

Hangar Report

Gus Gustavson

I am super impressed Brett and Julia's RV-7 is steadily moving along. They are now half way through the tank build, trying to keep it neat by sealing it with stinky Pro-Seal. I am super impressed with the detail of workmanship going into this plane. They get as much done as they can despite Brett being called into work often. As a charter pilot he flies all over the country, but a lot of times, it is a short hop to Palm Springs, San Diego, or Fresno. If he has a quick turn-a-round, both he and Julia find themselves in the hangar in the morning, go to work, and then return in the evening. That is dedication! The fuselage kit will come soon as they finish up on the wing. Their space will be crowded. Speaking of crowded, did you know that they live on a boat? It is going to get more crowded, however as this fine couple will soon become three. They are tickled pink...or is it blue? I guess we will need to ask them.

A new project looking for space in our hangar is David Thornhill with a Simplex Zing. David has been doing a lot of research to find an aircraft the fits his mission statement which is the very first step. He was initially interested in getting a Ragwing that needed to be recovered along with a new engine. However, the sell price was too high and I think there were other problems. So he is now determined to build the Zing. It is a parasol wing, similar to the Peitenpol. He is looking for lumber and other materials per the plans. Once he has the sources, he will be moving in. I expect it will be a couple of months away. He should be joining us at the chapter meetings when work permits.

As you will see in our hangar, we have a new aluminum wall! That is the wing of Wilbur Owens' Vultee BT-13. Yah, it is huge. Wilbur plans to disassemble the components and prepare them for rebuild. The main structure is steel tubing and he wishes to have it sand-blasted and primed. And speaking of sand blast....

I met up with Larry Keitel and he had a problem: His Jenny and Aeronca airframes that were stored on the side yard had rusted and he wanted them sand-blasted and primed. He found just the place to do this near his home in El Segundo. He needed some help, so we loaded the frames on one of our EAA96 trailers and headed to the sand-blast house. They have an enclosed room where they can load large items, suit up, and sand blast away. One frame was completed in the first week, the second took longer because of equipment repairs. They will be coming back shortly. Larry and I made a day of it. I was able to do a project visit at his home where he is rebuilding Piper Pacer (or Tri-Pacer) wings. It was very interesting. See the photos below. And speaking of sand blast....

On our side yard is a sand blast cabinet. I refurbished one in my business in Murrieta, and I am planning to do the same with this one. I enabled the Murrieta one to operate inside with a vacuum cleaner and it worked very well. If anyone wants to help, please see me.

Calvin Kalbach has been hot-wire cutting control surface forms for his Vari-EZ as replacements. He is getting good at finding out how to achieve near perfection. His wings are still at home in the build process. We probable should visit him soon.

Leslie needs to put the big tires back on his GlaStar so he won't have a prop-strike with that long prop he has attached. We did not foresee that issue. Once done, he should be able to fly. His Glasair is still waiting for an engine and FAA paperwork is needed for his Velocity. So close...

Keith's Spreuer's COZY sprung a small oil leak and after engine removal to fix it, a couple other engine issues popped up. A replacement part was found, some mill work was done at EAA96, and the engine is up and running again. Keith knows these engines BETTER than the back of his hands.

I currently have all my instruments working again and I am now finishing up the long overdue paint touch-ups that have been sitting for a few years. I'm looking forward to the New Year's day fly-out.





Supported by: Jeppesen

Chapter 96

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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.

VMC Club Meeting Schedule

Nov 01	Topic: Catalina – Cloud bank at the end of the runway
Dec 06	Topic: Flight to Alaska
Jan 03	Topic: Flyout multiple aircraft coordination

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.

Young Eagles

Peter Hurley

We had a very enjoyable day with our friends from Chapter 7 and 1 on Sunday. Brackett Field provided a great venue for sharing our love for flying and to introduce kids in the foothill area to potential opportunities in aviation.

We had a great turn out of pilots, planes, and ground support. For the first time we actually had greater capacity than we had Young Eagle demand. Not great for the numbers but it provided plenty of time to spend with our guests and each other.

The airport management spared no effort to welcome us and make sure we had the resources, facilities, food and beverages to make it a great event. We hope we can figure out a way next year to transport kids from the AMA rally over to Brackett and back so that we can tap that great potential source of Young Eagles.

Many thanks go to Don and Diane Thompson for providing tremendous support and resources to make our event successful. We were also very fortunate to have Gerry Borts, Don Crawford, Glenn Parkison, Steve Densmore, Matt Thompson, Chris Lord, and Jim Lobue to keep it all running smoothly. I'm looking forward to seeing you all again at next year's rallies.

The great story for the day was when a middle school aged Young Eagle recognized Gerry Borts at the registration desk and told him he was glad to see him so that he could tell him that because he gave him his first YE ride a few months ago, he was so inspired he decided to dedicate himself to become a pilot. He is now committed to be at the top of his class in school so that he can go to the Air Force Academy and study to become the best pilot he can be.

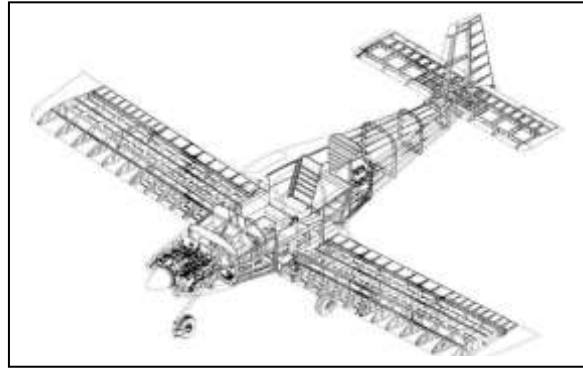
Email: aaa96youngeagles@gmail.com

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



Picture credit: Christopher Lord

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