

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

April 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.

What I won't do is repost stuff found elsewhere on the internet, from AOPA, etc. just to fill space.



Upcoming Events

Chapter General Meeting and BBQ
Saturday, 21 April, 10:00
Open to everyone.

Young Eagles
Saturday, 28 April
Volunteers Needed
Please Arrive by 09:00
Compton Airport Terminal Building

Collings Foundation
Wings of Freedom Tour
Friday-Sunday, 27-29 April
Torrance Airport

VMC Club
Thursday, 3 May, 7PM
Open to all pilots.

Board of Directors Meeting
Saturday, 5 May, 09:00
Open to all members.

Young Eagles
Compton Airport Open House
Saturday, 19 May
Volunteers Needed
Compton Airport Terminal Building

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.

Good news! There is WiFi service now in the hangar! The Board has struggled with signing up for standard Wifi service since the cost is around \$1100/year. Then, we discovered a program offer for non-profits that provided service for up to 10 devices. Most times, we are not near that at times other than our General Membership meetings. So, the Board looked into it. After resolving a number of things, including donations to cover the costs (still need \$20!), Christopher received the device, tested it, and installed it this week. Further testing included the stream of a YouTube video on the west side of the hangar without any problems. Seems to work. The agreement going forward is this costs the Chapter \$120/year. Again, it is limited to 10 active devices at one time. Please give us feedback on your experience.

With the Wifi now operational, Christopher has moved a computer out of the back office into the Conference Room/Pilot Lounge area. The intent here is to give our pilots briefing tools in the hangar. We discovered that our computer does not have Wifi capability so we are working on that. May be a simple fix.



Changes in the hangar were expected and some have occurred. After many years, the Pietenpol has been moved out to Camarillo, its new home. My hope is that it flies back in one day. We also cleared the side yard and moved Dietric's C-150 fuselage out. It is destined for "yard art" somewhere. We do have some active projects and if you're interested, have Gus give you a tour. There is a request for three spaces; one for a build and two non-aviation storage. For current tenants, please ensure your account is up to date. Neither of us can afford the challenges of account receivables.

The runway has been paved but is not yet in use. It was delayed by wet weather and a failed core sample of paving. The contractor appears to be doing finish work but I understand that the runway must "cure" for some period of time before it can be used. I'm not sure of the length of time before it can be used.

On March 25, there was a spontaneous pass of two MV-22 Osprey's down 25R. There is an interesting story behind this but it did occur. A number of folks up and down the airport saw it and there are photos and video floating around. If you want to know the whole story, just ask.

Don't be surprised if you start seeing a different presence in your Inbox for instant messaging. We are looking at products to get information out quicker to you and may test it soon. More to come on this.

Our two Aviation Camp participants have been approved by National and are confirmed to attend. The Board will ensure that these two young men return to provide us with a briefing. Embrace them and make them feel welcome and willing to return. Give them tours, teach them something, no matter how small. We all needed a mentor at some point in our lives. Max and Luca are no different.

As we move forward, there is always a need for volunteers on special projects. Dave can use a hand on the man lift. Gus can use a hand in the hangar. Christopher needs access to special program connections for our meetings. Richard Gieser can use a hand on facilities work. There is plenty to do. Contact us, lend a hand, make a difference.

As always, feedback is welcome.

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

The Peitenpol is gone! Carl Lekvin has finally got a crew from Camarillo Airport to come and pick up the Aircraft and Corvair Engine. I met Carl briefly as it was beginning a couple of Saturdays ago as I was off to a Young Eagle event. I am anxious to hear how it went.

Brett Zefting and his fiancé, Julia Secker-Walker are coming along quite nicely with the Vans RV-8. Check out the practice kit that Julia put together. Personally I was amazed that for a first time piece, it was near perfect. I watch this kit develop and compared to my GlaStar, this is so easy to put together. Alos, Brett just finished some simulator time back East to recertify in King Airs. These two are amazing to listen to on their adventures.

We are still working on getting Leo Lopez a small space to build a Zodiac 650 in our hangar. He first started wanting desk space, now he want more space. Maybe we will get him started this next chapter meeting.

Dave Bristol and Richard Gieser are still battling the man-lift. One of the controls is still problematic. Dave thinks it is a electrical problem in one of the controls.

Byron Doan is working on his Cessna 150 to get it ready to sell. There is some instrument change-outs, panel fascia repairs, and the brake master cylinder repairs to be done. Along with that, Byron's admission into the Air Force flight training class has been moved up. What was going to be in January 2019, is now June, 2018...just around the corner. He also has to get his flight school Medical and visit family before this happens. Byron is now very busy. He is going to pass on the Glasair project from Leslie.

Alvin Voight's BD-4 is patiently waiting Alvin to get settled in non-aircraft issues. I have not seen him for a while.

Harel's Thorpe T-211 is getting some work on the fuselage and panel. I have also not met up with him to get an update.

I am working on Leslie's GlaStar's relocation of the fuel injector distributor (spider) so we can better fit the cowling. Leslie will be installing the engine baffle seals re-shimming the engine mount for optimum alignment.

I am also involved with other aircraft on the field along with my GlaStar. My Conditional Inspection is coming up this next Month

Hangar Wi-Fi and Young Eagles

Christopher Lord

Wi-Fi has been enabled in the main Pilot Lounge. Instructions on how to connect to the Wi-Fi access will be displayed on the desk inside the lounge. Public access to the main computer will also be available via a "visitor" log in. A printer will be connected in the near future for common use to all members. This computer is meant for basic internet functions and will not support heavy processing or streaming programs (ie. its meant for pilot information and basic web surfing, not flight simulator or video watching)

Young Eagles Day will be April 28 at CPM Main Terminal. Ground support is highly requested as our usual support will not be available. Volunteers should arrive to the airport no later than 9:00am. Please contact Peter Hurley for additional information.

Compton Airport Open House will be Saturday, May 19. EAA 96 will be hosting a Young Eagles event at the main terminal. Extra ground support will be needed. With additional activity on the airfield we will require lots of additional safety margins.

Getting back in the building mindset

Xavier Marshall

As some may know, I have a RV-7 project that that has been stalled for several years. Work came to a crawl, then stop since the hangar row and taxiway pavement project. Since then, my project has been lingering in the hangar collecting dust and begging to be worked on again. When I open the hangar doors, it talks to me. "You really need to get me done. I'll be worth it and will treat you well," it says. I say "it" because "it" isn't far enough to tell me its name. Once it does, she will be born.

I have always read Vans Air Force; the most popular website for building and flying the RV series aircraft. I have also registered the domain name for my build site which I just discovered that isn't accessible. Lately, I have been working on getting my head back in the game. I've been reviewing the plans and instructions. I've visited the Van's Aircraft site to make sure that I have the latest service bulletins and updates on instructions and have ordered the parts I need to comply with the bulletins while I build.

What's the next step? I have come to the realization that the airport, for me, is not a conducive environment for me to build in. There are just too many distractions between people stopping by to chat or something else taking my attention from the RV. I also realize how much building time is lost when the project is not at home. I estimate that I lose at least 14 hours a week that I could have been building. Because of that, the next step is to clean and re-arrange my garage to better facilitate building. I then need to finish my compressor enclosure to reduce the noise and not irritate the neighbors (my compressor is outside). Finally, I need to move the project back home and start pounding those rivets.

We will see how close I get to accomplishing these tasks over the next month.

See you at the airport! Then again, maybe I won't since I'll be home working on my project.

Young Eagles in March at Torrance

Photos by Sean Cameron





Supported by: Jeppesen

Chapter 96

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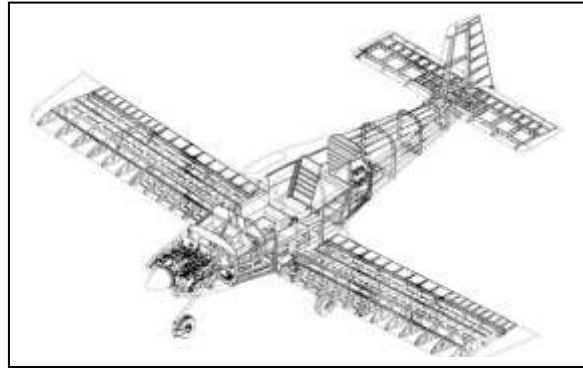
The EAA Chapter 96 VMC club is a free monthly gathering of pilots who want to share experiences and learn from others in various flight situations. The VMC club opportunities are open to any pilots who want to improve their proficiency, gain local knowledge about air space, TFR information, and hanger 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 will be posted on the hanger bulletin board and on the web site. 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

May 03	Topic: Rough runway landing at AVX
Jun 07	Topic: Cross Country VMC to IMC conditions
July 05	Topic: Power over Rhode Island
Aug 02	Topic: Almost Powerless

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NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to
jimandmandy@yahoo.com

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