

EAA Chapter 96

# PENINSULA FLYER

South Bay

SoCal

June 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, 16 June, 10:00**

**Program: PROJECT OVERVIEW OF RUNWAY AND TAXIWAY UPGRADES AT COMPTON AIRPORT**  
**Open to everyone.**

### Young Eagles

**Saturday, 23 June**

**Torrance Airport**

**Volunteers Needed @ 09:00**

### VMC Club

**Thursday, 5 July, 7PM**

**Open to all pilots.**

### Board of Directors Meeting

**Saturday, 7 July, 09:00**

**Open to all members.**

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## INSIDE THIS ISSUE

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**EAA Chapter #96 Meetings are at CPM.**  
**1017 Alondra Blvd**  
**Compton, CA 90220**

## **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.*

There have been concerns expressed around the airport about the runway/taxiway project and why certain things are changing. As a result, EAA 96 is invited all airport tenants to attend the upcoming General Membership meeting on June 16 and sit in on a presentation from the County to address these concerns. When airports change, they must adhere to FAA construction standards and these frequently change. So, while we may be getting a new “look”, there are reasons for the changes. Come and listen to why and how the project is progressing.

Our Young Eagles event in May was in support of the CPM Open House. While we were unable to staff both YE and the Hangar during the event due a lack of willing volunteers, we did fly almost 50 Young Eagles. I believe we had about seven pilots show up and some were first-time YE pilots. It was a turn-away crowd and we did what we could. Again, our friend at LA Air Force Base stepped up to support the kids arriving for YE rides. Lt. Kyle Hathaway, Lead Liaison for these volunteers, has moved on to his next assignment. We return to our regular schedule this month at KTOA.

Last Saturday I had to deal with an inflight issue on a flight from Bermuda Dunes (UDD) to Long Beach (LGB). I called SoCal for a departure squawk at UDD and was set to go. Picked up So Cal off the runway, direct BNG, AJO, LGB. If you look at the FlightAware profile (N9910E) for this flight, you will see that I stopped the climb out around 2,000' near PSP as I got distracted by a JPI alert showing an anomaly with the #6 EGT. Temp reads were around 700 degrees above normal. I stopped the climb, changed engine settings and more trying to gain a sense of what was going on. Yes, OAT temps were increasing and I was cognizant of that on climb out but why weren't they all rising. I also knew that SoCal would be jumping on me soon for not continuing the climb. She did, I explained the engine management issue at hand. She understood. I'm flying through PSP approach with oncoming traffic. One call for traffic avoidance with a right turn. Finally, I determined that the CHT for #6 was nominal so it must be the sensor for the EGT. I continued the climb and while on that flight it continued to come and go, the rest of the day was fine. I squawked it as a “watch” item.

The approach to LGB 30 was something I have not done in some time. I'm hardly uncomfortable being around the big boys but I've had no real reason to fly into LGB. I've been aware though that 25L is closed so I anticipated changed taxi procedures as I was arriving at a south side FBO. SoCal vectored me behind a regional jet which I could see on the ADS-B display but not in the haze. Finally picked him up and turned inbound. They were holding an American departure so I maintained a high rate of speed to the runway and stabilized the approach in the last mile. ATC was appreciative. I asked for a progressive taxi to the FBO and got my orientation. Pretty simple.

Upon departure to AVX, I followed another aircraft out to 30 @ Juliet noting that due to the runway construction, this is what GA aircraft are doing instead of going down to the end of 30. I did a quick run up and stepped in front of another aircraft taking a bit more time. Knowing I was going to AVX, ATC asked if I would like an expedited takeoff on 12 with an immediate right turn for an incoming jet on 30. Sure! I'm up for that challenge! I never saw the jet and, once over the City ATC thanked me once again and authorized a frequency change. The flight to AVX was nominal but on the landing a gust of wind on the bluff at the numbers blew me left hard. That doesn't happen very often but you need to be ready for it. Roll out was ROUGH! That runway is in poor shape. HINT: Land and take off on the right side of the runway. It's smoother. We have had two EAA members break their landing gear over there. It is going to get replaced in 2019 but I hear landing fees afterwards may climb.

I wanted to go back into LGB on 30 again but with no cell service at AVX I could not call ahead. So, I launched for the return and while I could have initiated flight following in the air, I didn't and just called LGB outside the breakwater and shared my preference but would overfly to 25R if traffic to 30 did not permit an entry. Again, they worked with me giving me a squawk and directing me to enter Base for 30 at the shoreline. Soon, the instruction was to go direct to the numbers on a 45 degree approach and I was #1. Certainly a different day. It kept my flight time down and prevented a long taxi across the airport. One can learn something on every flight.

As always, feedback is welcome.

**Dennis is easily reached at [President@EAA96.org](mailto: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*

Big changes!

Dion Bellemare came to us early last month with his huge, completely refurbished yellow and red Cessna 170B out of Central California. He put some bigger tires on it and is now in our hangar in the #1 spot. This spot is destined for actively flying aircraft since it is where we have our meetings as well. Dion is VERY active flying it almost twice a week. Currently he has it in Torrance for some avionics upgrades.

Lesslie Huttenen's GlaStar has been moved to the second row to continue working issues. It is pretty close to completion, but that has been the same for months past. New baffle seals, SCAT ducts and a fuel hose has been installed. In a few days the remaining parts should be available. The extensive paperwork will begin soon after.

Speaking of Leslie's plane, his Glasair on the tie-downs is in the process of repairs by Brett Zeffling. It is a fiberglass aircraft but the exterior aluminum such as hinges and brackets has taken a bad hit with extreme corrosion. Most all those have been replaced. A major aluminum piece was completely machined by Leo Lopez's nearby machine shop in short order. Nice teamwork if you ask me. Brett will get flight time in it while he builds the RV-8.

Leo was at the hangar this last Wednesday to review how he is going to begin his project on his Zenith. He has some great ideas that as a new builder, we mostly have experienced. What is unique about Leo is his enthusiasm and knowledge with metal machining. Expect to see more of him soon.

Brett Zeffling and Julia Secker-Walker took a break from building and borrowed a Cessna 180 up north in Oregon and did some air-camping in some back country. A breakfast was neat in that they flew about 3 miles across the river to a beautiful lodge. Build, fly build. How perfect is that!

Brett and Julia just received the wing kit for the RV-8 so things are picking up. He has parts everywhere. It is interesting to see how this RV goes together.

On a side, Leslie also has a Velocity that also has been sitting in a hangar in CPM for some time. Our Keith Spreuer has taken on the challenge to complete a Conditional Inspection for it. He also removed most of the years of dust out of the hangar. Keith has worked out a deal with Leslie for Velocity flight time in exchange for the CI. This will give Keith some flight time during some of his COZY Mk IV engine repairs. It will also keep the Velocity active.

We are still working on getting Leo Lopez a small space to build a Zodiac 650 in our hangar. Since I did not attend the last meeting, I missed setting things up for him.

Barnaby Wainfan has Byron's Cessna 150 and is looking for a tie-down in front of the hangar.

My GlaStar is beginning the Conditional Inspection which begins with opening up the airplane for access. There are lots of screws to make this happen. Ugggh!

## **Young Eagles**

*Christopher Lord, image by Ivory Williams*

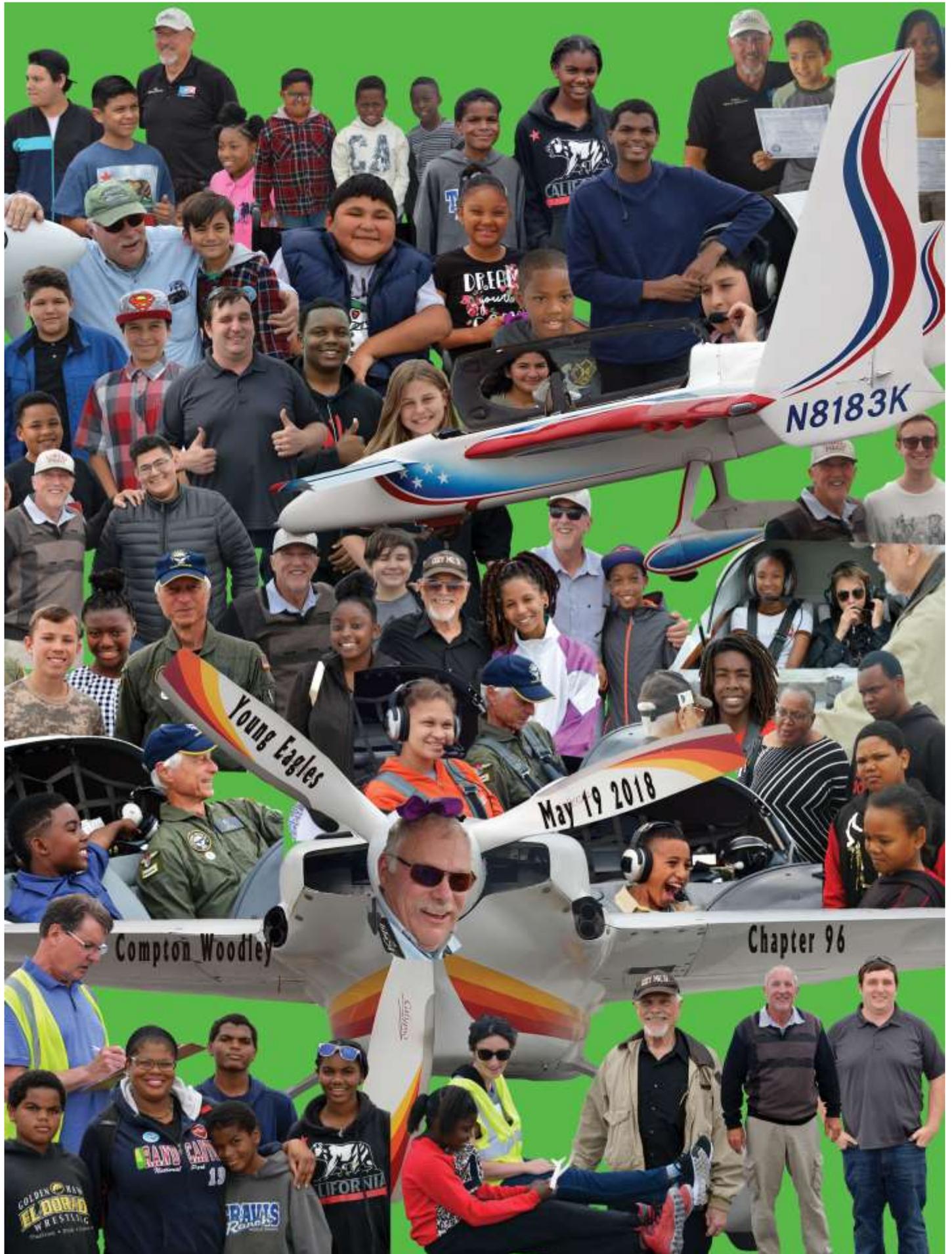
Young Eagles Saturday, June 23. TOA. Need considerable amount of ground crew escort volunteers. We are looking for one person who can handle money and sell donation items for the chapter (potential ongoing position). Please coordinate before the event date with Peter or Chris if you wish to handle this position.

Volunteers please arrive no later than 9:00am at the Torrance Main Terminal.

Email: eaa96youngeagles@gmail.com

Facebook link:

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





## PROJECT OVERVIEW OF RUNWAY AND TAXIWAY UPGRADES AT COMPTON AIRPORT

**Q&A with Richard Smith – Los Angeles County  
Department of Public Works, Aviation Division**

When: Saturday, June 16, 2018 10:00am

Where: EAA Chapter 96 Hangar

1017 W. Alondra Blvd

Compton, CA 90220

\*Fly-In please park in transient parking at the main terminal.



Supported by: Jeppesen

## Chapter 96

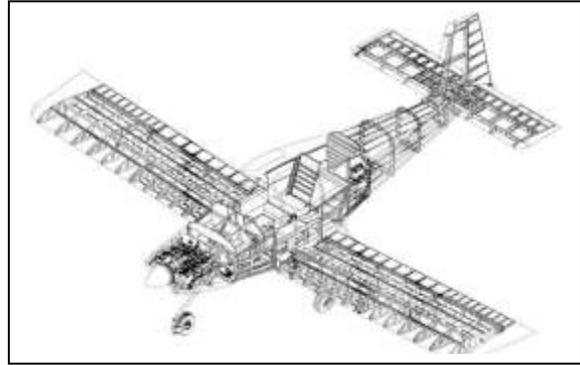
1017 W Alondra Blvd.  
Compton CA 90220-3529

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](mailto:chapter96VMC@actsworld.com).

## VMC Club Meeting Schedule

Jun 07	Topic: Cross Country VMC to IMC conditions
July 05	Topic: Power over Rhode Island
Aug 02	Topic: Almost Powerless



## **NEWSLETTER IDEAS OR ARTICLES?**

Send your newsletter ideas or articles to [jimandmandy@yahoo.com](mailto:jimandmandy@yahoo.com)

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