

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

May 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

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

Board of Directors Meeting
Saturday, 2 June, 09:00
Open to all members.

VMC Club
Thursday, 7 June, 7PM
Open to all pilots.

Board of Directors Meeting
Saturday, 2 June, 09:00
Open to all members.

Chapter General Meeting and BBQ
Saturday, 16 June, 10:00
Open to everyone.

**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.

As you likely have heard, there will no be a general membership meeting this month due to the Compton Airport Open House. EAA 96 has been asked to provide Young Eagles rides for this event plus open our hangar to share what we do. There should be lots to see and do at this event so come out, lend a hand, and enjoy the day. Given the need for volunteers to run YE on this day each year, we do not currently have enough volunteers to do both YE and staff the hangar. Therefore, we will leave the hangar closed but access to your projects should not be impacted.

There have been many questions and rumor about the runway project. It is progressing and is scheduled for completion in August. I recently saw the new lighting tested and the taxiway and runway markings installed. Note how much higher the grade is to promote runoff and drains were installed to connect the runway drains to the airport-long drain south of TWY Alpha. Again, there are no plans to do anything to 25R.

Some of you are aware that aviation history is of interest to me. This photo below should bring back memories to a few of you, and to me as I rode "Mother Goose" several times to Catalina and back. Once on three engines! It derived its local nickname from the Grumman Goose's that also flew to the Island as it was the largest of the brood. The official designation is a Sikorsky VS-44 and there were only three made. Named the Excaliber, Excambian, and the Exeter they have a storied history. In 1942 Excaliber crashed, killing 11 of the 37 aboard. In 1946, after being sold to Paraguay, Exeter crashed during an alleged smuggling run. Four of seven perished in that one. This left only Encambian, the second aircraft built. In 1949 it was abandoned in Peru after a failed attempt to deliver freight along the Amazon River. In the late 50's, Dick Probert and his partner purchased the aircraft and ferried it to Long Beach and inserted it as a complement to their existing Grumman Gooses where it flew until 1967. It was during this period that I went to Catalina on her three times. Sold in '67, it was extensively damaged in a taxi accident in the Virgin Islands in 1969 and was permanently beached in 1972 and converted to a hot dog stand. In 1976 the owner sold it to the National Navy Aviation Museum at NAS Pensacola. In 1983, they made a permanent loan to the New England Air Museum and it was shipped to Bridgeport CT. Once there, it was placed near the Sikorsky plant where she was built. In 1987, restoration began by volunteers and it was finished in ten years. Today it is on display in Connecticut and I need to go sit in those oversized leather seats once again.



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

I cleared out the benches, racks, tables from Carl's Peitenpol space and cleaned it. Brett Zefting and his fiancé, Julia Secker-Walker have now moved the RV-8 into that half that space, in preparation for the fuselage section coming soon, where they will take the full space.

Brett Zefting and Julia Secker-Walker aren't satisfied with just building. They want to fly. It seems the Brett's company planes of Beech King Airs and Pilatus PC-12 don't fit the category of "small aircraft" that they are wanting to fly. Remember these two were first considering building his and her aircraft. Here it gets complicated.... Leslie Huttenen has a Glasair I that Byron Doan wanted to consider buying. He moved the Glasair to our ramp parking in his C150 space in hopes to evaluate it. Then Byron got his Flight school date moved up to June. Byron had to give up on that idea. Then Brett wanted to do the same. Brett temporarily pulled it in our hangar and began an evaluation. This aircraft had been outside for so long that it had moss (lichens) all over it. No need to worry. The airplane is mostly fiberglass. Evaluation basically says to replace exterior hinges and brackets and a few more items. The engine still needs a jug pulled for its evaluation. The moss will polish off just fine.

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.

Byron Doan was 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. Then Barnaby Wainfan took interest and has purchased the plane. Now he wants to move it back to the EAA tie-downs. Where to put him is a problem.

Alvin Voight's BD-4 is under the weather for a bit but is almost fired up to get back. He has been monitoring Louis Bigelow's BD-4 which Louis has listed and recently lowered the price. Alvin is tempted.

Harel's Thorpe T-211 is getting some work on the fuselage and panel. He is getting parts and seems to be doing well.

Leslie's GlaStar's fuel injector distributor (spider) has been relocated after I silver brazed some new lines. Baffle seals, ducts, cotter keys...and we should be done.

United Airlines LAX Hangar

Christopher Lord



Young Eagles

Ivory Williams

(next page)



Young Eagles

April 28 2018

Compton Woodley Airport





Supported by: Jeppesen

Chapter 96

1017 W Alondra Blvd.
Compton CA 90220-3529

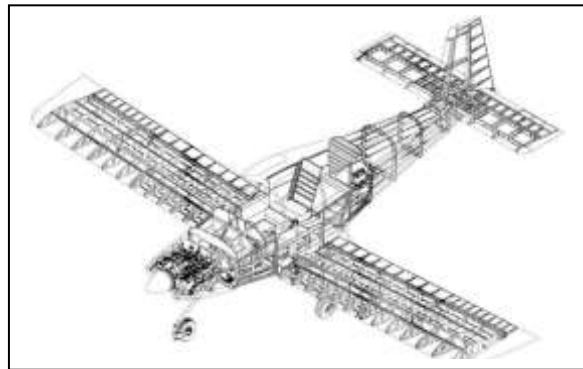
The EAA Chapter 96 VMC club is a free monthly gathering of pilots who want to share experiences and learn from others in various flight situations. The VMC club opportunities are open to any pilots who want to improve their proficiency, gain local knowledge about air space, TFR information, and hanger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

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

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NEWSLETTER IDEAS OR ARTICLES?

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

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