

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

December 2017

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, 13 January, 10:00

Speaker: TBD

Open to everyone.

Board of Directors Meeting

Saturday, 6 January, 09:00

Open to all members.

Young Eagles

Saturday, 27 January

Compton Airport Terminal Building

INSIDE THIS ISSUE

Editor's Corner, Upcoming Events,
Chapter Chatter, Hangar Report,
Brunch Pictures

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.

I have reason to believe that the reconstruction of 25L and TWY Alpha is underway. While I have been unable to stop by the Hangar for a couple of weeks, I will be updated soon. In any case, I have been assured there will be minimal impacts to daytime flying. A reminder that there can be no night landings at CPM until the project is completed since the FARs prohibit landing on an unlit runway. The amount of investment in this upgrade is \$8 million.

The Holiday Brunch was a pleasant event and the one event during the year that we see many of the spouses. I truly enjoyed seeing the camaraderie among members and we missed those that could not attend. Chapter recognition awards were passed out to Directors, Officers, and Volunteers. One of the joys I have is naming a Chapter MVP and providing an EAA pin recognizing such. While there were several candidates this year that were worthy, the most significant event of the year for me was to get our arms around our financial accounting. To that end, I awarded this to our financial team; Craig Louis and Rhon Williams who are providing comprehensive reports on our status and made it clear that we have work to do. Thank you gentlemen!

Last month I mentioned the new air conditioners in the office space. Update: These are heat pumps so we have heat as well. What a blessing for those cold winter morning meetings.

There are some positive changes in the hangar with some aircraft movement and 2 full spaces taken for short-term storage. While this increase in revenue will be short-lived, it does help. However, there are some additional departures on the horizon with Carl's Pietenpol project being donated to the EAA Chapter at Camarillo. While we are positioned to be a "build" Chapter, it is a shame to see this long-time EAA 96 project leave the hangar due to a lack of finding interest in completing it.

New Director Peter Hurley has volunteered to be the Young Eagles Coordinator in 2018 and is being brought up to speed on the process by Glenn Parkison and Christopher Lord. In addition, Chris asked to move to Program Manager and control both the programs and social media outreach for promoting them. He has already confirmed a presentation for February 17. Currently, Chris is also managing several hangar projects, some of which must be coordinated with our Hangar Manager since the Hangar is near full. This is to move the Flag from its present position to the south wall inside the Hangar. The other project is the wall-mount installation of the TV in the Conference Room.

One of the projects I would like to see completed in 2018 is improving the internal appearance of the Conference Room. It will take a volunteer to lead this effort and drive the work parties. Flooring, window treatments, an updated ceiling, lighting and furniture all need to be looked at. Once a design is approved, then get it done. To that end, I invited some of the spouses to get engaged with their creative minds on interior design. Sometimes, we need a lady's touch. I know there is talent out there, somewhere.

I wish all of our members the best of the Holiday season. We all have heard all of the reminders to have a safe celebration this time of year whether it's about driving, drinking, theft of gifts, tree electrical safety and more. Yesterday, I awoke to banging on my front door and bolted out of bed only to be told there was "fire behind my garage". I ran to the driveway to assess and it appeared to be outside my fence, I raced back inside, grabbed a key to exit the yard, and determined the home 100' behind me was in flames. Seven fire vehicles were already on the scene. While I do not know the cause, it was clear to me that the home was a total loss. A family of four all got out with nothing more than the clothes they were wearing. It doesn't take much to change your day. I am now trying to learn what they truly need. Be well and be safe.

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

Things are calming down a bit, inside, but outside the hangar are now in turmoil. With the South Runway construction, the CPM taxiway has been reduced in width by about ten feet. As of today, most all of the asphalt and the old taxiway has been removed and ground up to be sent to be reprocessed. The construction crews are trying their best to keeping the dust down, and in my opinion are doing pretty well. Even so the tie-down aircraft are getting a dusting. With the shrinking of the taxiway, those long-winged canard aircraft are having a tough go of getting around. So also as of today, The airport administration moved several offending birds, including Leslie Huttunen's Glasair (not the GlaStar). For EAA 96, I have moved all the aircraft on the North side of our tie-downs back a bit to put the nose wheel on the wing line, or about two feet. The taxiway appears better for now. The BD-4, also belonging to Leslie, that was on our side yard, has had the engine and propeller removed. We installed the "O-Thee-Bucket" bucket cast concrete counterweights on the BD-5 engine bracket as counterweight and nicely rolled it to a parking spot promised to Leslie by the CPM airport. With BD-4 out of the side yard, we can begin the man-lift maintenance along with some clean-up.

We found more issues with Leslie's GlaStar which need to be addressed. We discovered that the old Lord engine mount bushing were installed incorrectly, resulting in the premature bushing failure resulting in the propeller spinner beginning to rub on the cowling. Alvin Voight (BD-4) caught it. We worked together to correct the issue when installing the new bushings using shims to correct the condition. The shims required us to get longer bolts. We also discovered that the engine baffling is now rubbing on the cowling. We need to re-trim the baffles. We also discovered that bolts holding the propeller are a tad too short. Some day we will get all the bugs out and fly this thing again.

Alvin's BD-4 is coming along with some troubling modifications that have to be re-engineered regarding the aileron push rods that will be buried in the frame which is not to his liking.

My GlaStar is near finishing up the new engine monitor. It has been a month now with lot of replacement and new sensors compared to the old one. With each sensor is a bunch of wires leading through the nooks and crannies of the engine and panel bowels. The old monitor was having issues and the company is out of business with no tech support. The new one has a new engine recording feature I really like. Oh, the joy of owning an Experimental Aircraft.

One thing you may (or may not) notice is a bunch of boxes on pallets in the hangar. Through Dennis Lord, we are helping the Gas Company save a lot of money and help our bottom line with hangar rent.

With what we have, we now only have one large space left on the front row for a low wing plane or a canard similar to Keith Spreuer's Cozy, Rich Schleicher's Long EZ or smaller. A Vari-EZ like Dustin's would be perfect.

The Cessna-172 will probably be gone in March along with the boxes, about the same time the South Runway is supposed to be complete. Nothing is definite though.

Happy Holidays to all.

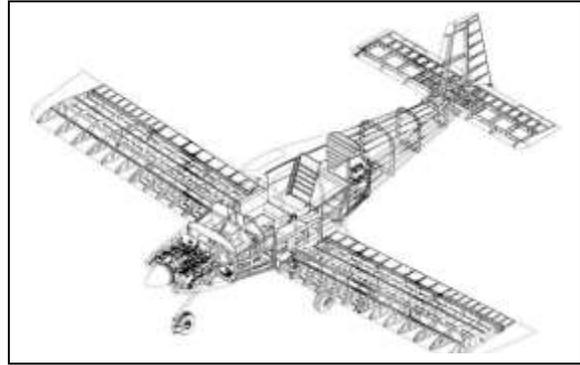
Gus

Holiday Brunch

Pictures by Christopher Lord



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NEWSLETTER IDEAS OR ARTICLES?

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

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