

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

February 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, 17 February, 10:00

Presentation: Angel Flight

Open to everyone.

Young Eagles

Saturday, 24 February

Volunteers Please Arrive by 09:00

Compton Airport Terminal Building

VMC Club

Thursday, 1 March, 7PM

Open to all pilots.

Board of Directors Meeting

Saturday, 3 March, 09:00

Open to all members.

Los Angeles County Air Show

24-25 March

Fox Field in Lancaster

EAA Chapter #96 Meetings are at CPM.

1017 Alondra Blvd
Compton, CA 90220

INSIDE THIS ISSUE

Editor's Corner, Upcoming Events,
Chapter Chatter, Hangar Report,
Young Eagles, VMC Club

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.

Yet another stellar Young Eagles rally occurred in January. Peter Hurley got his first taste of managing the event and did an outstanding job. Thank you to all volunteers and pilots who supported this effort.

Next up is our General Membership meeting this Saturday. Our speaker from Angel Flight West will be presenting what they do out of Santa Monica Airport. Come on out and listen to how you can fly for a non-profit and benefit those in need of medical transportation services. Going forward, we would welcome connections to programs you would like to see on our schedule of events. These can be on many topics or an individual who is recognized as a leader in aviation. Contact us and let us know what you would like to see and hear about!

The hangar contains a few projects and it would be nice to see some updates in this newsletter. I believe we are starting to see some departures as well and Gus is constantly managing this. Gus has done well to improve the cleanliness throughout. Don't be surprised if you are asked to assist.

The TV is installed in the conference room and it was used effectively in this month's Board meeting. We could use a volunteer to install an antenna on it but, for now, there is a HDMI input cable for presentations and DVD's. As previously mentioned, Xavier donated the TV and Christopher arranged the installation. In addition, a desk and shelving setup was donated and Christopher is looking to turning this into a pilot briefing center. It is also in the conference room. Ideas for this area are welcome.

The runway project continues. The drains to the existing drain have been completed so the temporary taxiway is once again straight. Still, be careful out there until this project was done. Help others to do the same. It doesn't take much to ruin your day.

Speaking of, there was an incident at KFUL on Monday. A C-182 with a student and instructor out of TOA requested a touch and go and was approved. That T&G turned into a runway overrun on 24. Nearby, a fellow was towing an aircraft with his vehicle in a narrow non-movement area heading west to a shop. He saw the 182 pass him on the right and, expecting it to taxi off, he pulled to the left for clearance. When the 182 went into the grass and stopped the tow driver failed to remember that he moved left and struck the tail of a 172. Yep, OUR 172... It only takes a second to ruin your day. He is uninsured; a bigger mess.

Membership dues have been paid by about 40 members. In March, the Board will be making calls to members and other interested parties to secure their membership for 2018.

If you are an active flyer, you may be interested in the VMC Club headed up by Rich Schleicher. This movement is a national program to engage pilots and discuss experiences and safety issues. Rich organizes the meeting, held in our conference room, and sets the agenda. It is not limited to only members. We encourage participation.

Fuel prices are on the increase again so we are expecting a return to complaints over fuel costs. It is cyclical. Prices for fuel at CPM seem high to many but there are reasons one may not be aware of. Guessing when to buy is a big factor and when that tank is exhausted, one must hope the price is low again. If it isn't, you are stuck with high priced fuel that you must sell high to gain your investment back. CPM has large tanks and moderate demand.

Again, we can always use some volunteers around the hangar. Speak to Gus, Richard Gieser, or drop a note to me to see where you can add value. We can make a difference with just a little attention to detail. What helps as well is cleaning up the restrooms and your workspace after using Chapter tools and equipment. Much appreciated.

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

Planes come and go.

The Cessna 172 belonging to Eric Hicks that we moved out on a cold and rainy evening to a convenient tie-down nearby. It had to be moved a few weeks later, across the field. When starting, it encountered a slight puzzling problem. Though the battery was strong, it turned over and on occasion, seemed to want to start. A long call and discussion to the A&P mechanic in Oregon raised this question. Has the fuel been checked? Yes, each wing was checked and they were fine. Was the gascolator checked? Well....Um...NO. We are just going across the field and it was run just a couple of weeks ago. Well we pulled out the test cup and drew a sample. It was an amazing urine yellow sample of fluid! Nothing like what was in the tanks. Many samples were drawn, maybe about 7-10 before we got blue fuel. What was it? It was water, a lot of it, stained by a little rust. We determined that the filler caps on the fuel tanks were poor and loose, allowing water from the rain that night to enter the tanks and work its way all the way to the lowest point in the system...the gascolator. Even a missing item on a simple check list can cause a lot of problems.

The beautiful black RV-7 belonging to John Courte from Santa Monica is gone. John worked diligently in relocating his oil cooler during that time. He was here many evenings and weekends and was impressed with the resources available to him at EAA96. This included expertise from many people, including Rich Schleicher who was up north on a little vacation but was willing to give him key information on making a fiberglass duct. He was considering making it out of a complex sheet metal form. John does not like to work with fiberglass but once he made the form, he showed it to his wife. Turns out, John's wife is excellent with fiberglass. He completed the work, flew a bit to check it out and soon he was ready to go home.

John waited on his exit day because the word was out that Karl Lekvan was going to have his awesome Peitenpol picked up by folks from Camarillo. Well that didn't happen and John was bummed out because he wanted to help. John wants to use our facility again for his conditional inspection. He also made note of the Chapter presentations and will return.

Alvin Voight and his BD-4 will begin activity soon. He has figured out a housing problem he had and will be back in true force

Byron Doan wants to sell his pristine Cessna 150 and upgrade to something faster. He is eying Leslie Huttunen's Glasair in midfield. Leslie is wishing to bring that in the hangar and go through it. We will see how that evolves.

Larry Munn is battling a propeller issue on his Cessna 421. He recently sent the left prop out for overhaul after completing the right propeller last year. When he got it back it was very nice but during installation, one of the bolts pulled out a sleeve. Back to the overhaul shop it went. Those props are heavy!

Gus

Young Eagles

Ivory Williams (next page)





Supported by: Jeppesen

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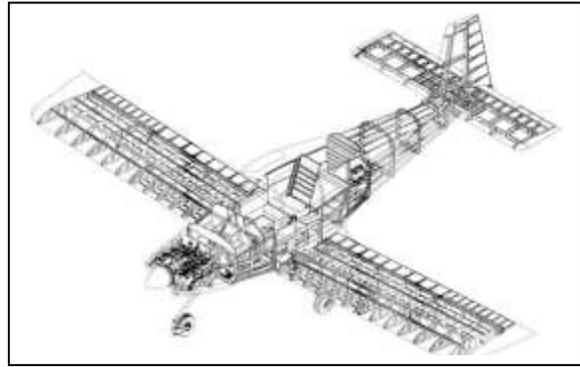
The EAA Chapter 96 VMC club has started it's schedule of gatherings for 2018 on January 04. This was the 1st of monthly VMC club opportunities open to any pilots who want to improve their proficiency, gain local knowledge about air space, TFR information, and hanger talk about topics that are relative to current flying conditions in our area. This resource is supported through EAA's VMC Club and provides pilots an opportunity to share piloting experiences and 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. 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

Jan 04	Topic: Group night flight approach to landing procedure
Feb 01	Topic: Engine sputter after take off
Mar 01	Topic: Spring flight into clear air turbulence
April 05	Topic: Biannual expiration
May 03	Topic: Rough runway landing at AVX

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NEWSLETTER IDEAS OR ARTICLES?

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

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