

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

July 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, 17 June, 10:00

Mid-Air Collision Avoidance Presentation

Michael R. Hunter, Maj, USAF

Chief of Flight Safety, 412 Test Wing

Open to everyone.

Young Eagles

Friday, 21 July

Ace Camp at CPM (not open to the public)

Saturday, 22 July

Western Museum of Flight

Torrance Airport

Board of Directors Meeting

Saturday, 4 August, 09:00

Open to all members.

Chapter General Meeting and BBQ

Saturday, 19 August, 10:00

Open to everyone.

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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.

Warm weather has settled in. Some complain, some enjoy it, airplane performance declines, and safety is paramount. Pay attention to density altitude, it can bite you. I lost a gorgeous C-182 to what was a high-altitude landing but it turned out the pilot set the aircraft up for a sea level landing at Big Bear. DA was only 8,000' but it can be 11,000' there plus they entice you with cheap fuel. You can depart there very heavy. Be safe.

The Board is addressing safety issues in the hangar as well. There have been sightings of unsafe tool operations. Given this, we are now doing perfunctory tool operation briefings at all of our membership meetings and not taking for granted that everyone understands how to operate a tool safely. We have a lot of expertise in the hangar and we need to share it. I came in to use some tools a week ago and looked all over for a face shield. Nowhere could I find one and mine was at home. I shared with our hangar folks that if we are going to provide tools for our members, we should also supply the basic safety equipment. There is now a face shield hanging up around the tool room and we will look to address other deficiencies.

One Board member has offered an unused security system that may improve our monitoring of the hangar and expand locations that we can view. Besides intrusion, this can be used to document unsafe operations and potentially prevent major injuries or damage to the facility. We speak to a "culture of safety" but to implement this we all must be on board with policies that promote such and there is much more to do. It's too late when you have to say "I'm sorry".

Most of you are aware that we are tightening up our bookkeeping and beginning to gain insights into how we are really doing. There is some good news coming out of this process and there is some disturbing news. I like good news so I will share that it is clear that the food sales and the Expo are important additions to our bottom line. On the flip side, it was disturbing to learn that 2/3 of our tenants have not renewed their Chapter membership. We must do better, both on the Board side and the member side. Our contracts are clear, if you are a tenant you are not covered by our insurance if you are not a Chapter AND a National member. We are actively cleaning this up and implementing a late payment policy.

Craig Louis has taken on the daunting task of linking membership and our books. It is true that we cannot do everything in Quick Books but he is doing what makes sense. I look forward to continued good news on this front. In addition to this, we are staring straight at some upcoming changes. Craig will likely choose to either be the Treasurer or the Secretary. In good faith, we cannot ask him to do both. This leaves open an opportunity for someone else to step up and assist with the leadership of the Chapter. There may be other positions as all officer positions are open. In addition, there is room for more Directors. Are you interested in taking on a little bit of the load and lighten the work for all? Let us know.

Most are aware that our Young Eagles program has literally taken off this year under the leadership of Dustin Wallace. However, not unexpectedly, Dustin will be PCS (permanent change of station) out on September 1 and we are looking for someone to step into his shoes. He is rightfully ecstatic on two fronts; 1) he is going to Air Force flight school and; 2) his hangar project took its first flight last Friday! He has two upcoming rallies before he leaves with one at TOA and the other is looking very creative being at AVX.

George Hanniff has yet another great program planned for this Saturday; a presentation on avoiding mid-air. I have been so pleased with our program response. For you volunteers, I continue to encourage you to reach out to Hangar Manager Gus and see how you can assist him. He continues to clean up the place and encourage tenants to keep their workspace clean but he cannot do this alone. This makes us look good to others looking to join us. If you are aware of a project that needs a home, send them to Gus. We have space open.

As always, your 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.

Volunteer Opportunities

- Lead a Team of volunteers to upgrade the floor in the conference room. Paint the room. Install the TV and cabling.
- Special projects for someone good at woodworking. We supply the wood, you supply the talent.
- Machinist training. (Share your skills with others.)
- Set up and make operational the small sand blast unit in the back of the hangar.
- Assist Dave Bristol in the installation of the new video cameras.
- Design a paint scheme for the hangar and get it approved by the Board. I believe there is one proposal already?
- Redesign our hangar meeting space and infrastructure for presentations.
- Assist with cooking on membership meeting day.

Donation Opportunities

- Conference Room upgrade
- Hangar Paint Fund
- Tires for the Man Lift (12.5L x 15) 4 ea.
- Decorative faux plants for the conference room. (slender preferred)
- New conference room ceiling tiles. Looking at options.
- Large wall mount TV bracket.
- Gliders for the Expo. (\$500)

Young Eagles

Christopher Lord

Pilots and volunteers needed for Young Eagles:

Friday, July 21

Ace Camp at CPM (not open to the public)

Glenn Parkison will be the on site contact

Saturday, July 22

Western Museum of Flight

Dustin and Chris will be on site. Volunteers needed at 0900

Call the YE hotline 424-242-8771 for information.

Hangar News

Gus Gustavson

Did you notice how clean the hangar is getting? I have hired my daughter to help us muck out the mess in various areas. We moved Dustin to front row center because his VeriEZ is now flying. The two large bays in the second row are clean. Salvage metal has been sorted (iron-aluminum). All the bays have been blown out and swept of piled up dust and dust bunnies. There were bunnies everywhere! Several sweepings and we are almost done. We have found four vacuum cleaners which I plan to refurbish so clean-up will be easier. I love a good vacuum cleaner. One just has to touch the dust and the dirt is gone! I am trying to fix the ever present lean in the west wall sink. We have been using a bucket to catch the drips for years. I appreciate the help from others (X) in keeping the place clean.

Dustin was scattered all over four spaces as his day and night crew come in to help him solve his build issues. It is a build by committee with Dustin receptive to all ideas but he has the final say. It is amazing to watch. Moving him up front allowed him to reorganize and since the VariEZ is now flying.

Harrell continues to clean and polish his Thorp 211 amateur built aircraft. We all are learning about this aircraft. The Thorp 211 was a production category aircraft that did not sell well in Cessna's selling boom. A few kits were sold for Amateur Built category, with Harrell's being one of these rare birds. He is surly enjoying how it is progressing. He uses hired help when he is overwhelmed, asks a lot of questions, then asks some more.

Carl also had my daughter help him get reorganized. More bunnies and dirt were found and after several hours, finished up with lunch. Carl says his area has never looked so great.

We have a new aluminum blade in the band saw. I plan to install the 2nd donated band saw and install a blade for cutting steel. The upcoming machine safety talk will be about bench grinders.

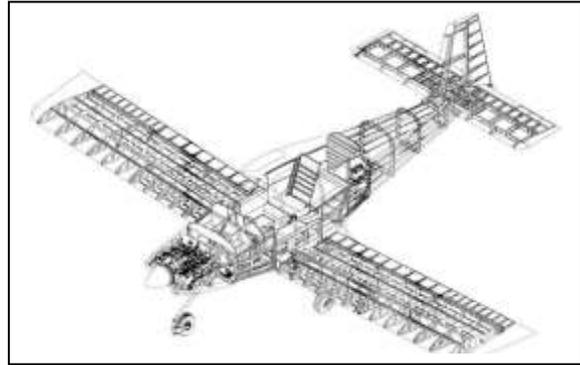
My GlaStar had a mishap in front of the hangar. A backfire occurred on startup with a loud bang. I tried to restart but it ran really rough. On closer examination, I discovered that the whole bottom of my induction manifold disintegrated with the backfire and pieces were on the ramp. It was a plastic Rulon manifold, an Idea that Superior Engines tried to save weight used on a lot of BMW cars. Superior Engines didn't realize the issues with backfires until many engines were shipped. I was supposed to change it on the last conditional but was worn out fixing other things like a bad landing gear. I had three fortunate things happen. No one was hurt, it occurred in front of the hangar and not some remote airport, and I had the new part on hand. Four days later, the problem is fixed with an aluminum investment casting. It starts easier, it still lighter than the Lycoming sand casting by almost 30%. A compression test reveals that the cylinders are perfect.

I think it is time to go flying.

Did I mention the Dustin's VariEZ is flying?

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EAA Chapter 96 is on Facebook! "Like" our page at <https://www.facebook.com/EaaChapter96>



NEWSLETTER IDEAS OR ARTICLES?

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

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