

EAA Chapter 96

# PENINSULA FLYER

South Bay

SoCal

June 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

Special presentation by

Commander Bob Johnson, USN, retired

Open to everyone.

### Young Eagles

Saturday, 24 June

Compton Airport Terminal Building

### Board of Directors Meeting

Saturday, 1 July, 09:00

Open to all members.

### Chapter General Meeting and BBQ

Saturday, 15 July, 10:00

Open to everyone.

### Young Eagles

Saturday, 22 July

Western Museum of Flight

Torrance Airport

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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.*

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Personal safety is a critical element around any facility such as ours and there have reports made about unsafe use of tools that could result in personal injury or damage the tool. While we have insurance protecting the Chapter and EAA HQ, the responsibility is still upon the member to act responsibly. In the interest of being proactive, the Board has voted on an addition to our monthly member's meeting to add a five-minute presentation on the use of a specific tool that one may find inside the hangar. This session will instruct upon the safe operation of that tool and encourage compliance. We do not wish to be in a position, post-accident, where there has been no formal training on tool use. In some cases, like the tool room milling machines, these pieces of equipment require some formal training to even operate without injuring one's self. The Board has also been offered a more robust video surveillance system that can more effectively observe activity inside the tool room and the hangar. We strongly encourage a culture of safety in the use of tools on our premises.

As we reorganize and refine our internal accounting, it is revealing items that our Board must address. One item stood out in our last meeting and that was the value of the Expo, now in its seventh year, as a source of income to help the Chapter break even. This has worked for years but has become more difficult to sustain outside sponsorship. Then, the County requires American Airports to market the airports through community events and there is now a budget for supporting such efforts by organizations like us. However, while we have had control in the past to manage the event in our best interest, accepting dollars from the fund has the potential to limit our ability to raise dollars in the interest of providing a "free" event to the public. We are looking at this closely. Meanwhile, if you or any member knows of a company that is willing to support our Chapter through this event, please let me know. We are a 100% tax deductible 501 (c)(3) charity.

On top of fundraising is a stark reality. We do not have a long-term lease for our facility and even if we did it would likely have an annual rent escalation clause. Currently, that increase hovers around 2%. This year saw an annual increase of \$864. While we did some restructuring at the beginning of this year that helps to absorb this, these increases will continue and there are only so much we can do. In a few years, we run out of options to be more efficient.

The Board also deals with seeking a balance between occupancy, tenant relations, and rental rates. Even with this, A/R is way too high although the bulk is attributable to only 1 or 2 members. Still, how can the Chapter operate without this revenue? We are addressing this now with tenants through a late payments penalty going forward.

Don't get me wrong, there are some great things happening within our walls like the expansion of YE, our growing relationship with LA AFB, and airport support of what we do. However, one cannot stick their heads in the sand and declare all is well. After all, each of us pilots are constantly looking at the horizon to see what's coming.

We have had two outstanding visits to the Chapter recently. On May 27<sup>th</sup>, EAA 14 out of Brown Field made us their monthly fly-out destination. About a dozen members on both sides showed up and we simply had a great time. If you weren't, you should have been there! The other visit was by Christina Pascucci, a KTLA reporter and anchor. Christina wants to learn more and wishes to become a Young Eagles pilot. She has her private pilot certificate and will likely be present at our next YE rally. We do seem to be making a difference out there with renewed interest in what we do. Hopefully, this momentum will result in additional financial support. Ask, you never know what may be offered.

As always, your feedback is welcome.

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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 News

*Gus Gustavson*

We are slowly moving forward in getting aircraft airborne. For sure, it is a slow process. Dustin and his Vari EZ is progressing quite nicely with his custom made Engine Monitor mounted in his own 3D printed housing. A new wing antenna was installed and new engine baffling is being made. He recently did a short taxi test to ensure his brakes and other systems are functioning...without wings. Pretty exciting stuff. Leslie Hutenin is in the process of making wheel leg fairings for his GlaStar to go over his new glassed in leg stiffeners. Harrel is progressing on his thorp 211 making new interior insulation and cleaning up the exterior components. My GlaStar has finished the Conditional Inspection and made a trip to Corona. I seem to have solved the forward engine oil leak after 3 seal changes. Do you have a Lycoming with a forward engine oil leak. See me since I have fine-tuned the seal change process.

The next few months, we will focus on tools in the hangar. We have some excellent tools to do all kinds of stuff and we will take a bit of time each month to focus on the proper use and maintenance of each. Some are simple. Others like the mill, lathe and welding equipment require a little more attention due to either safety or complexity. I hope you will come away at learning a bit and be able to give life experiences feedback to help us all. It is my hope to teach each one of us something so we can be safe and get the most out of each tool. We have a couple new additions of tools to the hangar thanks to Dave Bristol for a brake bleeding system and welding torches thanks to Karl Lekven.

The first will be the most, and unfortunately understood tool, the band saw. This simple machine CAN cut aluminum, fiberglass, wood other soft metals. And, it will cut steel, but at great expense.

We buy a blade that is excellent for aluminum and wood. I could use it all day long, for weeks cutting aluminum with ease. If I cut, say 4 little pieces, of 4130 steel for that little mount that is needed, you will succeed. BUT, that blade is now 95% destroyed for cutting anything else. THE BLADE IS ALMOST ENTIRELY WORN OUT in as little as 10 minutes of cutting. It will be difficult to cut wood without burning it. What to do?

I highly suggest each of you keep a new band saw blade for your own use. I will show you how to properly set up your own blade for your own use, and then fold the blade for your storage. Remember to replace the original blade when done. I will give you the part number of the blade you should get.

Next month, I will discuss the simple grinding wheel, wire wheel and deburring wheels we have. I will discuss how to properly use it and how to simply damage it.

# Raymond Hill Obituary

*Xavier Marshall*

Raymond Hill, 68, died Saturday, June 3rd from a brain aneurysm.

Ray was an active family man, leaving behind a wife and two adult sons. Before he started his family, he served honorably in the Navy and would tell great stories of his adventures.

He was also active in many clubs and other organizations including EAA Chapter 96, California Black Aviation Association, California Redtails, metalworkers, and train club. He was a mechanic, baker, a fabricator, and woodworker and just enjoyed working with his hands.

He enjoyed attending the EAA chapter meetings and had plans to start work on his RV-7 when he returned from flying cross country to and from Pine Bluff, AK to attend a BPA event with two friends over the Memorial Day weekend.

He built miniature trains and drove them at Griffith Park, giving kids and adults rides. He put his woodworking skills to work building cabinets, stands, tables, and various other furniture. He even built two ukeleles so he and his wife could attend classes together and learn how to play.

Ray was a licensed private pilot and flew every chance he could get. We flew together to all the usual SoCal destinations like French Valley, Santa Ynez, and Montgomery Field. We have also flown to Tucson where we visited the Pima Air Museum, Titan Missile Silo Museum, and the Design Build Fly competition.

As a baker, Ray turned out a lot of delicious cookies (his peanut butter cookies were my favorite), pies (if you ever had the pleasure of getting a piece of his Key Lime Pie...) and cakes. He would nearly constantly bake and give cookies to his airport friends. If you attended any of the airport Christmas parties you most likely have eaten his fried turkey, and cookies.

Ray will truly be missed but he will be remembered by his friends and family. He will continue to fly since he has helped work on many of his friends' airplanes including my RV-7 and Cherokee.

When this life I'm in is done,  
and at the gates I stand,  
my hope is that I answer all  
the questions on command.  
I doubt I'll be asked of my fame,  
or all the things I knew.  
Instead, did I witness the rainbows  
on rainy days I flew.  
The hours logged, the status reached,  
the ratings will not matter.  
Did I notice the sun's rays  
on the lakes that scattered.  
Or what about the droplets clear,  
that spread across my screen?  
And the twinkling eyes of student pilots keen?  
How fast, how far, how much, how high? I won't be asked these things.  
But did I take the time to watch  
the moonbeams wash my wings?  
And did I see the patchwork fields  
the mirrored lakes below?  
Or the mountains high and velvet hills? Of these did I behold?  
And when the goals are reached at last.  
When all the flying's done.  
I'll answer with no regret – Indeed! I had some fun.  
So when these things are asked of me,  
and I can reach no higher.  
My prayer this day with hands extended, please welcome home this Flyer.

- David Clyde Gross

## VMC Club

*Rich Schleicher*

VMC Club is intended to allow active Visual Flight Rule pilots to engage in some directed, high quality hangar flying with the goal of improving pilotage skills. EAA national produces and provides brief VMC pilotage topic videos that VMC club organizers can use to start off the meetings. VMC Club is similar in structure to IMC Club, the instrument flying improvement group which is also supported by our EAA national organization.

Rich Schleicher organized the first meeting of our new EAA Chapter 96 VMC Club, on May 25 at the hangar. Six pilots attended, including Gus Gustavson, Keith Spreur, Dustin Wallace, John W, William Pass, and coordinator (also board member) Rich Schleicher. Other than a little video presentation delay, it turned out to be very productive, laying the basis for future gatherings.

### EAA Chapter 96 VMC Club Meeting Schedule

- 1st Thursday of every month starting in July.
- 7:00pm, sharp, and last 1 hour only.
- Next meeting, July 6
- Chapter 96 Conference Room
- VMC Club meetings are for current, active pilots that fly on a regular basis.

Please be prompt. Meetings begin at 7pm sharp, and last only one hour. This provides plenty of time for discussion after the five-minute video prepared by EAA national.

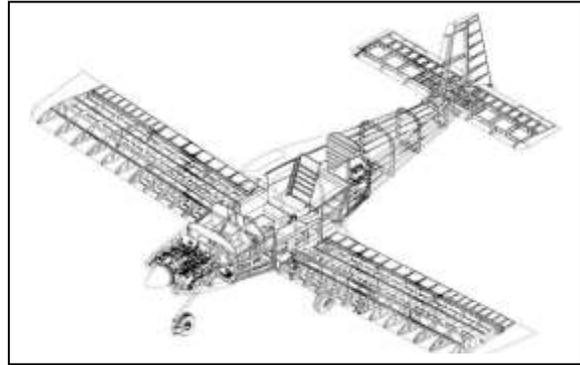
If you have questions about EAA Chapter 96 VMC Club, please contact Rich Schleicher [ops@actsworld.com](mailto:ops@actsworld.com)

## Young Eagles May Rally

*Pictures by Ivory Williams*



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](mailto:jimandmandy@yahoo.com)

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