

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

March 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, 18 March, 10:00
Special Presentation: "Flyabout"
a documentary film by Monika Petrillo
Open to everyone.

Board of Directors Meeting
Saturday, 1 April, 09:00
Open to members

Chapter General Meeting and BBQ
Saturday, 15 April, 10:00
Program TBD
Open to everyone.

Young Eagles
Saturday, 22 April
Hawthorne Airport (HHR)

COLLINGS FOUNDATION WINGS OF FREEDOM TOUR
Thursday-Sunday, 27-30 April
75th Anniversary of the Doolittle raid on Tokyo
Visiting aircraft: B-25, B-24, B-17, and TF-51.
Torrance Airport (TOA)

**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.

I want to express my heartfelt appreciation to many who have been stepping up for the benefit of the Chapter. Craig Louis has accepted the role of Treasurer and will be backed up by Rhon Williams who will handle the books. We have purchased our own copy of QuickBooks and Rhon intends to produce a procedures manual for ease of use going forward. Appreciation to Rich for ensuring that all invoices and payments went out in this transition.

There are new Sheriff's in town on the Young Eagles Team. We have now had three rallies in three months and flown over 100 Young Eagles. 54 of those are eligible credits to the Chapter. For you YE pilots, you are encouraged to fly a minimum of 10 Young Eagles per year to ensure your credits are added in. Less than 10 per year do not count towards the Chapter's Aviation Camp goals. Dustin and Christopher have marketed to wider audiences and engaged young lieutenants from Los Angeles Air Force Base who have started small scale STEM activities to attending youth. This keeps the youth occupied while awaiting their flight. I've seen the longest paper airplane flight garner a Snickers bar!

At the last YE rally at the CPM Open House, special acknowledgements go to Keith and George Butts for flying 30 of the 52 youth. They were busy! The other pilots were Don Terry, Gerry Borts (Chapter 448), and Al Gibbs. The Open House was the first one at CPM in a long time but in the end, they pulled it off. EAA promised to support with YE and we delivered. More importantly, we had the chance to share with the Compton City Manager and the Compton Council Member covering the airport, what EAA does and what we would like to do. Both are willing to assist us in those goals.

Also on Saturday, Cathy Beauregard dropped off two A/C units that we may be able to use as replacements in the kitchen and Conference Room areas as warmer weather approaches. Richard Gieser is looking them over for possible installation. We continue to do small things in making the Hangar more attractive, clean, and organized.

I had a long conversation with Carl regarding the Pietenpol project. Carl is ready to fold his tent on this endeavor and would like to see a group of individuals formed that would not only complete the project, but would fly it for the enjoyment of others. To accomplish this, we need a team of 10 individuals, members, and a couple of knowledgeable builders that can take the lead. This team would commit to the completion of the aircraft, assume ownership, and be responsible for monthly rent until further decisions are made. Carl indicates that nearly 100% of parts to complete the project have been acquired. Two or three Chapter members have previously expressed interest but we need to identify some key builders that have the capacity to take this to completion. Carl estimates it should take about six months of easy weekends.

One long standing tradition of EAA is name badges. EAA promotes sales of name badges from Chapter 1095 who offers only one style in a large (1.5" x 3.25") or small (1" x 3") format. There is only \$0.90 difference between the two and I like the larger one for tired eyes like mine. You can choose magnetic or pin. This is a fundraiser for Chapter 1095 and the large badge is priced at \$9.25. Many of us have our old badges from the Torrance days, including me, even though I never participated in Torrance so it is curious to me that my badge says Torrance. For me, it's a new day and we should be proud of where we are and what we are doing. This is not hard to do and promotes camaraderie around the hangar with new members.

I will be leaving for Lancaster on Sunday and not returning until the 28th as a manager on the LA County Air Show team. Besides working with the Thunderbirds, our premier act, I just closed the deal for the Super Hornet Demo out of Lemoore NAS and the A-10 Heritage Flight out of Davis- Monthan AFB in Tucson. Add to this more statics, more STEM, warbird demos, jet truck, and more and we have a great show. Come on out and see us. www.lacountyairshow.com for more details!

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.

Hangar News

Gus Gustavson

Small things...Big things.

Inside the hangar we are slowly moving to clean up sections. The biggest by far is the side yard with the old mold of the abandoned electric airplane. It is huge. In now three cleanup events we have successfully moved it down from platform, cut it up into sizable chunks and loaded it on the trailer. It is about the volume of a good sized SUV automobile. A few Sawzalls chopped through the huge blocks of Styrofoam and fiberglass. A few hours of Sawzalls will beat up a person's hands. Next we need to cover and secure the mess on the trailer to haul it to the refuse site.

The outside tool area has been cleaned up. A sawdust backboard has been installed. Next we will install a better set of wheels on the saw to make it easier to move for cutting longeron strips and the like.

You may notice that our US flag has moved...just a bit. That is because a newer, brighter screen has been installed by Christopher Lord to improve our presentations.

I am doing a lot of work on Leslie Huttunen's GlaStar which he recently purchased. Even though it is a fine aircraft, the original builder failed to implement some build instructions, items that are safety of flight items. Even follow on Conditional Inspections failed to find these problems. We are able to correct the issues but not without a lot of work and even a discussion with the aircraft designer who has been a great help. It is nice for me to know what to look for in the inspection since there is another GlaStar just a few feet away. Once done, he and I plan to have some fun flights to wherever we want.

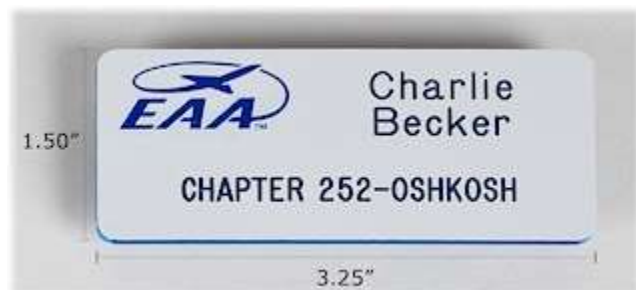
Ads/Announcements

We got an inquiry from August Eichman age.nadt@gmail.com of Chapter 1, looking for "a 2012 AirVenture pin (the circular ceramic one)". He's willing to purchase it.

I talked with Carl and he would be very interested in a group of dedicated people that would like to bring his project to completion. I think 50 hours would do it. Carl and I are looking for up to ten people to contribute their time at least 4 hours per week. When project is completed participating members of the "Pietenpol club" will have a 1/10 share in the aircraft. The cost to join the club is \$200.00 to join and \$30.00 a month. This is an excellent opportunity for those who wish to get their license and have access to an excellent, fun and affordable aircraft. I personally cant afford \$130.00 per hr in a rented plane. The Pietenpol will be a great asset that will allow people to get their Tail Wheel endorsement, CFI, PIC ticket etc for only \$10.00 per hour to fly! For non-members and instruction the cost would be higher. I know it sounds crazy? Please go to www.Toledo Buzzards.com. Their club flies the same exact aircraft for ten bucks a hour dry. I hoping some member will step forward and help Carl's dream come true. Please feel free to have any interested people contact me.

Thanks for your help,
Paul Heiderich
luapjerome@gmail.com
323 557 6310

Sample of name badge as mentioned in Chapter Chatter, above. Please let us know if you would like to order.



Young Eagles

Dustin Wallace

I would like to extend my thanks and congratulations to our volunteers yesterday for another very successful Young Eagles rally. Despite some initial chaos in registration, the event began running more smoothly as we got into the day, and our five pilots ended up flying 52 Young Eagles!

Gerry Borts, George Butts, Al Gibbs, Keith Spreuer, and Don Terry came out and showed the kids a great time, some of which were returning Young Eagles who seem to have really been bit by the aviation bug, quickly working their way through the Sporty's learn-to-fly course provided to the kids through Young Eagles!

Our STEM booth seemed to be a great hit again, so I would like to certainly extend my thanks to Kyle Hathaway and Jon Geerts for planning and coordinating it, and ultimately keeping the kids highly interested and excited as they learned new things about propulsion, aircraft control, and aerodynamics!

We couldn't have done it without all of our volunteers, so thank you all so much for your help! Our EAA ground support for the event included: Sean Cameron, Steve Densmore, Barry Jay, Chris Lord, Dennis Lord, Jim Lobue, Celia Lord, and Sigrid Terry with additional ground support volunteers from Los Angeles Air Force Base: Jonathan Geerts, Paul Grossi, Kyle Hathaway, Jared Pilcher, Kaion Smith and his kids Nia and Dominick, and Irvin Vazquez-Calderon. I think I got everyone, so please let me know if I left anyone out!

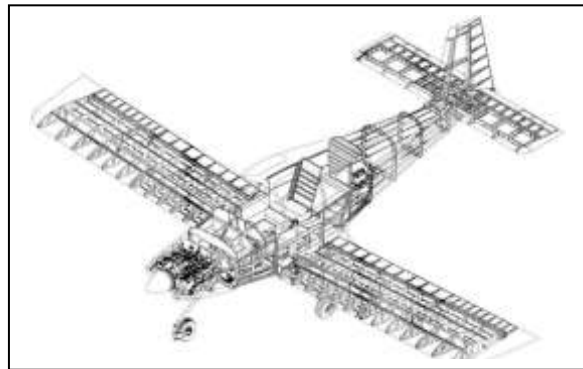
These two rapid-fire events on 25 February and 11 March have certainly been a learning experience for Chris and myself, and we are going to take the lessons learned into future rallies, beginning with heavily favoring a reservation-based model and likely staggered arrivals for the families. We will soon be nailing down our venue at the Hawthorne airport for 22 April, so please put that date on your calendar and let me know if you expect to be available to help then!

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NEWSLETTER IDEAS OR ARTICLES?

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

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