

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

May 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, 20 May, 10:00

FAA "WINGS" presentation

by Rhon Williams

Open to everyone.

Young Eagles

Saturday, 20 May

Following EAA Meeting.

Compton Airport Terminal Building

EAA Chapter 14 Visit and BBQ

Saturday, 27 May, 09:00

Tour of our projects and hangar

Open to all members.

Board of Directors Meeting

Saturday, 3 June, 09:00

Open to all members.

FLABOB'S DC-3/C-47 Fly-In

Friday-Sunday, 19-21 May

Flabob Airport (RIR)

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.

Another whirlwind month has come and gone with a flurry of activity. However, I always caution that activity doesn't always produce desired results. But, in two cases, it has. We hosted a 4th YE program at HHR last month and flew yet another great turnout of youth. At last count, we are already over 103 credits to the Chapter for Aviation Camp candidates. I am seeing the possibility of sending two campers once again next year to complement the two designees for this year. Kudos to the YE team that is taking on this challenge and making a difference. In addition, our new partner at HHR, Wolfe Air, wants to grow our program.

The second round of results came from the MORE (My Own Realization of Education) proposal to the Board last month. We worked closely with them for a month and last weekend, once all the items were in place, we hosted them in an on-site aviation session focusing on the basic four forces of flight. MORE provided volunteers, students, and parents as well as the curriculum. We provided a location and an aircraft for a review of what they learned. Sixteen students arrived and participated in four sessions over a three-hour timeframe. Parents were involved and learned too.

One session was to build their own aircraft from items purchased at the "store". They were given "money" to purchase said items for construction and as engineers had to design and fly their aircraft. Needless to say, there were successes and failures but all learned. The next session used the outside observation deck for parachute construction and launching in a competition to see who could come closest to a target. Session 3 involved seeing an aircraft up close and demonstrating the control surfaces and what they do. Session 4 was lunch and debrief on what they learned. All left with an improved understanding of the four forces. We are talking with them about doing this quarterly. Thanks to Xavier for assisting in monitoring the hangar for the day which ended at 1 pm. With the TAM event going on outside the building, we ensured there were no concerns with our assets.

Rhon Williams is bringing us his story on what kept him from deploying his Cirrus BRS at the May 20th Meeting. In addition, we will be hosting a down-sized YE rally at the Terminal after the meeting. Downsized, but growing, due to time demands and personal schedules with Armed Forces Day and some family impacts. We have one Scout troop and likely a number of the MORE students coming and need 3-4 pilots. I will be one of those and I see Merrill has checked in to fly. Remember, if you are a YE pilot, you must fly 10 missions before any of your credits count for the Chapter.

We are looking for a few project-oriented volunteers to do some simple things around the hangar. Hanging posters, assisting our facilities manager in easy projects, and there are more easy items if I think about them. Then, have you noticed that we have been officially relegated to the position of being the worst looking "FBO" building on the airport? TAM just painted their hangar and with Van Wagner's already done previously, we look third-world. It's time to think about finding a sponsor to do this. How about a Sherwin Williams job and give them advertising space on the street side? We need to get creative and get this done. First, a design competition to determine a distinctive look. I'm sure there are more ideas out there!

With a variety of tools and equipment in our facility, the Board has expressed concern about member safety. Remember, it only takes a second to lose a finger or an eye due to unsafe operating practices. There are reports of such activity in the hangar so I am reminding all to use proper techniques in operating these tools or equipment. If you are untrained, we have training available to you. If you see something, say something! If you break a tool, repair it for the next member. Clean up the work space after use. Especially sawdust debris. It only takes minute to maintain a presentable work space for the next member. Lastly, as a Chapter member, you are required to maintain national membership. Without that, there is no insurance should something occur. We will be paying closer attention to this going forward so be prepared.

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

We are doing a lot of aircraft maintenance now.

Leslie Huttunen is putting on gear stiffeners as we finish up on his conditional inspection. Steve Cass has been doing more to try to get his new engine completely installed and running. Harel Tanami has been progressing on his Thorp with engine and interior work. Harel has several helpers. It is starting to take shape again and looking good. Dustin is working on wiring and engine work and he also has helpers. I helped Carl swage a couple of cables in place. He says now he can move forward in installing the rear instrument panel board.

Our new member, Byron Doan, brought over his C-150 for a compression check. It was near perfect with one cylinder reading 80 and another 79. Byron recently flew the C-150 in from Florida as he has recently moved here. He is another engineer at the Air Force base. In between other aircraft, I am now beginning my formal conditional inspection after replacing my forward engine seal for the fourth time and straightening out the main gear axels (a long story).

I have been doing clean-up here and there. The bathrooms get hit the hardest and need constant attention. The tool area comes in second. I have some ideas to help it be easier for me and others who tend to leave a mess. If you make a mess, please clean up if you can. As the saying goes, "Your mother doesn't live here!"

We now have 4-1/2 empty spaces, one being full sized. I plan to consolidate Dana Dubroc's Starduster Too into his smaller space soon and try to free up full space #5 in hangar center.

I also need to get a work crew some afternoon to wrap up the junk on the trailer to prepare to haul to the refuse center and then a Saturday for another crew to haul it to the center.

May Meeting Program

Rhon Williams

Title:

How an Engine Monitor Kept Me from Pulling the Chute

Topic:

The saga of an inflight engine failure, safe landing, the failure diagnostic process, and the resultant engine overhaul.

Brief Description:

A seemingly routine flight from TOA to SEZ required quick decisions when the oil pressure started dropping rapidly. After getting safely on the ground, a failure analysis was performed looking for the cause. Diagnostics led to an engine overhaul which is fully explained, and sample parts from the engine are shown.

Upcoming EAA C Upcoming EAA Chapter 14 Visit

Dennis Lord

EAA 14 flyout to EAA 96 on May 27. Expect arrivals between 0900-1000. Tour of facility and projects. Hosted lunch for EAA 14 members. All members are invited to join in.

Young Eagles

Dustin Wallace

I'd like to extend my gratitude for everyone who came out to support yesterday (23 April –ed). We pulled together a very smooth-running and successful event, with our six pilots flying 47 Young Eagles!

Every parent I talked to was very excited about the event, and they too very much appreciate all of your help in making the event as smooth as it was. Amongst our guests, we had a child who EAA chapter 96 is sponsoring to go to the EAA Air Academy, as well as a returning family whose oldest daughter has nearly completed the EAA learn-to-fly course where she can then get her free official flight lesson. Future pilots in the making! Other guests include those who work in or around the aviation industry and want to expose their kids to flying as well, including a 1000-hour fighter pilot, an LAX TSA security worker, and even my commander from the base with his two daughters. We even helped 11 Boy Scouts earn their aviation merit badges!

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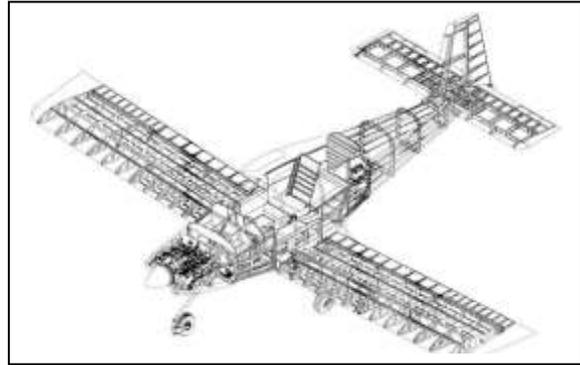
Ads/Announcements

We got an inquiry from August Eichman [<age.nadt@gmail.com>](mailto: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,
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NEWSLETTER IDEAS OR ARTICLES?

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

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