

PENINSULA FLYER

South Bay

SoCal

August 2011

Editors Corner

Misc. Rants and Raves

Please bear with the newsletter changes. Refinements will come over the next few issues. If you would like to submit an article please contact me. Remember, the quality and content of the newsletter depend on *you*.



Pull back, go up. Push forward, go down.

Hangar Report

Keith Spreuer

July 2011

Our vacancy situation has improved a little. We rented an additional 2 half spaces; One for Ron Schroeder's trailer and another for material storage for Jim Lobue. We have a fellow that seemed very interested in bringing in a Long EZ and renting a large space but it has been about a month since I heard from him. Currently we have 1 large and 3.5 small spaces vacant. We also have one tie down space available. Of course the other big event that will help us cover costs on the hangar is the Fly-In and RC Expo held last Sunday. We don't have all the financial data digested yet but it certainly appeared to exceed our expectations. In support of that event, we did a lot of clean up and consolidation. We still have a lot of stuff from previous tenants that needs to be cleared out by them, sold or trashed. The biggest part of the issue is the donated BK-1 and the Pietenpol we have from David Fisher.



Aside from that there was a Herculean effort made to clean the kitchen, pilot lounge and bathrooms which needed it badly. A giant thank you to all that participated, especially Lucy Ann Bristol who I know

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was instrumental. The hangar cleanup was particularly needed in part due to the painting preparation being done on my Cozy. It got done the day before the Fly-In, right down to the wire! It came out very nice don't you think?

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EAA Model Expo and Fly-In Wrap Up

Xavier Marshall

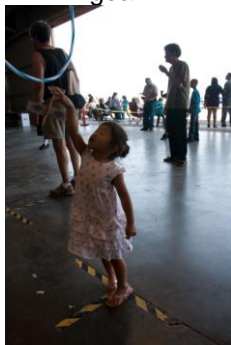
The EAA Model Expo and Fly-In was a great success! Our EAA chapter came together and pulled off an excellent event! The superb pancake breakfast and gratifying hamburger and hot dog lunch fed many a hungry belly throughout the day.



Many kids, both young and old, wandered the flight line. Each one, eyeing the aircraft on the ramp dreaming of what we are privileged to experience; flight. The eyes of children and adults widen as they are told that they too, can build an airplane and experience the joys of flight.

As the day goes on, gliders streak though the EAA hangar aiming for a hula hoop hanging in the middle.

The younger kids do their best to get their glider through the hoop taking stretching to achieve their goal.



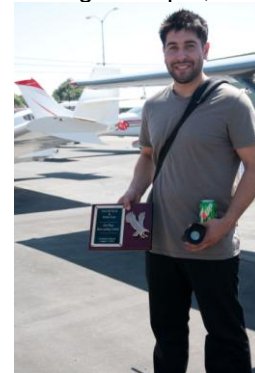
Contests were held for farthest glider flight of an unmodified and modified glider.

Later in the day, it was time for the remote controlled

aircraft to take to the air. They were a sight to see. Everything was covered from electric park flyers and helicopters to piston engine airplanes, and helicopters. There were even 400 mph kerosene burning jets and a turbine powered helicopter.



The last event of the day was the landing contest. Several people jumped in their airplanes and took to the skies. After a few landing attempts, the winners were declared.



Best Landing

At the end of the day, fun was had by all that attended. Many asked if Chapter 96 will have this event next year.

Thanks everyone, for an excellent event!

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FAA Clarifies Inspector Authorization Policy

Avweb.com

The FAA has tweaked its proposal for clarifying how it authorizes maintenance inspectors, and NBAA and AOPA

Continued from page 2

seemed mostly satisfied with the results, although AOPA says it is still concerned about how the new policy (PDF) will be implemented. The proposal issued last November **triggered alarm** that some inspectors would not meet the new proposed standards, causing a shortage, leading to delays and higher maintenance costs. The policy issued last week "has clearly been broadened to include as eligible for renewals those [inspectors] who perform specialized or occasional maintenance inspections," said AOPA.

NBAA said it had advocated for the FAA to clarify its criteria, because the former rules had been confusing. "The lack of specific guidance had led some FAA inspectors to define the term narrowly and deny renewals to [some] individuals," NBAA said. The new definition will become effective with the next inspector renewal expiration date of March 31, 2013.

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DIY: Drone

Build your own Autonomous Aerial Vehicle

A Unmanned Aerial Vehicle (UAV) is an aircraft that has the capability of fully autonomous flight, without a pilot in control. Amateur UAVs are non-military and non-commercial. They typically fly under "recreational" exceptions to FAA regulations on UAVs, so long as the pilots/programmers keep them within tight limits on altitude and distance. Usually the UAV is controlled manually by Radio Control (RC) at take-off and landing, and switched into autonomous mode only at a safe altitude.

What do I need to make one?

An RC plane

An autopilot

Optional: a useful "payload", such as a digital camera or video transmission equipment



Xavier's UAV project

Autopilots in the amateur category typically fall into two categories: thermopiles or inertial measurement units (IMUs). Thermopiles are infrared sensors that measure

the temperature gradient between the sky and the earth and use that to stabilize the aircraft. IMUs use accelerometers and gyros to do the same thing.

A good example is the ArduPilot (\$24.95 + approximately \$180 in additional parts such as GPS module and sensors): Arduino-based open source autopilot. It is easy to expand and modify, but requires some soldering. For more information, visit <http://www.diydrones.com> or Google "ArduPilot". Items can be purchased from the site above or <http://www.sparkfun.com>.

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Maiden Flight for SubSonex

V-tailed jet completes two flights at Wittman Field
By [Fareed Guyot](#), Manager – Electronic Publications

August 11, 2011 – A little yellow jet was spotted over Oshkosh Wednesday morning (August 10) and soon it was confirmed that John Monnett's SubSonex had made its first flight. Jet sailplane pilot Bob Carlton, who wowed AirVenture crowds two weeks ago, was at the controls for the 14-minute flight. Thursday Bob took to the air for a 45-minute flight that included four landings and a climb to 5,000 feet, which Carlton joked took about two minutes.

The flights are the culmination of at least [four years of development](#) including an [engine change](#) and a design review to address controllability during takeoff and landing. It was a happy day for Sonex Founder John Monnett, who designed the SubSonex for the recreational pilot.

Read more at http://www.eaa.org/news/2011/2011-08-10_subsonex.asp

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Events TBD

