

EAA Chapter 96

# PENINSULA FLYER

South Bay

SoCal

February 2016

## Editors Corner

*Jim Lobue*

I'm always looking for member written and submitted articles for **your** newsletter. Please email me with articles, suggestions, and/or comments. Thanks.

[jimandmandy@yahoo.com](mailto:jimandmandy@yahoo.com)



## Upcoming Events

### Chapter Board of Directors Meeting

**Saturday, 20 February, 08:30**

Note this is the same day as general meeting.  
All members welcome.

### Chapter General Meeting and BBQ

**Saturday, 20 February, 10:00**

Program: EAA Chapter Videos  
Hangar Cleanup work party this month.  
Open to everyone.

### Young Eagles

**Saturday, 23 April, 11:00**

Compton Airport Admin Building

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.*

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I want to thank the Board and others for allowing me to take a short break to handle some family matters and, most importantly, our daughter's wedding. Dad's know what an incredible experience that is. In addition to this, I left my employment on Feb. 5 and am now fully retired. This will allow me to devote my full attention to our mission. Now behind me, it is time to get back to business.

Our first Executive Committee meeting is scheduled for Feb. 17 and is being held off site to accommodate two Officers that must travel a distance to CPM. As I've shared with some, it is my vision that the Officers should come to agreement on long-term priorities and then bring these initiatives to the Board where we assign appropriate resources to complete the task. Little by little we get things done as resources allow and, in my experience, we suddenly realize that things are getting done.

I was so pleased with our showing at the Leadership Boot Camp at Flabob, Chapter 1, on January 30. Nine Board members and one EAA member associated with our Chapter attended! We definitely had the largest group there and we learned. There are some take-aways from this that we should implement and your Board will work on this. Invited by our Treasurer, the next day Charlie Becker, EAA Director of Chapters, took the time to drive out to us and visit. Rich Schleicher, George Hanniff, Richard Geiser and me hosted him and Kyle Voltz. They were amazed at the cost of our facility and what we need to do to keep the doors open in a metropolitan area. Later, Richard G. and I took them on a historical tour of the site of the 1<sup>st</sup> Air Meet in the U.S.A. and associated history.

A reminder that member dues are due. Members are responding but not everyone has. We value your support. For \$35/year, we provide access to programs, people resources, and if you require equipment or tooling, your membership includes liability coverage for you to use the facility. One thing learned at the Leadership Camp is that the Chapter is at risk for liability if tenants or users of the facilities are not members and there is a claim. That can get very messy in a fast minute.

Chapter registration and insurance was in place prior to the January 31 deadline. We all enjoyed Rhon Williams' presentation on his Jenny project in January. I've seen our sole youth member attend the last two meetings with one of his parents. Encouraging, but more to do.

I believe Keith has a call out for a hangar cleanup day. Please support him as we do need an improved appearance. Besides a safe environment, cleanliness is attractive to those interested in joining us. We discovered yet another roof leak on the south wall that needs to be repaired. Keith is working on it.

I'd like to see the office area upgraded once again and we will take another look at that. It is not hard to replace the blinds that were there with our past tenant and it is time to replace the long table we use for our Board meetings as it simply isn't adequate in size to accommodate the current full Board. To that end, I'm calling on the membership to look for some furniture deals with businesses that may be moving, closing, or upgrading. We are not accepting someone else's junk but looking for some nice furniture to foster an efficient and attractive venue in which to conduct business. While there was a somewhat recent acquisition of plastic chairs for our general meetings, there are still some "dangerous" chairs out there. I've seen many collapses and I was one of them! It's time to deal with this before someone gets hurt. Remember, as an incentive, we are a registered 501 (c) (3) and can provide a tax deductible receipt for value received. I know there are good used items out there. Find them. We will take it from there.

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 Report

Keith Spreuer

The attached tenant list and layout is unchanged from the last report. We stand at 79% of full rental income. We are still dealing with Noe's situation. His brother picked up a load of stuff and hauled it to Mexico for him and I have buyers for his LE canopy and the wing foam. My plan is to gather everything else that might sell and have a Hangar Garage sale including his stuff and anything else in our hangar that ought to be sold. No doubt there will be a lot of stuff left over that cannot be sold.

At the next meeting we are going to have a huge clean up of the hangar and relocation of some projects. I will also remark the spaces so we can get better organized. I will start the prep for this on 2/13 but the bulk of the work will be 2/20. Please volunteer that day. I could use everyone I can get.

*Tenant list and layout is available by request. Please contact Keith or myself. -ed*

## January 2016 Financial Report

Rich Schleicher

Beginning bank balance:	\$13286.26	
Total Deposits:	\$ 3874.51	includes \$915.73 transfer from Paypal last quarter income
Pay Pal income (Jan)	\$ 312.00	
Total expenses	\$ 3845.63	
Month Ending bank balance:	\$13315.14	
Total Pay Pal balance:	\$ 312.00	

Hanger rent received:	\$2510.00	Hanger lease monthly billing \$4272.00
Membership renewals	\$ 560.00	
BBQ/snack income	\$ 210.78	

Break down of expense for the month:

Hanger rent	\$3493.46
BBQ/snack supplies	\$ 26.55
Edison	\$ 130.56
Water	\$ 107.53
Hanger supplies	\$ 87.53

Open invoices for January hanger space rent is \$1762.00\*

\*Late payments have been received in Feb in the amount of \$1006 for January invoices.

Following is a financial synopsis of the year to date:

Beginning balance Jan 01, 2016:

	Income	Monthly expense	monthly balance
January	4186.51	3845.63	+340.88

Effective March 01, the hanger rent for the chapter will be increased to \$3564.38, an increase of \$70.92.

For any detailed reports or specific inquiries of any income/expenditures for the association, please send your inquiries to [ops@actsworld.com](mailto:ops@actsworld.com) As reported by: Rich Schleicher EAA Treasurer

# First Young Eagle Event of 2016

Glenn Parkison

El Nino was nowhere in sight as we had a beautiful, clear and warm February 6<sup>th</sup> for our Young Eagles event at Compton Airport. A total of 27 kids attended with their parents. It was a fun day meeting the kids, talking with their parents and seeing the happy faces of all of them when the new Young Eagle came back from their airplane rides. Smiles all around and many thank yous from the YEs and parents to the pilots and ground crew.

I want to thank the pilots and ground crew. Pilots: Gary Palmer, Mike Petersitzke, Anne O'Brien, Keith Spreuer, Don Herzstein, Don Thompson(from Chapter 7) and George Butts. Ground crew: Steve Densmore, Chris Lord and Dennis Lord. My special thanks to Chris and Dennis for putting out the word to the kids and parents about the event.

We have a dedicated, but very small, group of ground crew and pilots who make YE possible for Chapter 96. We need a larger group of dedicated volunteers, crew and pilots, to be able to continue YE in the future. Please contact me and volunteer!

Glenn Parkison - YE coordinator  
310-374-4812





*Next event will be Saturday, 23 April, 11:00 at the Compton Airport Administration Building.*

## **EAA CHAPTER 96 EARLY HISTORY**

*Bob Hall*

Back in the '50s, several EAA chapters were started at airports around the LA basin. Number 1 at Flaybob started the ball rolling, and soon there was one at most of the local airports, except in the south bay area. Bill Warwick, (who had his PT23 at the old Navy field in Torrance in the '40's) first started talking it up before 1958 but none of us were that interested. When we finally applied to Paul Poberezny for a chapter there were already 50 or 60 started and a lot of applications ahead of ours. We finally got 96.

When we started, there were several guys at Torrance in the chapter, and a few from Long Beach and Compton. The airports on Central and on the LA river had both closed by then. I had my Luscombe at Torrance then. About 4 or 5 members were building homebuilts and most of the rest of us got sucked into welding, cutting out ribs or ribstitching. It was a great bunch of fellows and everyone was enthusiastic. Our first meetings were usually held in the garages where planes were going together and the bulk of the meeting was spent looking at the work in progress. Many of the wives would bring snacks or deserts and we had a delicious meal before breaking up the meeting. I remember one meeting when we spent over an hour discussing what to do if trapped by fog over the entire LA area and insufficient fuel to get over the mountains.

One fellow was building a French plane from plans. He solved the metric problem by throwing out (or giving away) every tool or measuring device with English numbers and buying everything new in metric. As these planes approached flying status, we would have one meeting just to criticize the workmanship. At the end of the meeting, we would have a stack of many notes reminding the builder he left a bolt out here, or the fabric was loose there, etc. I suspect these notes probably saved a few lives if it would have escaped the FAA inspection. I know of one case (near San Francisco) where the seat was on runners and the tie down bolts had never been put in. On the first flight, when he advanced the throttle, the builder/pilot ended up in the tail, many feet from the controls and throttle - he was killed in the thing before he got off the ground.

Bill Warwick was not only the stemwinder for Chapter 96, he was also the most active homebuilder. He finished a little Biplane racer just at the time that Torrance announced no more first flights could be made there. Bill had to trailor the plane out to a little strip in Orange county (now the John Wayne) for his first flight. To keep the dimension's low, he tied the plane on its nose with the wings cocked at 45 degrees so it wouldn't be too wide. He started hauling it early on a Saturday morning so there wouldn't be too much traffic. As luck would have it, a motorcycle cop spotted him and pulled him over. While measuring side to side to see if it was too wide, the cop tumbled down the embankment by the freeway. Bill said he would probably got away without a fine if he hadn't laughed.

Bill and John Thorp were old friends who had gone to school together. One evening when they were chatting, Bill asked John to design a lightplane using pop rivets. John didn't like the idea but Bill talked him into it. As John drew it up, Bill was building. Some parts of that first T-18 were built three times as Bill would tell John what was wrong, and John would go back to the drawing board. I flew as passenger to Chino when Bill had a few hours on it and we ran off the end of the runway. Bill turned to me and said, "I guess I'll have to put brakes on this thing". The first flight on that one was scary. Bill bought a Lyc that had been a helicopter engine. When he overhauled it, he changed all the seals for vertical operation to horizontal except one he overlooked. He took off OK, and started around the pattern to do a first touch and go. On downwind, that seal or something let go and oil started spewing everywhere, completely covering the windshield, He stuck his head out the side and got a faceful of oil which blinded him. He got it down by crabbing as much as possible and the last 50 feet was blind.

Bill was president of 96 the first couple of years. I took over as president for the next two years. Most of our meetings in the early "60's were in a park building at El Nido park. We had few members who could afford to build a plane then so someone suggested building a chapter project. There were many plans available, so we took a vote on which plane we would like to build. A committee of 3 (for each of the top 3 in the vote) found out all they could about that plane and made a presentation to the membership. After about 4 or 5 meetings, we finally decided on a "Woody Pusher", however we decided to have a welded tube fuselage instead of wood. We broke up into groups to do different parts. The fuselage was welded up in a garage on Grant St., Torrance - long gone, there is a fire station there now. The wing was built in a garage in Gardena, and the tail feathers were built in another garage (I don't remember where). Two brothers offered to carve the pusher prop, and one member gave us the engine. Almost every member had a whack at welding, and many hours were spent hacksawing out bad welds. Some ribs were completely unsuitable, there were almost two sets of ribs made. Like all similar projects, there was a great deal of enthusiasm at first, but it died off after the first year. And when I left (divorced and moved away) there were only a half dozen still working on it. I am glad to hear it finally flew, I would have loved to see it in flight.

I recently attended a meeting in the Chapter 96 hanger, and was so proud of all you have accomplished. I hope some of the projects I saw in the hanger get to flying stage soon. Just looking at all the machinery now available to members is astonishing. I wish you all the luck in the world!

Bob Hall

*We received this as a printed letter last year. I finally was able to scan it to include here. -ed*

## **Bearhawk Kit For Sale**

<http://bearhawkforums.com/forum/classifieds-4sale-or-wtb/20725-4-place-51-qb-bearhawk-kit-for-sale>

Get  
local

**EAA Chapter 96**

City: Compton, CA

Airport: Compton  
Airport (CPM)

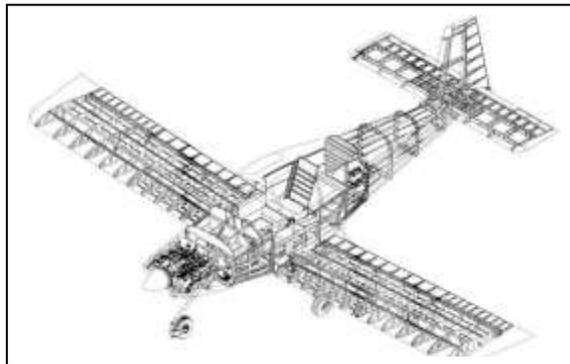


**Monthly Meeting:**

Third Saturday of the  
month at 10 a.m.  
Compton Airport  
Chapter 96 Hangar  
1017 West Alondra Blvd.  
Compton, CA 90220



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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