

PENINSULA FLYER

South Bay

SoCal

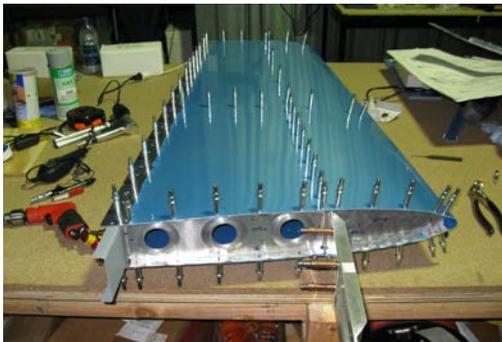
Meeting On 06/16/2012 @ 10am

June 2012

Editors Corner

Xavier Marshall

RVation Podcast: Discussing RV Series aircraft news, building techniques, tools, and experimental aviation in general. Now available in itunes, Zune Marketplace and on all Android devices.



President's Report

Keith Spreuer

We had an excellent meeting in May. Our speaker had no material, props or videos but gave an excellent talk on his experiences from World War II. A very causal presentation but candid, personable just a real well done job. In June we are trying to get a speaker for the Thunder 3/4 scale Mustang. It sounds like an excellent project but we are working on short notice so it may or may not happen. If not we will fall back to a movie presentation. We have two Young Eagle Events coming up; June 16th (after our meeting), at Compton, and one on July 21st at HHR. The planning for the Expo will be moving into high gear soon since we are less than 2 months away. Things are falling into place. I have gotten a number of volunteers already but still need a lot more. We will need all our members to help out and spouses and older children are welcome as well. We can use help with the kids building, decorating and flying the gliders. It is also nice to have some of our youth selling EAA novelties to the visiting kids. It's a really fun day and fun to participate. That's August 5th. See details at www.aviation4fun.com Hope to see you all at the next meeting JUNE 16th

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Hangar Report

Keith Spreuer

We technically this took place in June but finally we made progress in cleaning up the Hangar. Myself and 3 volunteers did a great job working on the space right outside the machine shop and the space where the tools had been. The idea being that we have so many tools but use only a few such that the unused tools made it difficult to use the good ones. For instance we have 5 chapter drill presses, not counting the 2 or 3 others belonging to individuals. So we moved the tools used most often and those that work the best to the area outside the machine shop. Of course that involved moving all the stuff that had been in that space. So now the new tool space is conveniently located near the other tools in the machine shop and it is much more user friendly. The old

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tool space has a collection of tools that we can sell, project material that may be useful or just plain scrap and junk. I think we should have a really low priced garage sale and sell what we can. Then a massive trip to the dump to clear that space and the side yard. I expect to completely clear that space to rent, we will also have to make an area outside to protect items stored there from the weather. One step at a time, but at least we did a good job on this first step.

Unfortunately our vacancy rate is taking another turn for the worse. The fellow that was going to move his RV-4 into the front row never followed up (and I can't remember his name or number). Then next month Andy Barkin is going to move his Bulldog up to Camarillo. So that will make 3 large vacant and 1.5 small spaces vacant.

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Thunderbirds

Dennis Lord

On May 20, 2012, Dennis Lord treated guests to VIP seats at March ARB for the USAF Thunderbirds show. Shown is Rhon Williams, EAA 96 member.

Also in the show and doing an aerobatic routine was John Collver's beautiful SNJ-5 "War Dog". In 1979, War Dog was restored in the EAA 96 hangar when operated by Warbirds West. A week later, on Memorial Day, Dennis honored Veterans with a flyover of the Green Hills services in War Dog.



How To: Check your Com Antenna to Find Weak Areas of Signal

Bob Archer

I strongly suggest that on any antenna installation a flight test to check the radiation pattern should be considered. In the particular instance of the Com antenna in front of the vertical stabilizer I believe

there would be a significant reduction of signal in the aft direction because of the energy being reflected forward and upwards by the vertical stabilizer. On a belly mounted antenna the landing gear legs can have a significant effect on the pattern. On a wing tip mounted COM antenna I would guess that reception would be reduced on the opposite side. I do not have an aircraft of this type so I have not done the test myself. If someone would do the test and let me know the results I would be eternally grateful.

One way to accomplish this type of test follows: Climb to an altitude of about 5000 ft. and tune in to an airport ATIS signal at some range at which the signal is readable but sort of scratchy and fly flat circles and listen for the signal fading out and back in and record the directions off the nose of the signal loss. Don't attempt this test using the volume control to set the audio level because you have to get far enough away from the station to prevent the automatic gain control of the radio from working. It would be best to have a flat surface between the transmitter and the airplane because hills and valleys and such would have an effect. Water would be good. I tried this a while back with my belly mounted antenna installed next to the access panel on my Bellanca and I had equal signal all the way around. I was about 70 miles from Palomar airport in Southern California tuned to their ATIS and over the ocean south of the Palos Verdes peninsula.

A similar test could be performed on VOR antennas by using the flag indicators on the instruments or the audio level but the audio on the VORs is pretty weak.

Good luck on our drag free and better performing antennas.

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Stu's New Project

Xavier Marshall

Boy, that didn't take long! It was reported in the last newsletter that Stu sold his rocket. Now, I am happy to report that he acquired a new project; a Smith Mini plane. It's a single seat biplane fighter that looks like a blast to fly.



He is in the process of taking it down for a thorough inspection, and some tweaks before it is ready to take to the air.

I had the honor of taking part in one of Stu's traditions; hanging the wing. I'm wondering what kind of paint job will go on this fighter... I mean airplane.



Comment on Medical Exemption Request By July 2

EAA.ORG

The FAA is allowing a short 20-day official public comment period for the EAA/AOPA third-class medical certification exemption request, beginning with the notice [published in today's Federal Register](#).

The 20-day public comment period, which ends July 2, is shorter than the typical 30- or 60-day period established for comments. More than 1,800 public comments have already been submitted on the exemption request through the Regulations.gov website. Those comments will be included as part of the docket on the exemption request, which was unveiled in late March as a way to significantly reduce a substantial economic and regulatory burden for pilots

who fly recreationally.

"The short comment period makes it more urgent that people submit their comments now. If you have not commented on our exemption request, do it as soon as possible, because this request opens an important discussion about creating more participation in aviation while maintaining a high safety standard," said Sean Elliott, EAA's vice president of advocacy and safety. "Make your voice heard now as part of our 'Drive for 3,000' comments on this important initiative."

Current FAA regulation 14 CFT Part 61 requires all pilots to hold at least a third-class medical certificate to exercise the privileges of a private or recreational certificate. EAA and AOPA are asking the FAA for an exemption to that rule, which would give pilots who fly recreationally the option of getting a third-class medical or, instead, participating in a recurrent online education program that will teach them how to self-assess their fitness to fly. If the request is granted, pilots flying recreationally would be required to carry the online education program course completion certificate during each flight.

The exemption would allow completers of the online program to medical self-certify for single-engine aircraft with 180 hp or less, four seats or fewer, fixed gear, and day VFR flight with one passenger



NTSB Spotlights Safety Factors for Homebuilt Aircraft

EAA.ORG

The National Transportation Safety Board today [highlighted 16 recommendations](#) to improve homebuilt aircraft safety, but also complimented EAA and its programs as helping to make the amateur-built aircraft community a safer place.

The NTSB made its recommendations at a full board meeting in Washington, D.C., following a briefing by agency staff on an extensive safety study of homebuilt aircraft that began in 2011. EAA assisted NTSB with an initial survey by encouraging involvement of EAA members, in an effort to establish an accurate, comprehensive database of the homebuilt community. More than 5,000 EAA members participated in the survey.

Among the areas of focus within the 16 NTSB recommendations were flight testing procedures and plans, development of operational limitations and flight manuals for homebuilts,

transition training, expanding availability of transition training, and use of electronic data to develop flight test plans and operations manuals.

"One of the most important findings of this study is the number of seasoned and experienced pilots getting into accidents so early in the life of structurally sound airplanes," said NTSB Chairman Deborah Hersman. "The recommendations we issue today can improve safety while encouraging the continued growth of this innovative and vibrant segment of the aviation community."

Hersman and other board members specifically cited EAA's contributions to amateur-built aircraft safety, and recommended four areas where EAA can expand its programs and play a leading role in enhancing safety.

"We appreciate the NTSB board's unanimous acknowledgement that the amateur-built aircraft community is an important element in the growth and innovation for all of aviation," said EAA President/CEO Rod Hightower. "We appreciate the praise that the board publicly gave to EAA's programs and efforts on behalf of safety. We understand the need to balance safety with the freedoms that allow Americans to use their imagination and skills to create aircraft that bring new technology and designs."

EAA and its Homebuilt Aircraft Council will continue to study the recommendations for what effect they may have on the design, building and certification of amateur-built aircraft. Any action must ensure that the freedom to participate in the amateur-built aircraft community does not create additional burdens or hurdles.

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NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to Xavier.Marshall at gmail dot com Please put "EAA Newsletter" in the subject line.

CALENDAR OF EVENTS

YOUNG EAGLES AT KHRH – 7/21

EAA FLY-INN/MODEL EXPO – 8/5

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Contact information can be found on the [Chapter 96 website](#).

