

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

November 2014

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



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President's Forum

Merrill Eastcott

My comments this month will be brief, as I have been out of pocket or out of town for most of the month. Although I wasn't able to attend, I note from the meeting minutes that the Board meeting on November 1st was full of important discussions. There are three important events for the remainder of the calendar year.

The first event is the last Young Eagles activity of the year this Saturday after our meeting right at Compton Airport. Hopefully many of you are tagged to help out, either as a pilot or part of the ground crew.

The second event is the nominations and election of candidates to fill the three board vacancies at the end of the year. Your nominating committee will present their slate of candidates, but we will also open the nominations up to the membership at the meeting this Saturday. Voting will take place at the beginning of the Holiday Brunch in December as there is a 30 day vetting period required between nominations and a vote.

The last activity of the year is the Holiday Brunch on Sunday, December 7 at the Alpine Village. Please bring your reservation (and \$35 per person) to the meeting this Saturday or mail in to the Chapter.

The meeting this Saturday will be interesting and just may save your life someday! Rhon Williams and I will be presenting a more analytical and quantifiable way to look at the go-no-go decisions we all make using a quantitative assessment scorecard method. You will be introduced to at least two major sources for reference, the FAA Risk Management Handbook and the Cirrus Owners and Pilots Risk Analysis Briefing materials.

So don't miss the meeting this Saturday.

Financial Report

Richard Schleicher

The month of October starting bank balance was \$7814.95. The ending balance for the month was \$9753.99. Our income/deposits in Sept was \$6756.00 and our expenditures were \$1703.93. Break down of expense for the month:

Hanger rent	\$pending. Will pay in Nov.
Edison	\$ 174.31
Water	\$ pending bill
BBQ/EAA	\$ 92.33
Expo	\$500
LA Co. Tax	\$937.29 (use tax 1 st Installment)(2 nd installment due in Feb 2015)

We had a positive income for the month: \$5052.07. The Expo income was \$3907 and so far the expenses have been \$670. The final Expo financial report will determine our total income from the Expo. The Oct. invoices amounted to \$3771.

PayPal payments for Oct = \$0.

As reported by:
Rich Schleicher EAA Treasurer

Current bank balance: \$9753.99

PayPal 0 no payments of invoices to PayPal within last 30 days.

Hangar Report

Keith Spreuer

I was surprised to hear that Richard Rodriguez sold his RV6 and moved out mid-month. So that's a new vacancy. However, Craig Louis has asked to rent a half small space to store file cabinets. So that helps. Richard Geiser and Dave Bristol have taken on updating the lights in the hangar. We have long wanted to get a central switch system that would allow turning the lights on from a location that is accessible to the entrance and exit doors. Now technology allows us to remote those switches cheaply. So soon we will be able to turn all the lights on or off from near the kitchen entrance. Plus they are relocating the motion sensors to better detect motion in dead spots. We will also use much more efficient lights in the motion sensors and the machine shop. The total of all rented space now is \$3514/mo which I believe is more than breakeven but that would be best determined by Rich. That figure includes \$50/mo for outside storage that may not be collectable.

Meeting Program

"WINGS Event - Risk Assessment in Aeronautical Decision Making"

Topic: Improving your Aeronautical Decision Making using a Risk Assessment Scorecard.

Select Number: WP2358888

Description:
Learn to evaluate your risk for each flight using a Risk Assessment Scorecard.

To view further details and registration information for this seminar, click here:

http://www.faasafety.gov/SPANS/event_details.aspx?eid=58888

The sponsor for this seminar is:
FAASTeam

Upcoming Events

Chapter General Meeting and BBQ
Special FAA WINGS presentation
Saturday, 15 November, 10:00

Chapter Board of Directors Meeting
Saturday, 6 December, 09:00

EAA Chapter #96 Meetings are at CPM.
1017 Alondra Blvd
Compton, CA 90220

Young Eagles
Saturday, 15 November, Noon
CPM Terminal Building

Holiday Brunch and Auction - \$35pp
Sunday, 7 December, 10:30
Alpine Village restaurant
833 W Torrance Blvd
Torrance, CA 90502

Chapter Chatter



Dennis Lord is our current Chapter 96 VP, 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.

The 2015 Membership drive has begun and, if not already, you will see your reminder soon. We have changed the formal start date to November 1 for the next year for two reasons; 1) to be inclusive of those reliable members who simply like to take care of business ahead of time and, 2) to provide an opportunity for new members to benefit from a 14 month initial sign-up.

Doing so will also ratify our member roster that is due to the National EAA organization by February. We now have the organizational structure to do this quickly. Remember, Chapter membership is not valid if you are not a current national EAA member with an assigned number that you can provide. This is for Chapter insurance reasons should there be a claim involving you. As a Chapter, we cannot assume the liability for non-EAA members since our insurance policy requires that all members are registered and current with National.

For those of you that have airside access to the airport, there will be a change in the gate card system. These changes will provide remote access for those authorized to see/view who is coming/going from the airport. While we are still a ways from a physical restraint that blocks tailgating, this is an improvement when management is remote from the airfield and questions arise. It will require new cards but it is my understanding that the old cards will work until a certain date when existing card holders will have an adequate opportunity to replace their card.

If you do not receive TOA Airport Assn. notices, there is some interesting and relevant information in a recent edition. First, the sharing that airspace violations are now automated. Pilots should be aware that any airspace violations are now automatically identified to ATC operators by software--even minute violations. The aircraft is then tracked until the pilot is notified to call ATC for a "possible pilot deviation." A corrective check ride action may be required and will remain on the pilot's record for 24 months. Revocation of the pilot's certificate is possible if the violation is ignored.

Second, the following is from the LA County Sheriff's Dept. Aiming a laser of any type at an aircraft is a federal felony offense, punishable by up to 5 years in prison and significant fines.

If a pilot is struck by a laser, he MUST report it to ATC. The recommended procedures:

- Immediately press IDENT on the transponder so later reviews of the radar tape can show exactly where the incident occurred.
- If possible, note the approximate direction and distance of the source from your aircraft.
- Call ATC and ask to report a laser strike.
- After landing, fill out and submit the laser strike questionnaire.
- Submit it via e-mail or snail-mail.

Further information can be obtained from Morrie Zager (mczager@lasd.org) or from Bobby White (bobby.white@faa.gov).

About 10-12 years ago I had such an occurrence on a flight from CPM to FUL after dark. I was able to pinpoint the location down to the backyard but LGB could not raise the police helicopter to respond. The perps got off this time long before this procedure went into effect. There are some powerful lasers available out there online. Be careful.

As always, your feedback is welcome.

Dennis is easily reached at VP@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.

Hand Propping

Jim Stothers

In this day of modern aircraft it is rare that there is the need to “hand-prop” an aircraft. Indeed, it is generally frowned on as too risky; that need should be resolved by re-charging or replacing the failed battery. Occasionally the fault may lie, only rarely, with a defective starter. Nevertheless, a pilot may feel obliged to attempt that exercise. I remember one occasion when a pilot/owner chose to hand prop his Piper “Cub” with near disastrous results. Although he had chocked the main wheels, when he successfully started the engine, the aircraft, throttle set at near take-off power, over-ran the chocks. Pilot was able to grab a strut as it went by, and he was thus merrily engaged hanging on for dear life as the Piper used him for a pivot point and circled endlessly until a nearby brave soul rushed to the cabin and successfully cut the power. Fortunately, the only harm done was to the blood-pressure and ego of the pilot.

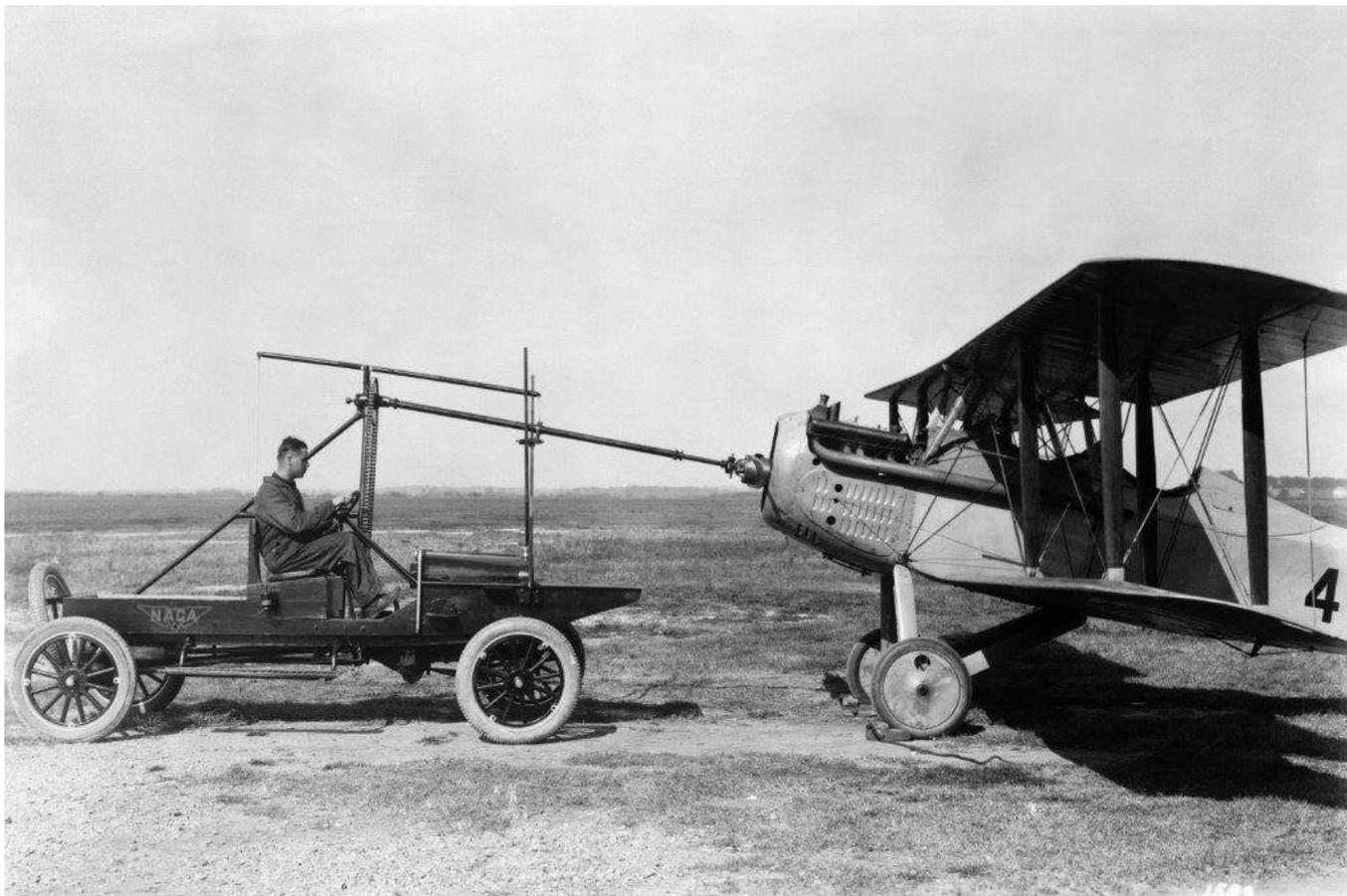
In the earlier days of flight, hand-propping was nearly the only way to start an engine. Circa WW1, and well into the early “thirties”, hand –propping was the norm. It was, nevertheless, regarded as risky. To partly alleviate that risk, there was created the “Hucks” starter. Mounted on the equivalent of a Model “T” Ford chassis was a framework supporting a drive-shaft driven by a belt linkage to a power take-off on the truck’s engine. The drive shaft was at the height, and at the angle to approximate the center-line of the rotary engine, to which it was engaged with a dog set-up exactly like that used in the days of hand-cranked autos. The truck drove up to the engine of the Sopwith Pup or whatever, engaged the dogs, and clutched the drive-shaft into action, thus starting the engine without risk to life or limb.

I had the pleasure, or challenge, at Watsonville to hand-prop a 1928 American Eagle biplane at the request of the owner/pilot. (I had on rare occasions hand-propped small A/C). I was carefully instructed in the starting procedure. The most interesting part was the requirement to pull the prop through eleven blades. (11 blades!) The necessity for that activity was the nature of the beast installed on the A/C. The famous, or infamous, Curtis OX-5 (also known as the “Hot-water Eight”) was standard on this A/C. That engine had no fuel-pump, and the fuel was gravity-fed from the in-fuselage fuel tank. The center-line of thrust of the engine was essentially aligned with the center-line of the fuselage structure, meaning that the engine set fairly high. As a result the carburetor was located behind and below the crankcase with about four-feet of intake manifold between carburetor and intake ports on the engine. Hence, eleven blades were required to suck enough fuel to enable a start. As an aside, the pilot had it right, and a start was accomplished with the first swing of the prop.

I know of one “master” at the art of hand-propping. That was Bob Herendeen, a premier acrobatic pilot, now long gone. Bob had his Pitts “Special” hangered at TOA across the ramp from our Cessna 172. I watched Bob crank his Pitts, which had no electrical system as a weight reduction measure, by aligning it with the ramp, placing pebbles not much bigger than my thumb in front of each wheel; fiddle with devices in the cockpit, walking to the front of the A/C; pulling through a few blades; walking back to the cockpit; fiddling again with, I presume, throttle and ignition switch; walking to the front of the A/C; pulling through one blade, and with a satisfying “ta-pockata – ta-pockata”, the engine was started at a throttle setting such that one could nearly count the blades. He then casually walked back and climbed in. After donning helmet, etc., he advanced the throttle only enough to taxi over the restraining pebbles. The perfection of a professional! Don’t try this at home!



Ford_Model_T_Chassis_Aero_Engine_Starter_1920



Huck-Starter

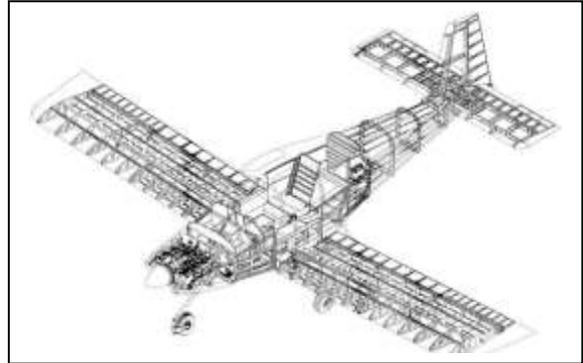
For Sale/Wanted Ads

your ad here

no charge to members
email to jimandmandy@yahoo.com

Wanted

I am looking for someone in the L.A. area that can recover my J-3 Cub tail pieces. If you know anyone in your chapter that does fabric work, they can call me at 562-321-7131 or email at cubdrv@yahoo.com



NEWSLETTER IDEAS OR ARTICLES?

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

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