

PENINSULA FLYER

South Bay

SoCal

Meeting On 09/17/2011 @ 10am

September 2011

Editors Corner

Misc. Rants and Raves

Thank you for the newsletter submissions! Keep them coming!

I would like to focus on members' projects next month. Email me explaining why you chose the aircraft project you have, the current state of your project, builder's web page, and/or pictures.

If you are building an RV series aircraft, and would like to be a guest on a podcast, please contact me.



President's Report

Merrill Eastcott

This is my first report to you in a couple of months, so there is quite a bit of activity to report. You have already heard what a great success the first ever fly-in and model expo was. Again, my thanks to Dennis Lord for his leadership and expert planning that led to this success. I also acknowledge the contributions of the many activity managers and volunteers without whom we would have never have been able to execute Dennis' plans. Thanks everyone!

The next most important item to mention is the upcoming Chapter elections. I think the nomination committee (myself, Dave Bristol and Jim Hebert) have all of the Board member vacancies covered, but we do not yet have candidates for Treasurer and Secretary. So I am asking all of you to consider either of these two positions. Surely there is an accountant or numbers person out there that could be the Treasurer for a couple of years. Please contact me if you would consider taking this on to help out your chapter.

There are at least four more Young Eagles events this year starting with right after our membership meeting on the 17th. Please note the dates elsewhere in the newsletter and mark your calendars. If you are participating in the Wings, Wheels and Rotors event on October 23rd, now is the time to get your paperwork in. Forms will be available at the next meeting. Along with that is the holiday brunch which is only about 90 days away. The date is the 11th of December at 10 am, and the venue is the Alpine Village. Get your reservations in early to any officer of the Chapter. Reservation forms and more information including cost will be provided at the meeting on the 17th.

Some exciting activities are scheduled for the upcoming months. September is designated as the Oshkosh report out, and Young Eagle David Wade will be our lead reporter. Any other chapter members who attended will be asked to present whatever memories and photos they brought back. In October or November, we will have our second visit of an LSA

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company with Demo Aircraft. The company is Arion Aircraft, LLC and their lineup includes a kit version and a factory production version of their Lightning LS-1. If you would like to whet your appetite for this presentation, visit: www.flylightning.net.

I hope you have visited our wonderful new web site courtesy of the National EAA. If you haven't seen it yet, please visit www.96.eaachapter.org. We want your feedback on our new site. The neat thing about this new system is that you can visit any participating chapter by just changing the chapter number. So please let us know what you think.

Hope to see you Saturday, September 17.

BOD Minutes: Sept. 2011

Keith Spreuer

3 Sept 2011

Treasurers Report- (via telephone) Total of about \$23K in the bank but about \$4-5K in expenses from Expo that are outstanding. American Airports claims the rent for July was not paid but we have a canceled check. Investigation by B of A in underway. Water bill is over \$100/mo with water usage accounting for only \$3-4. The rest is all fees.

Hangar Report- Still holding at 3.5 small spaces and 1 large space vacant. The tenant that was slated to move into a large space has postponed to Oct 1st. Got a call last night that David Wade wants to rent a small space in Oct also. There are some maintenance items needed: the compressor tank has a leak, the men's toilet valves need overhaul, and the men's bathroom fan is shot. There are also some more burned out lights.

Newsletter - Xavier is on top of the newsletter and requests inputs by the Wed after BOD meeting. Plans to publish by the Sat before General meeting. We need to streamline our membership/roster process. There are 3 people that need to be in the loop when a new member signs up. Membership, Newsletter Editor, and Treasurer. It is especially important that the new member get on the list for the Newsletter since this is one of the key items that signifies membership and makes a member feel a part of the chapter. Members apply to all kinds of different people, Pres. Hangar Manager, or anyone else. Whoever gets the application, they need to email Xavier, Jack Massie and Jim Lobue

jack4360@earthlink.net

jimandmandy@yahoo.com

xavier.marshall@gmail.com

Nominating Committee- Jim Hebert is the Chair, Merrill Eastcott and Dave Bristol are on the committee. Open positions are Secretary, and Treasurer, and a couple of BOD positions. The slate will be presented at the next General Meeting.

Fly-In Financial Update- Dennis gave an in depth review. [Please see Dennis for details if interested. Ed.]

Young Eagles- Next event 9/17 at CPM, Then CPM Airfaire on 10/22, and WWRE on 10/23

Holiday Brunch- Set for Alpine Village Dec 11th from 10-1:00

Hangar Report

Keith Spreuer

The hangar vacancy is holding steady with some improvement in sight. We still have 3.5 small spaces and one large space vacant. We need to get that down to 2 small vacancies to break even. So I estimate we are still about \$750 in the red per month. We have 2 prospective tenants one large and one small coming in October. If that happens we will be within \$150 of break even. At that point I think a modest raise in the rates would be in order to cover the shortfall. It seems we have come to expect a full spot of community tools and that is part of the reason that the chapter is contributing to the hangar expense.

Maintenance of the hangar is necessary in a few areas. One is that the large tank on our air compressor has rusted and developed a pin hole. This needs to be patched or replaced soon. The men's bathroom needs work on the fan and the toilet/urinal valves need to be overhauled. I noticed at least one overhead light bulb needs replacing again too. Other than that another good clean up of my space is needed even after I thought all the mess from painting/preparation was done.

EAA96 Hosts Successful Fly-In and Model Expo

Dennis Lord

Five hundred attendees came to this first annual EAA 96 Fly-In and Model Expo filled with flying action and something for everyone! Kids of all

Continued from page 2

ages (up to age 92!) saw a variety of aircraft on display in production and experimental categories. A Diamond DA-42 attracted attention with its clean lines and modern look. Carl Levken hung his wings on his 1929 Pietyenpol project and placed it on display. Gayle Anderson, in a KTLA Ch. 5 promotion of the event, said it "looked like something the Wright Bros. built!"

The real draw was three and one-half hours of full-on radio controlled aircraft flying. With a NOTAM'd airport, event producer Dennis Lord managed the "dance" keeping full-scale operations separate from radio controlled flying and maintained a pristine safety environment. Hundreds lined the flight line for a sight rarely seen at our airport and that was amazing aerobatics with models often larger than the young people flying them. Helicopters, trainers, and jets filled the skies over CPM.

With a business plan focused on promoting Chapter participation, four new members were signed up during the day. Then, while attendees were motivated by what they saw, over 30 young people and adults left the venue at the end of the day with purchased radio controlled aircraft from our hobby vendor Go-Fast Hobbies. Another 30 kids were placed on "Buddy Boxes" and given a taste of real R/C flying. Youngsters under age 10 were welcomed into the EAA Hangar, built balsa gliders and learned to fly them under the tutelage of many volunteers. Then, they took them home for even more flying.

We are grateful to the many sponsors and volunteers that made this event. Major sponsors included Hercules Freight, JetBlue Airways, So. Calif. Gas Company, Stapleton Spence, Platinum Roofing, South Bay Auto Auctions, and Bob Blake and Associates. With over 45 volunteers, the food court served many and ramp operations ran smoothly. The ramp was fully registered and filled despite not having VFR weather for arrivals until mid-morning. Fly-in pilots were granted free admission to the event. For display pilots, a meal was included.

Special kudos go to President Ray Larson and the Santa Fe Dam RC Modelers Club. With non-stop action, they stole the show and attendees never left the flight line until the day was done. For a first time experience, it was clear that everyone was aligned in making this not only successful, but safe.

Stay tuned for 2012! There is much excitement around the Hanger that this is a sustainable event with a goal of increasing Chapter participation and raising funds for youth aviation programs. Contact Dennis Lord (310-612-2751) for information on how you can



help.

Mag Check

From: <http://blog.savvymx.com/2010/03/mag-check.html>

If you fly a piston-powered aircraft, you undoubtedly were taught to perform a "mag check" during the pre-takeoff run-up. But do you know how to do it correctly, what to look for, and how to interpret the results? Surprisingly, many pilots don't.

To begin with, most POHs instruct you to note the RPM drop when you switch from both mags to just one, and give some maximum acceptable drop. This archaic method makes little sense for aircraft that are equipped with a digital engine monitor (as most are these days), because EGT rise is a far better indicator of proper ignition performance than RPM drop. You should focus primarily on the engine monitor, not the tachometer, when performing the mag check. What you should be looking for is all EGT bars rising and none falling when you switch from both mags to one mag. The EGT rise will typically be 50 to 100 degrees F, but the exact amount of rise is not critical, and it's perfectly normal for the rise to be a bit different for odd- and even-numbered cylinders. You should also be looking for smooth engine operation and stable EGT values when operating on each magneto individually. A falling or erratic EGT bar or rough engine constitutes a "bad mag check" and warrants troubleshooting the ignition system before flying.

The "mag check" is poorly named, because because the vast majority of "bad mag checks" are caused by spark plug problems, not magneto problems. (It's really an "ignition system check.") How can you tell if the culprit is the plugs or the mags? Simple: A faulty spark plug affects only one cylinder (and one EGT bar on your engine monitor), while a faulty magneto affects all cylinders (and all EGT bars).

If you get an excessive RPM drop when you switch to one mag, but the EGTs all rise and the engine runs smooth, chances are that it's not a bad mag but rather retarded ignition timing. This is sometimes caused by mechanic error in timing the mags, but it can also be caused by excessive magneto cam follower wear (possibly due to inadequate cam lubrication) or some other internal mag problem. Retarded ignition timing also results in higher-than-usual EGT indications.

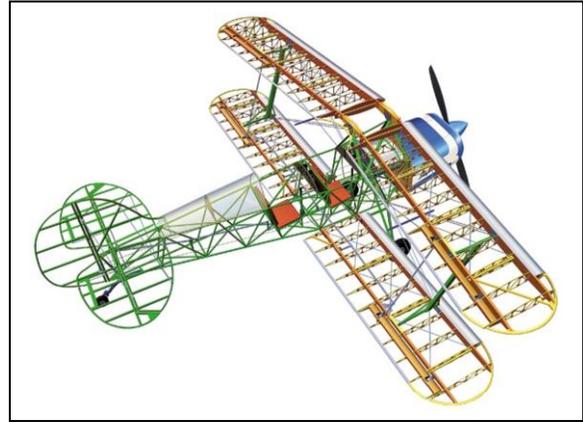
Conversely, advanced ignition timing results in lower-than-usual EGT indications, and also higher-than-usual CHT indications. Advanced timing is a much more serious condition because it can lead to detonation, pre-ignition, and serious engine damage. If you observe low EGTs and high CHTs after an aircraft comes out of maintenance, do not fly until you've had the ignition timing re-checked.

The usual pre-flight mag check is a relatively non-demanding test, and will only detect gross defects in the ignition system. To make sure your engine's ignition is in tip-top shape, we recommend performing an in-flight mag check at cruise power and a lean mixture (preferably a lean-of-peak mixture). Because a lean mixture is much harder to ignite than a rich one, an in-flight LOP mag check is the most demanding and discriminating way to test your ignition system. It's a good idea to perform one every flight or two.

The in-flight mag check is performed at normal cruise power and normal lean mixture (preferably LOP). Run the engine on each individual mag for at least 15 or 20 seconds. Ensure that all EGTs rise, that they are stable, and that the engine runs smoothly on each mag. If you see a falling or unstable EGT, write down which cylinder and which mag, so your mechanic or SAMM account manager will know which plug is the culprit 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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NEWSLETTER IDEAS OR ARTICLES?

Send your newsletter ideas or articles to Xavier.Marshall@gmail.com

CALENDAR OF EVENTS

September 17th – Young Eagles at CPM

September 24th – Young Eagles at EMT

October 22nd – Young Eagles at CPM

October 23rd – Young Eagles at Los Alamitos WW&R

December 3rd – Young Eagles at Torrance

December 11th – Holiday Brunch @ Alpine Village from 10am – 1pm

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FREE 50% Ownership - Lancair 235 (Sn: 007)

I am offering a FREE 50% ownership in a Lancair 235 (Sn: 007). Due to recent changes in residence, I am not able to continue construction. I have a Lycoming O-235-C1 engine (115 / 108 hp) on stand with approx 900 hrs SMOH. In addition, other tools available are: 50-gal 125 psi air comp., scroll saw, table saw, air tools, etc. Optional items: honeycomb sheets (ribs & bulkheads), 4'x 8' worktable with Teflon cutting surface.

My background is 35 years in forwarder transportation (air freight, trucking, ocean, intermodal rail). Education is 3.5 years college at Northrop University, B.S. Aircraft Maintenance Engineer.

Looking for a partner interested in this project as a proposed LSA. The components of the Lancair 235 can also be used to construct a fixed gear LSA. For comparison of specifications check on the Lightning LSA at: <http://www.flylightning.net> The profile dimensions are the same (height, cockpit, width). The main wing very similar to the Lancair extended wing version. EMPTY weight is the same for both aircraft. Needed change is the airfoil. Wings have not been constructed so airfoil can be revised for additional lift and slower speeds.

Four photos demonstrate the similarities of the Lancair 235 and the Lightning LSA.

Anyone interested in discussing this further can contact me at 951 / 575-5452 (Verizon)



← Lancair 235 - Original

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↓ Lancair 235 / 320 Extended Wing Version



↓ Lightning LSA-1



Base price of Lightning LSA is \$51,500 for airframe & engine. Finished cost generally \$65,000.

↓ Lightning LSA-1



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