

EAA Chapter 96

PENINSULA FLYER

South Bay

SoCal

January 2018

Editors Corner

Jim Lobue

As always, we welcome input from our members. There has been a request to see articles about homebuilt projects. Even a one paragraph caption and a picture of what you are working on would add interest to this publication and inspiration to readers.

What I won't do is repost stuff found elsewhere on the internet, from AOPA, etc. just to fill space.



Upcoming Events

Chapter General Meeting and BBQ

Saturday, 20 January, 10:00

Speaker: TBD

Open to everyone.

Young Eagles

Saturday, 27 January

Compton Airport Terminal Building

VMC Club

Thursday, 1 February, 7PM

Open to all pilots.

Board of Directors Meeting

Saturday, 3 February, 09:00

Open to all members.

INSIDE THIS ISSUE

Editor's Corner, Upcoming Events,
Chapter Chatter, Hangar Report,
VMC Club

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.

. Happy New Year! It is encouraging to get a fresh start and keep moving forward. Still, in an organization, it takes a commitment move the team ahead. I'm encouraged by some small, but meaningful changes with some taking on some current challenges. Finding more people to help share the workload is always the goal and we continue to work on that.

I have not been to CPM in a few weeks having been meeting holiday demands, then inheriting that bug going around twice from some willing donor, and then some planned travel to see friends. So, other than last Saturday's Board meeting, I'm hardly up to date. Usually, the Academy of Model Aeronautics' Convention hosts an EAA HQ booth at this time of the year but EAA did not attend this year. Instead, we were offered the booth for free but we declined for several reasons. 1) we do not have the horsepower to staff an event 55 miles away and, 2) the audience is not such that we draw members from them. Many are knowledgeable about full scale but prefer to model instead.

Interestingly, the hangar is full. At least for now. But, indications are that we will have some departures soon and we must continue to market our space. Gus and others are constantly seeking out those that need some space. Hopefully for building and not just storage but we cannot be choosy these days.

When I left the Board meeting on the 6th, a team of doers were installing our donated TV in the conference room. I have not seen the final installation but will soon. When done, we should be able to do presentations on the screen or even just watch a football game. Did someone say Super Bowl party? Well, it is an improvement. Thank you Xavier for the donation.

Gus has been making progress in the hangar and moved the air filters around to accommodate other things. Those should be moving out slowly but, again, I have not been able to look.

Repeating what is likely old news, I hear that SMO has re-opened with a shorter runway. They seem to be confident that they can pull this off and wipe another airport off the map. Business will shift once again and future pilots will treat it as something in the "old days". Those that have businesses there have only ten years left. Yes, there are lawsuits but we'll see how that goes. Next month, we will have a presentation from Angel Flight West who are based at SMO so maybe we'll learn more.

Speaking of presentations, we can use some help in generating some interesting programs. Christopher Lord has picked up where George Hanniff left off and is looking for bookings. On January 27, at CPM, we will conduct our first Young Eagles rally for 2018. I've seen the promotions for this event online and there is good interest. Indeed, I had an unusual call this month from a lady in Redondo asking about our next rally after being referred to us at Chapter 11 (SMO). Poking around their website, I found they promote some of our activities. In any case, please come out and support Peter Hurley in managing his first rally. We need ground crew and pilots.

On a different subject, if you missed the Saints vs. Vikings last Sunday, you missed the game of the Century. What an ending!

As always, feedback is welcome.

Dennis is easily reached at 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

Gus Gustavson

It is a tight fit but we were full up.

Yes, in the end of 2017 through most of January we were full up. The latest tenant is John Courte and his RV-7 that he brought from Santa Monica to do some modifications to his oil cooler placement. John built the RV-7 and likes the plane very much. He is on a tie-down in SMO and he needed an enclosed space to do his work. John has been a consistent worker, being there many times per week. One area he admits he is weak on is fiberglass. EAA96 was there to help. He decided to make a complex transition plenum to fit between the engine baffle, around engine mounts to the new location. A call to Rich Schleicher who was up north at the time gave us the information needed. We cut John a block of foam and proceeded to cut and shape it into a mold. He then took it home to his wife who completed the fiberglass work. You have to take a look at it because it is a cool looking family project.

The Cessna 172 has completed his annual inspection work on the 172, so a bunch of us on a cold rainy night, proceeded to move out four aircraft and put three back in. During the inspection, the ownership was transferred from Eric Hicks, owner of an electric bicycle manufacturing facility in El Segundo to Jackson Edwards on a barter system for some work that he did. Jackson is a non-pilot, aircraft owner with some big goals ahead. Soon as he returns from Oregon, he will be searching out a place to get some flying lessons. There is still work to be done on the Cessna such as paint and windows. We hope he stays on the field with his plane.

Leslie Huttunen is STILL working on his GlaStar almost 3 nights a week. He just returned from Alaska (minus 10 deg. F, 24 hour darkness) to work with his brother on a Super Cub. Leslie has now correctly positioned his new engine mount bushings, correcting a long overdue problem of the spinner rubbing on the cowling by having the old ones incorrectly installed. That being corrected, now the engine baffles interfere inside the cowling. Re-trimming the baffles and replacing the baffle seals should solve the problem. Then we noticed that the prop bolts were a 1/4" too short in the prop flange. A call to Spruce, then to Sensinich revealed there wasn't a bolt that could be had. A call to the propeller extension folks at Saber Manufacturing, revealed we had the wrong extension for that prop. A new extension was ordered and will be installed soon.

Alvin Voight is in the throes of having to move his living quarters so his BD-4 is on hold. He uses his space to temporarily hold some stuff during the move. I have really enjoyed using the equipment that he has installed wheels on in the tool area. It makes it really nice to use the equipment and to clean up afterwards.

My GlaStar has been down for some time as I changed out all the sensors on my engine as I installed a new JPI monitor. That was not fun and I took numerous (too many) breaks to prevent becoming frustrated. It is working but I still need to work out some bugs with JPI. While I was doing this, my Advanced EFIS decided to show me its "white screen of death". A call to Advanced told me what it may be from a cheap fix to a motherboard replacement. I decided to let the folks in Oregon take this one on. In about two weeks, I had it back in the plane and it runs like a champ. The cable to the screen had broken.

As you may notice, there is a distinct odor of varnish coming from my area. I am also preparing new wine barrel rose pots and stands for my wife's roses. Next up for me is forming springs and learning how to temper them for an old trash compactor.

Yes, we can do it all.

Gus



Supported by: Jeppesen

Chapter 96

1017 W Alondra Blvd.
Compton CA 90220-3529

The EAA Chapter 96 VMC club has started its schedule of gatherings for 2018 on January 04. This was the 1st of monthly VMC club opportunities open to any pilots who want to improve their proficiency, gain local knowledge about air space, TFR information, and hanger talk about topics that are relative to current flying conditions in our area. This resource is supported through EAA's VMC Club and provides pilots an opportunity to share piloting experiences and participate in a "What would you do" scenario video or discussion topic each month. We will use real-world scenarios to engage everyone, and allow a free exchange of information that improves awareness and skills. The intent is to create a community of pilots willing to share information, provide recognition, foster communications, promote safety, and build proficiency. We will open each meeting with a topic and photos or quick 5 - 10 minute video supplied by EAA national for the purpose of open discussion on the video subject matter.

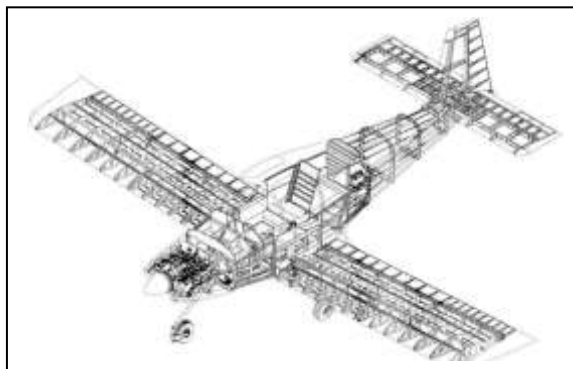
The meetings will meet on the 1st Thursday of every month at 7:00pm in the Chapter 96 Conference room at the hanger. These meetings are free and we encourage participants to bring other interested pilots or friends. A schedule of these meetings will be posted on the hanger bulletin board and on the web site. For more information, you may contact the VMC coordinators, Richard Schleicher at 310-936-5055 or Keith Spreuer at 310-649-5289 or send an e-mail to chapter96VMC@actsworld.com.

VMC Club Meeting Schedule

Jan 04	Topic: Group night flight approach to landing procedure
Feb 01	Topic: Engine sputter after take off
Mar 01	Topic: Spring flight into clear air turbulence
April 05	Topic: Biannual expiration
May 03	Topic: Rough runway landing at AVX

EAA Chapter 96 is on Facebook! "Like" our page at <https://www.facebook.com/EaaChapter96>

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



**NEWSLETTER IDEAS OR
ARTICLES?**

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

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