

EAA 96 - THE PENINSULA FLYER



May 2009 Edition

<http://www.eaa96.org>

THE SOUTH BAY CHAPTER

President's Forum - Merrill Eastcott

Here is a quick report on our attempt at a fly-out to Columbia Airport (O22) May 2nd. We chose that weekend because their annual Canard fly-in was scheduled to take place then. Four EAA96 airplanes were scheduled to go up there and camp, but the other three cancelled due to weather forecast of rain. About 10 am three of us, Joe Motis because his parents live near O22, Justin Farfan and I departed CPM for Columbia. The weather most of the way up was sunny at 6500 feet with scattered clouds below until about 50 nm out. Then it became overcast and rainy. We landed in the rain and had to park on the transient ramp because the grass taxiway to the camping area was too soggy to use. So we had to lug our camping gear on foot about a half mile and it took three trips. We set up camp in the

rain, we slept in the rain, and we broke camp on Sunday in the rain. To make matters worse, the activities we went to see were cancelled leaving nothing to do but walk into town in the rain, which we did twice. Thank goodness for the engineer in Joe who made rain ponchos for us out of some large trash bags. Moral of the story – heed the collective wisdom of majority Chapter members! The good news is that there is a much larger open house up there on June 19 – 20 when they honor the military and Father's Day. Check out the activity web site at www.fathersdayflyin.com. I plan on going back and would like some company.

Chapter elections will take place again this year at the October general membership meeting. All Chapter officers' and some board mem-

bers' terms are expiring this year. I will need five Chapter members to function as a nominating committee. Jack Kenton has volunteered, so we need four more of you to volunteer for this very important, but very short commitment. Please let me know if you are willing to serve in this capacity at the May or June general membership meetings or by email. The committee must be formed by the July membership meeting.

While surfing the internet, I ran across a very interesting web site. This site has pictures of 32 aircraft from WWI to the present. Just click on the picture and a view of the cockpit pops up. Enjoy this site: http://www.codeonemagazine.com/test/archives/2007/articles/jan_07/cockpits/cockpits.html

Hope to see you at the next general membership meeting.

Next Meetings

- May 16 - Chapter Mtg 10:00 AM, BBQ afterwards
- June 6 - BOD Mtg @ 9:00 AM (open to all members)
- June 20 - Chapter Mtg @ 10:00 AM, BBQ afterwards
- July 4 - BOD Mtg @ 9:00 AM (open to all members)

Inside this issue:

DAR Monthly Report	2
Hangar Report	2
FAASTeam Safety Tip	3
Austro Engine Certification	3
Chapter Officers and Advisors	4
Young Eagles Report	6
Board Meeting Minutes	6
Membership Renewal Form	7

Plan to Attend our Next Meeting!

If you don't have a project yet but are still interested in aviation and home building then come on by and visit the chapter. We hold our meetings on the 3rd Saturday of each month. Most meetings have a presentation and a BBQ afterwards. You can visit the 12 on-going projects in the hangar, talk to a wide variety of builders and enjoy a BBQ while you're at it.

DAR Monthly Report - Design & Construction Assistance

Submitted by Bob Hayos - A&P, I/A, DAR

EAA programs have for a long time provided builders with expert help in the form of Technical Counselors and Flight Advisors. These individuals have been available to lend their long term hands-on expertise to the builder on a voluntary, no cost basis. While such help can greatly aid in solving sometimes difficult technical problems, much printed helpful knowledge is also available by reading and studying some of the outstanding publications of the late Tony Bingelis.

Tony's immense experience in designing and building a number of "Amateur Built" aircraft is covered in some four volumes available at low cost from the EAA. Two of these in particular, "The Sport Plane Builder and Firewall Forward" were found to be of profound help while I was building my Murphy Rebel. These volumes complete with many sketches, diagrams and schematics were able to pinpoint the way to quick and cheap solutions to sometimes hard to find sticklers. These and other useful construction books are to be found in our Chapter 96 library.

On Another Note: This photo of Steve Lissman and Bob Hayos was taken at the time of the Airworthiness Inspection and Certification of Steve Lissman's Coot Amphibian by Bob Hayos on Mar 20, 2009. The bird will be flown initially off the water at Lake Isabella, CA with further flight test and qualification at the Hemet CA airport.



Hangar Report - Keith Spreuer

As of this writing we have two large spaces and one and a half small spaces vacant. That includes the space used for the tool area. It looks like Carl and Joe will move into a large space and a Pitts is expected to move into a small space next month. So that will make it 1 large and 1 and a half small spaces vacant. All the tie downs are rented. That's still below break even but pretty close.

Gus and I are dealing with a rodent problem. We have placed traps but those little devils are not taking the bait. Perhaps a box to store the food products in will be necessary. Without food they will probably go elsewhere. They seem to also like to chew our water bottles. I wonder if those electronic devices work to keep them away. If any of you know how to deal with them, let me know.

Joe and Carl are getting close to mounting the wing on the Pietenpol! Really great to see progress on that. Martin is flying regularly with outings and Young Eagles. Gus is working on a ground bus for the electrical system, Louis is starting to get a little time here and there on the project again. Paul Hendrich moved in his BD-4 project. He is temporarily in the side yard since he wants to prime/anodize some of the aluminum. My Cozy is giving me fits again. Some mysterious electrical problem affecting the ignition system. It is very similar to the problems I had before I switched to the SDS ignition but worse. They tell me the most likely cause is electrical noise or a bad ground. I will continue beating my head

on that wall and soon I will find it.

Dave Bristol has been thru all the lift electrical system and corrected numerous problems. Richard and Dave also nearly have the leaking cylinder free. We need to get hydraulic pressure to finish that. We got a new supply of oil but so far have not gotten pressure. We will install a couple pressure gages and see where the hang up is.

I spoke to American Airports about a rent reduction and they said they would get back to me. That has been at least 3 weeks ago so I will have to follow up. Jack Kenton offered to take over with the county and appeal their decision to deny our property tax exemption.

I'm looking forward to seeing you at the hangar. Please drop by.



FAASTeam Safety Tip

Submitted by Dave Bristol

FAASTeam Safety Tip by Max Trescott, author and 2008 National CFI of the Year

Build Your Experience in Aircraft Type and in the Armchair

It's a common myth that the performance level that pilots (and athletes) attain is determined by some innate inner talent. One study dispels this myth by showing that it's not talent or strength that determines performance, but rather having the proper mindset and focus. Another study shows that the number of hours of practice is the primary factor that differentiates performance levels. A separate study of F-15 fighter pilots showed that fully 92.5 percent of the variability in their situational awareness scores was attributed to the total number of hours they flew in F-15s.

As a pilot gains experience and accumulates hundreds or thousands of flying hours, it's easy to assume that this brings with it a cloak of immunity from accidents. Statistics reveal, however, that accidents are correlated more with the number of hours of experience a pilot has in a particular aircraft model and not with his or her total number of flight hours. Accidents tend to decrease after a pilot accumulates at least 100 hours of experience in the aircraft he or she is flying. Thus when learning to fly or transitioning into a new model, your goal should be to concentrate your flying hours in that model, while perhaps getting additional dual instruction, until you reach 100 hours of experience. If you fly relatively few hours per year, maximize your safety by concentrating those hours in just one aircraft model.

Another major category of experience that counts but may get overlooked is "armchair flying." I often tell my clients to practice armchair flying when they have a few quiet moments at home. Why? I recall reading years ago about a study in which three groups of basketball players were tested on their ability to throw baskets at the beginning and the end of an experiment. Group 1 was told to do no practice between the tests, Group 2 was told to actively practice shooting baskets, and Group 3 was told to spend time imagining they were shooting baskets. The results? Group 2 improved their performance the most, but Group 3 improved almost as much.

A similar study showed that successful Olympic athletes did more mental practice in the final stages of their preparation than less successful competitors did. I tell my clients that, when they're practicing at home in an armchair, they should do more than envision themselves flying a perfect approach to a perfect landing. They should also visualize deviations and the corrections they would make in response. For example, imagine that you notice you've blown to the left of the runway and then visualize using a sideslip by lowering the right wing and pushing on the left rudder until you return to the centerline. From the armchair, you can just as easily fly an entire instrument flight by visualizing getting the ATIS, briefing the approach, flying the procedure turn, adding power to level off after each descent, and so on.

Whether in the air or from the armchair, when you fly, concentrate your hours by building experience in a particular aircraft type and by mentally practicing flying from an armchair to accumulate even more experience. Both kinds of experience will make you a more proficient pilot.

Austro Engine Earns EASA Certification

Submitted by Jack Kenton

An alternative to the Thielert diesel, the European Aviation Safety Agency has just approved the Austro Engines AE300 turbo diesel engine for use in Part 23 certified aircraft.

Listed on the EASA documents as the "Diamond Aircraft Industries E4 series" -- Austro is closely tied to the plane maker -- the AE300 is rated at 166 hp takeoff power at 3880 rpm, with maximum continuous horsepower of 152 hp at 3550 rpm. As certified, the engine weighs around 408 lbs.

Conceived as a replacement for the Thielert Centurion series 1.7-liter and 2.0-liter engines previously offered in the DA40 and DA42 Twin Star, the AE300 uses the same Mercedes-Benz-sourced engine block as the Thielert engine, but with lighter top end components. The engine sports a clutch less gear box, a cast-iron crankcase, integral oil/coolant heat exchanger and improved turbocharger air induction and cooling systems.

Austro had targeted a 26% increase in takeoff power over the 135 hp Thielert Centurion 2.0... a goal the current AE 300, as certified, fell just short of achieving. More importantly to Diamond, however, is the fact availability of the AE 300 gives the plane maker a diesel alternative to the troubled Thielert program.

FAA certification for the AE300 is expected this year. As our EPA talks about getting rid of the lead in our 100LL avgas, this is something to think about for a future power plant.

Chapter Officers and Advisors

President	Merrill Eastcott	562-633-2614	eastcott@flash.net
Vice President	Walter Tondou	231-845-7582	walter@tondu.com
Secretary	Keith Spreuer	530-649-5289	kspreuer@yahoo.com
Treasurer	Vilma Spreuer	310-649-5289	vilmaspreuer@yahoo.com
Board Member	Dave Bristol	310-329-6007	daveb200@sbcglobal.net
Board Member	Martin Burnham		
Board Member	Kendra Farfan		
Board Member	Robert Cullinan	214 616-9228	n2756c@yahoo.com
Board Member	Rhon Williams	310-546-9936	rhon.williams@ngc.com
Hangar Manager	Keith Spreuer	530-649-5289	kspreuer@yahoo.com
Young Eagles Coordinator	Glenn Parkison	310-374-4812	glenn.parkison@wilsonelser.com
Flight Advisor/Tech Counselor	Dave Bristol	310-329-6007	daveb200@sbcglobal.net
Newsletter Editor	Walter Tondou	231-845-7582	walter@tondu.com
Webmaster	Walter Tondou	231-845-7582	walter@tondu.com
DAR	Bob Hayos	310-640-8855	bobnorma@juno.com
Membership Chairman	Walter Tondou	310-472-1793	walter@tondu.com

Calendar of Events

Chapter 96 Monthly Meeting	May 16 - 10:00AM	Compton Airport
Armed Forces Parade	May 16	City of Torrance
Planes of Fame Airshow	May 16-17	Chino Airport
Watsonville Airshow	May 22-24	Watsonville Airport
"World's Smallest Airshow"	May 23-24	Brian Ranch Airport
Ramona Airshow	June 6-7	Ramona Airport
Golden West Fly In	June 12-14	Yuba County Airport
Thunder Over Porterville	June 13	Porterville Municipal Airport
Ukiah Airport Day	June 20	Ukiah Municipal Airport
EAA AirVenture	July 27 - August 2	Oshkosh, WI

CHAPTER LOCATION

1017 W. Alondra Blvd.
Compton, CA 90220

[Click here for an interactive map.](#)

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Classifieds - Buy/Sell/Trade

Ads are free but are subject to editing. Aviation related ads are given priority. We reserve the right to refuse any Ad. Submit your Ads to the Editor at walter@tondu.com. Please let us know when your item sells. Ads will run for four (4) issues and may be renewed or adjusted by contacting the editor. Last issue indicated by [mm/yy].

WANTED - We have space in our fully equipped Chapter 96 Hanger for your project with very reasonable rates. Each space is 20x20 has electrical, air, great lighting and 24x7 access. Contact Keith Spreuer at (714) 894-1172 for more information.

FOR SALE: Lycoming 0-235-C1B 108-115 HP. Comes with 12V generator, Ring Gear, Starter, Spin-On Oil Filter adaptor. No Logs. \$1,600. Contact John Hernandez (310) 594-7530 [8/09]

Paid Advertisements

Walter Tondu

The chapter accepts paid advertisements in the Newsletter. Advertisements cost \$25 per Year for a 1/8 page size. Advertisements can be 1/8, 1/4, and 1/2 page in size with the price increasing by \$25 for each 1/8. A Sample of a 1/4 and 1/8 size advertisement is found below and right. Please contact me directly if you want to buy an advertisement place. (310) 345-8925

This is the approximate size of a 1/8 page advertisement. (\$25/Year)

The Amazing Pilot's Pen



Just \$19.95

- See where you write at night
- Used by Airline & Military Crews
- Included Red tip preserves night vision
- Single AAA powered, 100K+ hour life
- Gift packed with spare ink and AAA cell

www.ThePilotsPen.com

Young Eagles Report

Eve Farfan

The EAA Chapter 96 held a Young Eagles Really on April 25th, at the Hawthorn Airport. This was the first young eagles held at this airport in some time, and there was a very large turn out. Unfortunately the young eagles program was unable to fly all the kids that had signed-up to fly due to not enough planes and pilots. Despite the lack of airplanes, we successfully flew 75 young eagles. This was only possible because of the ground crew members, who came out and volunteered by signing-up the kids to fly, escorting the young eagles to and from the waiting area and planes safely, and selling EAA merchandise for the young eagles program. And of course the 10 pilots who supported the Young Eagles program and donated their time and plane to fly the young kids and introduce them to the world of aviation. The next Young eagles will be held at the Torrance Airport on May 30th. We hope to see more of our members and more young eagles eager to learn more about the wonderful world of aviation.



The EAA Chapter 96 board has recently approved of a new program, the 96 Flyers. This new program is primarily for those kids who are enthusiastic about aviation and are looking into a possible career in aviation, but it is open to ANY responsible young eagle. How the 96 Flyers works is, those kids in the program go to the EAA Chapter 96 hanger which is located at the Compton Airport, every third Saturday of the month at 8:30am and clean the kitchen, restrooms, library, and hanger, and at around 10am are done cleaning and can join in the members monthly meeting. After the meeting is concluded, they are able to fly in an airplane with an experi-

Board Meeting Minutes

Keith Spreuer

Attendance: Dave Bristol, Breanne Farfan, Israel Farfan, Jack Kenton, Martin Burham, Rhon Williams, Merrill Eastcott, Keith Spreuer (author) Held at Jim Hebert's Hangar (TOA)

Hangar Report: We have 1 small space and one large space vacant. However George Butts gave notice and will be moving at the end of April. We went over the budget and found that the insurance is being fully booked against the General fund. Keith will divide that up and apportion it between General and the Hangar accounts. We approved purchase of a new security camera system that will improve the security and lower down times. Dave Bristol is heading that up.

Activities: There is an Upward Bound YE event in the planning for May 30th. Upward Bound is a college group that promotes academic achievement. There is also an event April 25th at HHR. The chapter will make the Columbia flyout an official event. That is May 1-3 with camping or stay in the town. Keith agreed to send the web site info to Merrill and the group. In June we selected Agua Dulce as our flyout. They have started their BBQ's up there again on the 3rd Sunday. So we will go June the 21st. Reportedly they have cheap fuel prices there for that day.

Summer Programs: Keith called Jim Stothers to check on the reservations for the Tuskegee and the Oshkosh program. There were 3 candidates at the meeting to tell the BOD of their desires to attend the program. These were Justin Farfan, Vanessa Gavin, and David Wade. The BOD decided to send Justin to the BPA and the other two to Osh. Unfortunately Jim Stothers reported after the meeting that the 16 year old group at Osh was already filled. In an on-line meeting, the BOD elected to send Vanessa to the BPA as well and only David Wade to Osh.

BOD Schedule: Since the Columbia flyout is the first weekend in May, we will continue to hold the May BOD on the second Saturday. However, in June we will switch to the first Saturday. This will give time for the BOD input to get into the Newsletter.

Speakers: April will be a fellow from Flabob to tell us about their summer program. May will be Marc Zietlin talking about several building do's and don't that he has personally experienced. He is a lead engineer at Scaled Composites and will update us on the public domain activities there as well. In June, Bob Hayos will speak and later we are trying to get Jim Lezie to make a presentation.

EAA 96 Annual Membership Renewal

Membership Chairperson - Walter Tondou

- New member and renewal Dues are \$25 per year.
- **Chapter members must be members of the [Experimental Aircraft Association](#).**
- EAA dues are a tax deductible, non-profit IRS category 501c3 organization.
- Make Checks Payable To: **EAA CHAPTER 96**
- Fill out this form online then print it. Mail or bring this form with your \$25 payment to:

EAA CHAPTER 96
C/O Membership Chairperson
1017 West Alondra Blvd.
Compton, CA 90220

Existing Member Renewal or New Member: Existing Member New Member

First Name: Last Name:

Spouse:

Address:

City:

State: Zip:

Home Phone: Work Phone:

Email: Verify Email:

Occupation:

EAA Number: Expiration Date:

Current Projects:

If you have a web based project log, what is the website URL?:

How would you like to receive your newsletter? We HIGHLY recommend you select "On eaa96.org" to save postage.

(check one): US Mail On eaa96.org

Editor
EAA Chapter 96
1017 W. Alondra Blvd.
Compton, CA 90220

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MAY 2009 EDITION

Um, Ground? We found the lost luggage