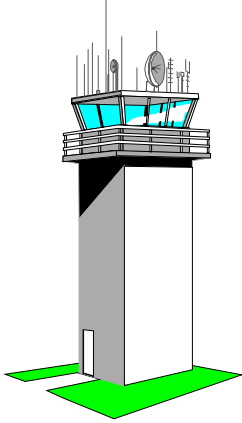




September 2009



PRESIDENT'S FORUM

As summer comes to an end, we have some very important activities coming up making it very important that all of you attend the next couple of membership meetings. This Saturday, September 19, will be our opportunity to prepare the Hangar and our ramp area for public display the following week during the Compton Air Fair. The Air Fair is our once a year opportunity to really show the public what EAA and our Chapter are about. We expect hundreds, if not thousands of visitors in our area and it is the responsibility of every member to contribute to Chapter 96 putting forward the best foot possible. We will also be asking for volunteers to act as guides and question answers. The program for this meeting will be presented by those members that went to Oshkosh this year.

The October meeting is of course our official annual membership meeting when new Chapter Officers and some Board members will be elected to serve our Chapter for the next two years. We are trying to obtain an avionics presentation for October, so stay tuned.

Young Eagles have three flying activities coming up that you can read about in the Young Eagles report elsewhere in the Newsletter. However I would like to mention that for those of you planning to fly at the Wings, Wheels and Rotors activity that still need the required forms, packets will be available at the meeting this Saturday.

Another activity talked about is the EAA Copperstate Fly-In which will be held this year October 23 – 25, 2009 at Casa Grande Municipal Airport (CGZ) in Arizona. So far a couple of EAA 96 members are driving there, and I know of a couple who are flying there. I plan to fly there with my son if I can get a couple of days off. It should be a great time if others would like to join us. Just remember we have to be back though for the Wings, Wheels and Rotors Open House on October 25th to support our Chapter's Young Eagles activity

Finally, I would like to acknowledge a donation that we have received from the Sempra Energy Foundation Volunteer Incentive Program in the name of one of the employees of the family of Sempra Energy companies and long-time EAA96 member, Dennis Lord. Thank you Dennis for your continued support personally and through your employer's Foundation.

It doesn't matter how old we get, we still find something to learn. In this case, just this last Sunday I learned, or rather re-learned, how important it is to know both your aircraft emergency procedures, and the local area operating emergency procedures. Picture this. I'm flying with one of our very own, Jack Kenton who is giving me an instrument proficiency check. After almost an hour of hooded air work and a VOR approach into Corona with holding at Paradise VOR, we land at Corona to allow me the pleasure of filing and departing IFR from an uncontrolled airport.

Merrill Eastcott

BOD Vacancy – Breean Farfan

Breean sent a message that she is not returning. She is staying in Idaho to attend college. The Farfan family, with the kids leading for the last couple of years, has been a great resource to our chapter. As the oldest, Breean led her siblings. She says that "... I feel bad that I am leaving all you guys but I have my goals and I feel going to school up here is a better course for me." She has, however, said that "My brothers and sister will still be active members of the EAA. Just minus one person." Now if all of us can find a little time to contribute.

The chapter will hold elections in Oct, we need at least one BOD person.

The Board of Directors meeting – 12 September, 2009 Attendance: Merrill Eastcott, Walter Tondu, Rhon Williams, Dave Bristol, Jack Massie, Jim Stothers, Jim Lobue (others???)

It looks like we have a volunteer to fill the Treasurer position.

The ramp area in front of our hangar will be torn up for up to five months, making access difficult. The still-disabled manlift needs to be moved somehow.

The Holiday Brunch is set at the Elks Lodge on Dec 13th (Sunday), from 10:30 - 2 (setup at 9am is OK). The cost this year is \$25.50 with the chapter giving a 50 person guarantee.

YOUNG EAGLES

You're all familiar with EAA's Young Eagles Program but you may not be familiar with what Chapter 96's has been doing. The following is something that was created to introduce and explain the program to non-EAAs and to document Chapter 96's participation and contribution:

Young Eagles is a national program of the EAA (Experimental Aircraft Association) to give children between the ages of 8 and 17 the opportunity to have an experience of aviation. This includes a short "ground school" on some aviation related topic and then a flight in a general aviation aircraft for each of the "Young Eagles". The program is free. Our local chapter (Chapter 96) has been a participant since the program began in 1992. The participation of our members is all volunteer. We donate our time and each of the pilots pays for his, or her, own aircraft expenses.

Since 1992 we have flown 6,500 children. We have 8 to 12 events each year at 4 local airports: Compton, Hawthorne, Torrance and Los Alamitos and we are an invited participant at the yearly Compton Airfair and Los Alamitos "Wings, Wheels & Rotors" Open House. Most of our "Young Eagles" are local children including groups from local schools, after-school groups, Boy Scouts and LAPD and LA Sheriff outreach groups. Some schools have aviation programs and we work with them to provide Young Eagles events for the program graduates. Most recently we have done this with Orville Wright Middle School and Santa Ana High School ROTC.

Below are some statistics for Chapter 96's last few years:

Date	Young Eagles Flown	Airport	Number of Pilots	Number of Ground Crew
2009				
03/21	33	Compton	8	6
04/25	73	Hawthorne	10	12
05/30	27	Torrance	6	10
07/08	7	Torrance	3	1
07/17	10	Compton	4	1
09/26 (Scheduled)		Compton Airfair		
10/17 (Scheduled)		Compton		
10/25 (Scheduled)		Los Alamitos Open House		
Further events to be scheduled for this fall				
TOTAL	150 (so far)			
2008				
01/28	12	Compton	1	3
03/08	68	Compton	12	11
04/12	9	Torrance	3	10

Date	Young Eagles Flown	Airport	Number of Pilots	Number of Ground Crew
05/17	50	Compton	9	11
07/19	28	Compton	8	9
09/27	90	Compton Airfair	6	14
10/26	68	Los Alamitos Open House	9	13
12/06	39	Torrance	11	11
TOTAL	364			
TOTAL	480	2007		
TOTAL	325	2006		

DAR Monthly Report

Sorry, no report this month. We will get caught up with the regular monthly features soon. JL

Hangar Report

We have two small and two large spaces vacant. But one small space is being used for tools and one for the Dragonfly. We have two people that are interested in taking spaces reportedly but neither one has contacted me directly yet. If anyone knows their contact info please send it to me and I will contact them. That would really go a long way to help out short fall. The hangar clean up for the Air Fair will be after the General Meeting on the 19th. We also need at least 4 volunteers to escort visitors during the fair.

I mailed a letter to American Airports HQ and a CC to Andrew at the airport. I basically told them we can't keep a positive cash flow in the hangar at the current rent. The charges we pass on to our tenants is too high to keep the vacancy rate down. I also asked for a discount during the construction period when we will have restricted access to the runway. They are saying 5 weeks after the AirFair. I also asked them to modify the lease so that it is worded properly for us to get an exemption from the property tax. Our latest appeal was rejected and they sited a paragraph in our lease that excludes the public.

The activity in the hangar has been centered mostly on Carl's Pietenpol and Joe Motis' building space. Joe is our newest tenant and has built an amazing work space. He is starting off with a half space but has made to most of the space available. He has overhead storage with his own lights below the storage so it is well lite and has good access. Very nice!. Gus got some time off work and has been busy on the Glastar. Tell me again Gus, how do you do that from Monterey? The Cozy is doing pretty well. These hot Summer days have brought my poor ground cooling to front and center but I flew Tim Iverson over to Tucson and back on probably the hottest day of the year. It was 106 over there when I took off. I had to watch the temps a little but it did great. The saving grace was that it was only 2 block from start up to take off. So the engine was barely warmed up when I started the take off roll. Tim picked up a Dragonfly project over there and is donating the fuselage to the chapter. It only need minor repairs and canard finishing to fly (plus plus you know how that goes). But seriously it looks like a great project for someone.

Keith

DROOPING AILERONS – *Jim Stothers EAA57609*

For our Chapter 96 history, I am reminded from to time of events and people. Among my dear friends in the Chapter was Doug Scherer, now long gone as is his wife Mary, so any seemingly negative thoughts expressed here cannot hurt any one but myself for their uncharitable content.

Doug built what started out to be a “Nesmith Cougar”, a variation on Steve Whitman’s “Tailwind”. While what he constructed did fly, at least for a time, it was crudely made, and much modified from the original plans. For instance, it was a tri-cycle geared. In such a small aircraft, that modification alone added significant weight to an aircraft that, as designed, had a rather high wing loading. Taking that into account, Doug added span; he also added fuselage width and length, for he was a rather large man without being disproportionate.

We shared a hangar at Compton (C-7) that could accommodate both his Cougar and my Starduster Too. Not long after Doug had completed his craft he took it out for some air work. He wasn’t gone too long when I heard him taxiing back. In observing, I saw that he had a rather sheepish and startled look on his face. Suddenly, something odd caught my attention: both ailerons were drooping. Now before WWI some of the old aircraft, because of the way they were rigged, characteristically demonstrated drooped ailerons while at rest. But that was then more than sixty years earlier!

Rather weak-kneed, Doug climbed out and soon related his proverbial “moment of sheer terror”.

In building his plane, Doug decided that, to save weight and complexity, and because,

considering all his modifications, he believed that his plane could not possibly achieve a dangerous speed, he elected to delete the aileron balance weights called for in the plans. In addition, where the actuating levers joined the aileron torque tubes, he used aluminum pop-rivets. That seemingly harmless modification probably “saved his bacon”. While performing relatively simple and common maneuvers (Doug was not of the temperament to perform any maneuver approaching aerobatic), he suddenly experienced a violent shaking and popping noises. The unbalanced ailerons had suffered aerodynamic “flutter”. In the process, the pop-rivets sheered, leaving no aileron control. The sheering of those rivets probably saved the wings from greater destruction, and, probably, Doug! Fortunately, even with the absence of aileron control, he brought the plane and himself safely back.

Another engineering misadventure on his part brought the ultimate destruction of the aircraft, but, this time, not without injury to Doug. While departing a fly-in at El-Mirage airport to which Doug had flown earlier in the day, the engine lost power, or, rather, it failed to develop full power. Electing to return to the airport, he touched down “off runway”. Fortunately, he maintained control of the aircraft all the way: unfortunately, there were obstructions in the form of heavy pipes sticking up from the ground that tore the craft seriously before it stopped. Doug was injured enough that he spent some time in the hospital.

The cause of the problem turned out to be that the throttle control ran through a common wire-wound control cable that was not properly secured to the airframe so that when, in this instance, leverage was applied, instead of moving the throttle control, it merely rotated in the securing fixture, allowing the cable to bend without moving the lever on the carburetor. The aircraft was totaled, save only that the Franklin “Sport Four” was salvaged. Doug did not build another airplane.

For Bob Hayos benefit, had we then a “DAR” to counsel our builders, events that this article described might not have happened, though obstinacy seems to be a peculiarity of the aviation community.

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 jdlobue@verizon.net. 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]

FOR SALE: Fast Build Kitfox - Approx 1/4 completed. Model III, Rotax 912 engine, extras, \$16,000 OBO. (310) 328-9358 Contact Shirley Russel. [9/09]

EAA 96 General Meeting	09/19/09	Compton Airport
Compton Airfair (Young Eagles)	09/26/09	Compton Airport
Young Eagles	10/17/09	Compton Airport
Wings, Wheels, and Rotors (Young Eagles)	10/25/09	Los Alamitos
Copperstate Fly-In	10/22/24	Casa Grande, Arizona
EAA Sportair Workshop	10/17/18	Flabob Airport
Christmas Brunch	12/13/09	San Pedro Elks