



Chapter Seven *Long Beach*

President's Message

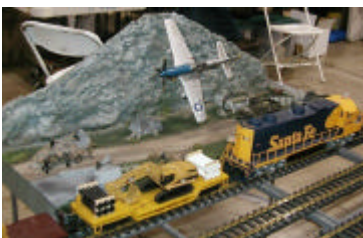
By George McDaniel

I am sitting here at work writing this newsletter article when I should be at Sun & Fun. But we all have our sacrifices to make. If I want to spend the money for my instrument rating then I have to stay home and save money. I was planning to go but had to decide which I wanted the most - Sun & Fun or my instrument rating. I decided the instrument rating was the most important to me at this time. I have a share in 2 planes now and don't usually go farther than 100 miles or so. I just don't have the confidence level I would like to have so I think by getting my instrument rating I will build my confidence up and be more comfortable about going on longer flights.

I was shocked to see where the mayor of Chicago dug up the runways at Miags Field. I don't know what we can do as a group of flying enthusiasts but we really need to work on the overall perception flying has with the general public. Why do people think small planes are a threat? What makes them believe a small plane that can only carry a few hundred pounds can be a weapon? A U-Haul or Ryder rental truck packed with explosives will do much more damage that a small plane; yet we don't see politicians stopping them from entering their cities or limiting where they can go. I think the AOPA is starting a boycott of Chicago; I know I will support it. Also I e-mailed the Mayor letting him know that I am supporting a boycott and am recommending it to everyone I know.

Speaking of Sun & Fun, the air show season has officially started. The Planes of Fame Air show in Chino is Sat May 17th and 18th. I hope everyone is planning to go, I know Chapter 92 will be working and will appreciate help from Chapter 7.

Enough for now see you at the meeting.



Have a model train layout ? Enhance it with a diorama using a model plane into the scenery.
L gauge 1:24
O gauge 1:48
HO 1:87 N 1:160

VP's Chat Room

By Don "Crash" Thompson

Program -- Apr 10, 2003

This month we will welcome back Bob Atkins of Cool Jugs. **Bob will have their Cherokee test plane parked at AirFlite about 6:00 p.m. for members to view the installation with the cowling removed.** Knowing how technical our members are, I have sure that the heads will be deep in the cowling to inspect every nook and cranny. Following the outdoor display, Bob will have a video program showing the test results.

The Long-EZ test bed is on display at Sun n' Fun. After much hassles with the local FSDO, The Cherokee test bed had to be transferred to Camarillo. Having flown off the test hours, the Cherokee is now based at Compton airport.

COME ONE ! COME ALL ! COME EARLY !

If you have leads or information on a topic of interest to our members, please contact me to follow-up for a program schedule. Tel: 562 / 498-0862.

See you at the meeting.

Membership Renewal T-Minus "+ 1"

Being that I was unable to confirm paid membership with our treasurer before his departure for Sun n'Fun, everyone gets a reprieve for an extra newsletter this month.

It happens to be that time of year again to renew membership. As you read this, it will be your **LAST** newsletter UNLESS you have renewed your dues for FY 2003. We are looking forward to another exciting year in 2003.

Chapter 7 continues to be one of the lowest rates for membership, just \$12.00. Considering the amount of information and excellent articles by our contributors, this is a major bargain for members.

I urge you to renew early so you do not miss a single issue. Please mail or bring to the meeting on Thursday, **April 10th**. If you are unable to attend, mail to: Woody Fowler, 11449 Anticost Way, Cypress 90630.

Chapter policy is for the newsletter to be sent to member until March of the new year unless they renew their membership. **DON'T WAIT** until the last minute. Help to balance our books by renewing as early as possible and get our membership for 2003 to set a new record.

Your chapter officers are working hard to present excellent programs and activities in 2003. We hope that Oshkosh 2003 will set a new record for chapter members attendance.

Chapter 7 has one of the lowest membership fees made possible by the volunteers of the B-17 Tour and other activities. Publishing costs have been reduced dramatically over the years.

Support these efforts by renewing **NOW** and tell a friend. Better yet, bring a friend to the meeting to show them what EAA is all about.

Secretary's Note Pad

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of Mar 13, 2003

Rick Vaux, Chapter Tech Counselor, is being transferred by American Airlines to Reno, NV. He wants to donate his Christavia project to Chapter 7. Rick has a 15' x 25' work space shared with Woody Fowler, Chapter Treasurer, and Darwyn Wolff, Chapter Young Eagles Coordinator. Rick's share of the workspace rent is \$200/month. Woody is looking for a new co-tenant to share the rent when Rick leaves. Mike Sawicki, Chapter Newsletter Editor, informed Board members that Chapter 96, which owns shed space at Torrance Airport, has no vacancies; Rick's project cannot be stored there. Woody stated that Rick's project can be stored at it's present location, suspended from the ceiling. Parts boxes can be stored elsewhere in the building. Woody estimates storage cost at \$50/month.

Rick said that his project can be sold and the proceeds can go to the chapter's treasury.

Woody wants to ask the members at the meeting about a consortium to complete the airplane. The chapter cannot own any aircraft; EAA Oshkosh prohibits chapter ownership

because of liability. Woody proposed a Letter of Determination, under 501©3 of the IRS tax code, for Rick Vaux to show to the IRS. Rick will not need this document until the end of the year. Any donation in excess of \$500 in value must be appraised. Darwyn Wolff suggested Aircraft Spruce do the appraisal.

The Board approved creating 501©3 status for Chapter 7. Tom Griffith, Chapter Membership Coordinator, proposed that the Board approve an expenditure of \$150 to cover the fee cost of submitting Form 8718, User Fee for Exempt Organization Determination Letter Request. The Board approved the expenditure.

Rick told Board members that his project does not have an engine. Woody said that kit price for parts, minus engine, totals \$6,800. Rick said that the wing ribs require a rebuild. The Christavia is a tandem two-seater, high wing monoplane with a steel tube fuselage and fabric covering.

Don Thompson, Chapter Vice President, said that Chapter 7 should not pay for storage cost indefinitely. He proposed presenting the project to the members at the members meeting.

Rick Vaux will accept \$1,500 in payment for the components of his project.

Woody proposed initially paying \$50/month for storage. If there is no member interest, he suggested advertising in Rent-a-Plane and Pacific Flyer. The Board approved paying three month storage at \$50/month.

Woody moved that, as Treasurer, he be authorized to give Darwyn Wolff, as Young Eagles Coordinator, an ongoing \$25 allowance. Don Thompson seconded the motion. The Board approved the motion.

Voting rights in a chapter require not just chapter membership but membership in EAA National also.

MEETING MINUTES General Meeting Mar 13, 2002

Attendance: 37

George McDaniel, Chapter President, led members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. At the time his report was prepared, there were 31 paid up members in Chapter 7. Four more paid up tonight.

Doug Porter moved that the Treasurer's report be approved. Tom Griffith seconded the motion. The members approved the report.

There is a correction to the members as read in the newsletter. Darwyn Wolff, Chapter Young Eagles Coordinator, went with Tom Polley of Chapter 92 to the mayor of Fullerton to obtain approval of Young Eagles events at Fullerton Airport.

Videotapes are available for check-out at the table next to the officers' table.

NEW BUSINESS

Guests were introduced:

JEFF RYAN Chapter 72, Colorado Springs
OLIVER WALTON, son of Scott Walton, Chapter 7 member
ERIC RAYE, former pilot, who will be flying again
ANNA POLLEY and TOM POLLEY, co-owners of Ray's Flying Club at Fullerton Airport, and Chapter 92 members
DON GIBSON program presenter
DON HART program presenter

Rick Vaux, Chapter Tech Counselor, informed members that he is being transferred to Reno. He thanked members for their support and input. He told members that Chapter 7 has a great safety record. Three aircraft were completed during his time as tech counselor. He invited members to Reno for the air races in September.

Darwyn Wolff, Chapter Young Eagles Coordinator, estimates 25-45 Young Eagles for the event at Long Beach Airport on Saturday, March 17.

Tom Polley, Chapter 92, invited Chapter 7 members to a barbecue at Fullerton Airport on Saturday, April 5. On Saturday, April 12, there will be a Young Eagles event at Fullerton Airport. Five pilots from Chapter 7 will be available for the April 12 Young Eagles event.

George McDaniel told members that John Mahany, Chapter 7 Flight Counselor, has been awarded Master CFI status. There are only 350 CFI's in the USA with Master status.

Don Thompson, Chapter Vice President, told members that Rick Vaux's Christavia project is for sale. He told members that it is a tandem two-seater, taildragger monoplane. All parts except engine, propeller and firewall are available. Price is \$1,500. Total price from kit manufacturer for parts is about \$6,800. Skip McConnell, former Chapter member, owns an engine which was intended for this project. It is a Mazda RX7 rotary engine. Don will put project buyer in touch with Skip McConnell.

Don brought in a newspaper article by Don Hart about Boeing's Pacific Center.

Don invited members to join him on flights.

Mike Sawicki, Chapter Newsletter Editor, asked members to notify him if they has space available for flights.

John Mahany, Chapter Flight Counselor, told members that he had no response from K. T. Rice, inventor/pilot of a "flying car", about any more test flights.

Last night, March 12, 25 pilots attended a GPS seminar he presented. John is working on a cross country flying seminar. He told members that the national CFI award went to a pilot examiner in St.Louis. There are 8,000 licensed CFI's in the USA. 350 have Master CFI status.

Woody told members that he has a 15' x 25' shop space available next his space. The shop is located in west Garden Grove. Rent is \$194 plus utilities, total about \$200/month.

PROGRAM

Program One

John Gibson, Golden West Fly-In coordinator, told members that the event has moved from Sacramento to Marysville Airport. The event this year will be held on June 20, 21 and 22 (Friday, Saturday and Sunday). Golden West is one of ten regional events held in the country. Last year there were 9,500 visitors and 650 aircraft. 350 aircraft were on display. The first day will feature Young Eagles flights. Last year 137 Young Eagles were flown. There will be other youth events this year. The second day there will be an airshow. Sunday, the third day will feature Eagles of Liberty Warbirds. There will be 86 exhibitors.

Early morning each day there will be hot air balloon flights. On Saturday there will be a Balloon Glow event. Balloons will be illuminated. There will be a barbecue and band music.

Golden West also sponsors a Wild Blue Wonders program. It is presented at a middle school level. Winner of a contest held in connection with this program will go to Oshkosh. Winner of Oshkosh. Winner of the Oshkosh competition will go to the Centennial event at Kitty Hawk, North Carolina.

Program Two

Don Hart gave a presentation on the emergency maneuver and confidence courses available from his company, Hart Air Jg 54. Instruction vehicle is a Robin 4, a two-seater low wing monoplane. Don quoted Tony Le Vier, a test pilot with whom Don worked some years ago. Tony Le Vier stated, "Flying is inherently dangerous; to lower the risk one must have a well-designed aircraft properly maintained." Another quote: "no emergency training is an accident waiting to happen."

Hands-on training involves spins, inverted flight and unusual attitude recovery. The program was initially developed by Sammy Mason, a military veteran who operated a flight school at Santa Paula Airport. The goal of

the program is to increase pilot proficiency and self-confidence in all flight attitudes.

25% of all accidents are stall-spin accidents; most are fatal. Stall/spin accidents are 50% of all general aviation accidents.

Simulators are not adequate emergency training. Emergency training must be comprehensive to the point where reactions are instinctive. 70% of stall/spin accidents are in the traffic pattern.

- General recovery procedure involves:
- throttle closed
 - aileron neutral
 - opposite rudder
 - forward stick for upright spin
 - neutralize rudder
 - establish climb

Note: follow sequence to prevent flat or inverted spin
The program includes instruction on inverted flight, unusual attitudes, systems emergencies, control loss, engine out and emergency procedures.

On the matter of Boeing's Pacific Center plan, Don told members that the people executing the plan involve no aviation people, only realtors. They are not interested in aviation. Don asked members to remind local politicians that the only two entities controlled by the City of Long Beach making money are the Port of Long Beach and Long Beach Airport.

Jim Wolf won a drawing for a stall/spin instruction flight, courtesy of Hart Aviation.

REFRESHMENTS

- APRIL Merv Meyer
- MAY Chuck Newcomer
- JUNE Don Thompson

If you would like to volunteer for refreshments please contact George McDaniel. Day 562 / 630-1175, evening 949 / 951-0957.

The Chapter newsletter cannot be considered for any awards by EAA National HQ unless it has a "title". I have suggested titles such as "Windtalker" and "Cloudskipper" with drawings. If you have any other suggestions, please bring them to the meeting or submit them to my e-mail address. Thank you. (Editor – Mike Sawicki)



Under Construction Re-Organization In Progress

by Mike Sawicki, Newsletter Editor

Dear Members,

Please excuse the delay while this area of the newsletter is being re-organized. I have always felt that the Tech Counselor's section of the newsletter is a vital part of the overall content.

I am working towards a list of articles. I think it will be very hard to replace the expertise and knowledge that Rick Vaux left on these pages. I hope to work with Chuck Newcomer as our current Tech Counselor to bring you informative articles based on news articles, EAA technical bulletins, and other pertinent sources.

We look to the membership as a source of ideas and topics that you would like to see addressed. This is YOUR chapter and the chapter officers and the members of this staff are but your servants.



by
John Mahany
Master CFI
Ch 7 Member

On Friday, March 28, the NBAA (National Business Aircraft Association) held their Southern California Business Aviation Forum and Static Display, here at Long Beach. This is the alphabet group which represents most of the corporate flight departments, like EAA represents us. None other than Mr. Russ Meyer, the CEO of Cessna, addressed the audience Friday morning. He remains upbeat about the future of GA, despite the current economic situation and the war. Of course, Cessna is still producing Citations, which is a different market. Still, it was the first time I have heard him address an audience. He has been at the helm of Cessna for a long time.

There were more than 30 business jets on static display, and I made a point of looking at all of them! I was able to get into the cockpit of most, and the two that I really wanted to see were the Gulfstream IV-SP and the G-V. The G-IV on display is four years old, although I couldn't tell, and the factory pilot apologized for the 'older' instrumentation, which was all 'Glass', and the avionics. It was very impressive! I couldn't tell it was 'old'. The G-V, by comparison, was even more sophisticated. I did at least recognize the control yoke!

As nice as this equipment is, I wonder if they ever miss 'hands-on', 'stick 'n rudder' flying, which is what we do! They have much more 'managing' of sophisticated navigation systems that fly the airplane. Of course, when you are cruising at FL 510 (51,000' msl), you don't hand-fly.

Also at the show, was a Wilga, which, if you are not familiar with this, is a Polish-built aircraft, and it is designed for bush and back country flying. It is a very rugged design. It has a high wing, with slotted leading edges, which serve to lower the stall speed, a tail-wheel, and a unique trailing link main gear design, which results in a very high ground clearance for the propeller, which is a concern for the rough strips found in the back country. The engine is a 300-hp Continental IO-540, which turns a 3 bladed prop. This airplane would have been a blast to fly in the Idaho back-country at the mountain flying course I took last summer!

I was able to talk my way into a demo flight, and on Monday morning, March 331, I met Kevin McKown, who is a distributor out of Albuquerque, NM. Since I was not a potential buyer, my 'demo' flight was about 15 minutes, or two times around the pattern here in LGB. Still, it was a chance to fly a really interesting looking airplane. The performance was great, and handling characteristics were very nice. It is a STOL aircraft, so takeoff and landing roll are both short. Cockpit instrumentation is a little different, being non-US, and the control stick has a padded oval at the top, which you hold. I haven't seen this before. It was easy to hold and fly. This may be the result of some 'ergonomics', or human factors engineering here.

I am working on putting some extended cross-country flights together, that would likely be multi-leg flights, for any pilots who are not comfortable with longer cross-country flying, beyond where they normally fly, as a confidence builder and to gain experience. The idea would be to learn more about how to deal with weather, as both a VFR and IFR pilot, which is always a concern even for experienced pilots, as well as real-time decision making, alternate plans of action, the go/no-go decision making process, and so forth. If you would be interested in this please let me know. I would also like to be able to use a GPS-equipped airplane, and incorporate some GPS training at the same time.

My next seminar will be Night Flying, in Torrance, on May 14th.

Fly safe and keep the blue side up!

Calendar of Events

The list of air-show and aviation events shown here are limited to 3 to 4 months in advance. If there is a event with Chapter participation such as the AOPA convention, it may be carried longer. With plans to establish committees within the chapter to organize events, there is hope to generate interest in attending most aviation events in the Southwest region, and fly-out events of our own for breakfast, brunch or local points of interest.

Apr 26-27: Visalia, CA. Vintage Air & Car Show, Visalia Municipal Airport. (559) 787-3659.

May 2-3: Bakersfield, CA. Peace Wing & Ride Fly-In, Car, Motorcycles. Bakersfield Municipal Airport. Ch 71 will participate with displays. See **May 31st** for their annual chapter bash.

May 2-4: El Cajon, CA. "Wings Over Gillespie" Airshow. (619) 518-5895.

May 17-18: Chino, CA. Air Museum Planes of Fame Airshow. (909) 597-3722.

May 23-25: Watsonville, CA. Watsonville Fly-In & Airshow. www.watsonvilleflyin.org.

May 31: Bakersfield, CA. EAA Ch 71 Old Fashioned BBQ & Fly-In. Tri-tip, beans & salad staples. Oh yes, don't forget the fabulous desserts.

June 20-22: Yuba City, CA. Goldenwest EAA Regional Fly-In. www.goldenwestflyin.org (530) 741-6463.

June 21-22: Van Nuys, CA. Van Nuys Air Fair with participation by EAA Chptr 40. Web site : www.eaa40.org (818) 705-2744.

Santa Paula, CA -- First Sunday of the Month, Aircraft Display & old time autos, 9 a.m., Santa Paula Airport.

El Monte, CA -- Last Sunday of the Month, Aircraft Display & BBQ, 9 a.m., El Monte Airport (626) 452-9151.

LaVerne, CA – Third Sunday of the Month, Antique & Special Interest Aircraft Display, Brackett Airport (626) 796-7851.

Be sure to check out the culinary delights available at the newly remodeled Wings Café at the APV Terminal Building. Owner and delightful operator Lydia DeMaio recently informed me that she bakes her pies and cakes right there at the restaurant with her own lily white hands, and from scratch, no less! Her sticky buns look good, too. No Betty Crocker assistance for Lydia, by golly. Check out her daily specials, too! **Closed on Fridays.**

El Monte – The Mallard Restaurant is now looking for new ownership. Anyone interested may visit the facility and view the current installation. Airport management would like to see someone else come in to take over the

operation since extensive changes were made to accommodate a food service facility. **CLOSED UNTIL FURTHER NOTICE.**

Lynda's Food Shack at the Hesperia Airport is now open. Open for dinner 1700-2100, I don't know what the early hours are, but presumably 0700-1500.

So-Cal Corner

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events. Newsletter editors: please direct your snail-mail exchange newsletter to: Mike Sawicki, P.O. Box 344, Hawthorne, CA 90251-0344 or e-mail to: always1@qte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Been quiet from this front. Editor has been under the weather with surgery. Hope all is progressing well. The new hangar construction should be complete for the new open house in Sept. Look forward to their Open House again this year, maybe some leveling of the field and more grass. Take a hint from Copperstate. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Nothing to report lately. Been a couple months without their newsletters coming through.

EAA Chapter 14. Brown Field, San Diego, CA. Roy Davis committed to building an Express 2000FT. Young Eaglet Amber Merz went down in a Kolb Firestar when engine went kaput. When news media asked if hurt or scared, she replied "Not a scratch, my dirt bike is a lot worse than this thing." Web site: <http://www.eaa14.org> Lots of activity, more than I can mention here.

EAA Chapter 49. Lancaster, CA. Active chapter with participation of flying events. Thanks for the newslet via snail-mail.

EAA Chapter 92: Orange County, CA. New editor published great looking newsletter. Web site: <http://www.eaa92.org> New meeting place is Don Jose's in Tustin, Holt & Irvine Blvd.

EAA Chapter 96. Torrance, CA. Hangar at Compton (CPM). Hangar full, lots of progress on what is there. Next meeting Apr 19, 10 a.m. LOTS of activity. See article notes. <http://www.geocities.com/ea96>

EAA Chapter 40. Van Nuys, CA. That chapter hangar still has potential. Van Nuys Air Fair Jun 21-22. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Tim Barnes reactivated newsletter, great job. Looking to see more of his handiwork. Don't forget their Ol' Time BBQ on May 31, getting back to the old traditions of tasty tri-tip, beans & salad. City sponsored Wing & Ride Fly-In exhibition on May 2-3.

EAA Chapter 465, Paso Robles, CA. NEW to the list here, Welcome! New member Mike Kelley looking to build Murphy Rebel. See picture of Mike in their newsletter and you will know why the choice of aircraft.

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects. 1/3 hanger for \$100 per month for 412 sq ft (24 x 14.5 plus 4 x 16 areas). See copy on newsletter table at meeting.

EAA Chapter 499, Santa Maria, CA. Been somewhat quiet from this Chapter but they are active. Just have to renew connection.

EAA Chapter 527, Santa Barbara, CA. Active chapter. Just got in their latest issue. Former member Bob Brantley just finished his Falco. Moved to Missouri last year but keeps in touch so he has excuse to get out of those chilly Midwest winters. Lots of activity. Be sure to glance at their issue on the table.

EAA Chapter 1000: Edwards AFB, CA. Mtg to be held at home of Bob Waldmiller. Demo on vacuum bagging. Be on the alert for the Project Police. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1340. Twenty-nine Palms. Trying to make contact with present leadership to find their new editor. See old copy at meeting.

At this time I want to thank all the participating chapters. We look forward to other chapters joining the exchange. I wish I could publish all the interesting articles I read in the various newsletters.



The Eagles Nest

by Darwyn Wolff
YE Flight Coordinator

With the March Rally having been cancelled due to rain it seems that Chapter 7 is having a bit of a rough start with Young Eagles Rallies for 2003. However, the **April 12th Rally at Fullerton** is sure to make up for any shortcomings. The Rally will be held at **Ray's Flying Club on the North side of Fullerton Airport.**

To get to Ray's proceed Eastbound on Artesia from the intersection of Artesia Blvd. and Dale Street in Fullerton / Buena Park. This is the first major intersection (on Artesia) East of Beach Blvd. The first street on your Right (South side of Artesia and only a very short distance from Dale St.) will be Dale Place. Turn right onto Dale Place and proceed southbound a short distance until you will follow a curve to your left then proceed eastbound to the airport gate near Ray's Flying club. When you drive up to the gate you will see a post with an access panel mounted. Press the button on the very top of the access panel and wait for the gate

to open. When the gate opens drive in and park as directed. Request a parking pass if not given one upon entry and place on top of dash.



A significant amount of preparation has gone into this rally. For example at the City of Fullerton Council Meeting on Tuesday April 1st, the City Council and Mayor Don Bankhead presented Ray's Flying Club and Chapter 7 with a proclamation.

The proclamation reads as follows:

WHEREAS, the Experimental Aircraft Association (EAA) through its Young Eagles Program has introduced over 875,000 young people to aviation with a complimentary airplane flights; and

WHEREAS, the Young Eagles Program was initiated in 1992 with the lofty goal of giving at least ONE MILLION young people throughout the world, introductory airplane flights by December 17th 2003, the 100th anniversary of the Wright Brother's first powered flight; and

WHEREAS, the City of Fullerton is unique in that it provides the only airport exclusively for general aviation within Orange County thus making it an ideal venue for a Young Eagles Rally; and

WHEREAS, Ray's Flying Club and EAA Chapter 7, a local chapter which began in Fullerton, will be holding a Young Eagles Rally on Saturday April 12th, 2003 at Ray's Flying Club at Fullerton Municipal Airport

NOW, THEREFORE, BE IT RESOLVED THAT I, Don Bankhead, Mayor of the City of Fullerton, in behalf of the entire Fullerton City Council, do hereby proclaim Saturday, April 12, 2003 as Young Eagles Rally Day at Fullerton Municipal Airport, Fullerton, California.

The proclamation bears the signatures of the Mayor and City Clerk and the City Seal is affixed in the lower right corner.

We are estimating approximately 40 to 60 Young Eagles at this event. Pilots with planes and ground volunteers will be urgently needed. We will firm up our plans at the April meeting.

See you at the meeting!

Classified Ads

FOR SALE- Cavalier SA 102.5 Homebuilt. 99 % completed. This is a fast two place side-by-side low wing aircraft with a 125HP Lycoming O-290 D. Cruises at 140 MPH on just 5-6 GPH fuel burn. Asking \$10,000. For details contact Fred Leonhardt (562) 926-9894 or Ray Reynolds (562) 984-8557 leonhardt@webuniverse.net

ROOMMATE WANTED in CYPRESS. Beautiful 3 bedroom townhouse with pools, spa, sauna, and clubhouses in Cypress Village. Only \$395 per month plus share of utilities. Woody Fowler and Darwyn Wolff, 714-897-6566.

For Sale: 1/3 partnership in 1977 Grumman American **Tiger AA5B** based at El Monte. I am second owner for past 19 years. \$19,900. Woody Fowler, 714 897-6566

Shop Space, 15' x 25' aircraft assembly (or whatever), 11' high, in west **Garden Grove**, \$194/month, Woody Fowler, 714 897-6566.

1/3 hanger for \$100 per month for 412 sq ft (24 x 14.5 plus 4 x 16 areas). See Ch 494 (Corona) newstr table at meeting.

Look for other bargains of aviation items in the Classified sections of the newsletters placed on the table each month. If you are looking for something in particular, be sure to let me know (Editor).

In the Pattern

Lancair introduces two-seat fixed-gear Legacy. Seems my L-235 FG is just too slow out of the gate. Constructed of fiberglass, rather than more expensive Kevlar, the new model will handle 200 to 300 hp engines and lower insurance cost with the gear down.

Mayor Daley digs Miegs Field in the middle of the night. **FAA** closes tower with no runway ops to handle.



Ch 7 member Art Canning told the group about his ordering the Cumulus sport plane. Span 43 ft, climb 1,000 fpm, 20:1 glide ratio, cruise 35-75 mph, empty wgt 360 lbs. Cruciform tail replaced V-tail

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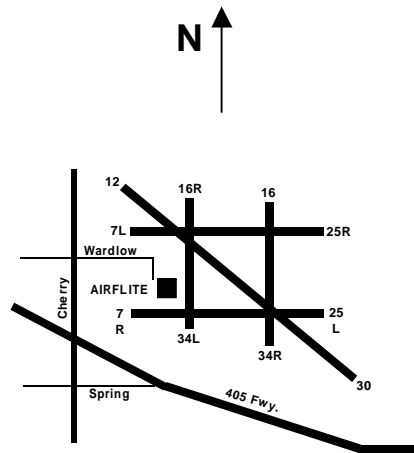
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area.

Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site:

www.beegroup.com/eachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

EAA Chapter Seven exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 7, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$12.00 per year payable to the Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or my e-mail.



Chapter 7 Newsletter

George McDaniel, President
26442 Naccome Drive
Mission Viejo, CA 92691-4948

**ADDRESS CORRECTION
REQUESTED**