



Chapter Seven *Long Beach*

President's Message

Another successful trip to Oshkosh. I can't believe I almost didn't go this year. I really love it. This event is the highlight of my year. Next year will be the 50th anniversary of the Fly-In and everyone should try and attend. I will give a report at the meeting on all the details including a slide presentation. Don Thompson will be out of town for the August meeting. He just can't stand the fact that I went to Oshkosh without him.

Mike Sawlcki is doing a great job on our newsletter and got 11th place in the Newsletter Awards competition this year. This is excellent when you think that there are over 1000 chapters. Congratulations Mike!!

Chapter 96 (Torrance) now has a new hanger at Compton. Don and I went out after the last meeting to see it and we were impressed. See more about it in another article in this newsletter.

We held a very successful Young Eagles Rally for the Boy Scouts last month and managed to get 28 Scouts their merit badges. It was a fun event, thanks to all who helped especially Tom Griffith and Don Thompson who flew all 28 as Woody had alternator problems.

It is time to start thinking about nominations for officers and board of directors members for next year. Now is the time to step up and volunteer your time and services to the chapter, we need all the help we can get.

See you at the meeting.

What the EAA means to Me..
Friends,

I attended the Leadership Breakfast on Saturday morning and was once again amazed at how much the EAA is actually doing to promote all types of Sport Aviation. If you really think about all the different areas that the EAA is impacting it will stagger your mind. Just to mention a few but by no means all...

The different divisions include : Homebuilders, EAA Warbirds of America, EAA International Aerobatic Club, EAA Ultralight Special Interest Group, EAA Vintage Aircraft Association, and the National Association of Flight Instructors. Each of these groups has its own magazine and council or board of directors that keep the members informed.

Fly Ins - Starting with Sun'n Fun Fly-In in April and continuing through October with gatherings in almost every part of North America, especially the grand daddy of fly-ins -- Oshkosh.

AirVenture Museum contains more than 95 superb exhibits, and is especially suited to the homebuilders throughout history.

Chapter Programs - Allow EAA members to share the knowledge and enthusiasm with others.

EAA Technical Counselors Program - The goal of the Technical Counselors Program is to help EAA members build a "zero defect" aircraft for its final inspection by the FAA. Participation in this program and

the Flight Advisors Program will sometimes allow a homebuilt to be insured from the very first flight and often with a discount.

EAA Flight Advisors Program -

EAA Information Services -

EAA Library Services

How to Publications and Technical Manuals

Aeromedical Advisory Program

EAA Insurance Plan with Avemco

EAA Aircraft Finance Plan with Textron Financial

Government Representation -

Young Eagles Program

Air Academy Aviation Camps

See you at the meeting...

George McDaniel

VP's Chat Room

August Program

This month our program will be a member with pictures and slides of Oshkosh 2001. We will also try to arrange for a computer projector to use at the meeting.

Look for this to be very interesting as there were MANY very interesting aircraft at OSH. The other highlight this year is the introduction of more handheld units that not only provide GPS information but weather (wx) and even one with portable EFIS. Add automatic variable pitch

propellers, AOA (angel of attack) units, this then totals up to a VERY interesting program for the evening.

Please be on time so we may start promptly at 7:30

- Don T.



BOARD OF DIRECTORS Meeting of Jul 12, 2001

George McDaniel, chapter president, told board members that Matt McDaniel was unable to get into the Air Academy in Oshkosh. There were no openings. Since there is no chapter candidate to the Air Academy now, Woody Fowler, chapter treasurer, will donate his Young Eagles pilot points to Oshkosh to use for other candidates. The \$500 scholarship donation in memory of Don Sausser remains in the Chapter 7 scholarship fund. The information in the minutes of the June 14 meeting must be retracted to read that the scholarship fund is the EAA Chapter 7 scholarship fund.

Since the Young Eagles candidates at the Saturday, July 14 event are all Boy Scouts, extra effort will be required of chapter members working at the event. George McDaniel has a copy of the Boy Scout aviation merit badge book. The requirements in the book include pre-flight instruction, a flight, interview of a pilot, interview of a flight instructor and information on runway alignment. Tom Griffith is a counselor for the Boy Scout merit badge. George McDaniel will print an information booklet. Don Thompson, chapter vice president, will prepare ATIS forms to fill out.

MEETING MINUTES General Meeting July 12, 2001

Attendance : 29
George McDaniel, president, led the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Woody Fowler gave the treasurer's report. The chapter now has 67 paid-up members. Woody requested authorization to buy 25 Year 2002 calendars. Don Thompson moved that Woody be authorized to buy the calendars. Doug Porter seconded the motion. The motion carried.

Joe Porter made a motion to amend the June 14 minutes to read that the \$500 scholarship in memory of Don Sausser remains in the Chapter 7 scholarship fund. Tom Griffith seconded the motion. The motion carried.

Videotapes are available to check out on the table next to the officers' table.

NEW BUSINESS

Guests were introduced:
GARY SUOZZI
W.J.CRITCHFIELD FAA program presenters

Rick Vaux, chapter technical counselor, reported on the progress on Don Hertzstein's Rutan Cozy project. Don has attached the strakes to the wings, installed the fuel tanks and covered the top. There is no first flight estimate yet.

George McDaniel read a letter of thanks from the widow of Don Sausser.

PROGRAM

The United States National Airspace System is the busiest in the world. 450 airports have control towers.

An FAA study is underway to assess the severity of runway incursion trends. Types of errors causing incursions are classified as follows:

- Operational errors
 - Pilot deviations
 - Vehicle/pedestrian deviation
- An accident is an incursion that results in a runway collision.

- Runway safety metrics:
- Number of incursions
 - Rate of incursions
 - Type of incursion by error type

Risk = frequency x severity

Categories run from D to A, with Category A being the most dangerous. Proximity within one mile is considered an incursion.

National severity distribution is as follows:

- Category D.....46%
- Category C..... 35%
- Category B.....12%
- Category A..... 7%

Category B, C and D have increased over 5 years, but Category A rate is level.

110 more runway incursions were reported in 2000 than in 1999. 106 out of 110 were Categories C and D.

- Pilot eviations.....77
- Vehicle/pedestrian deviations...24
- Operational errors 9

LAX, St.Louis Airport, John Wayne Airport and Long Beach Airport have the highest incursion frequencies in the country. Most of the incursions on Long Beach Airport do not involve aircraft.

There are three FAA publications on this subject:

- Airport Ground Vehicle Operations
- Pilot Guide to Airport Signs and Markings
- Ground Vehicle Guide to Signs and Markings

REFRESHMENTS

AUGUST Merv Meyer
SEPTEMBER . . George McDaniel
OCTOBER Woody Fowler
NOVEMBER John Mahany



Engine Care
Proper Shutdown

Hello, Troopers.

This installment marks the beginning of my fourth year of writing these articles and I want to thank everyone for their continued support. As always, comments and suggestions are gladly accepted (Well, most of the time anyway!)

For August, I will make this column short (Stop cheering back there, I can't concentrate.) When you park your aircraft, do you pull the mixture to idle/cutoff, shut off mags and master then head for home? If so, let's take a little time and explore this seemingly simple procedure and look at some tips which may prolong the life of that fan in front. Any engine will benefit from a short cooling cycle at idle before shutdown. Turn the aircraft into the wind and idle for one or two minutes with the cowl flaps open.

Turbocharged engines require a much more extensive cooling period. They are subject to a problem called, "Turbine Coking". After landing the turbine rotor is still very hot (usually 1000deg.f or

more.) and the only cooling for the rotor, bearings, and shaft is circulating engine oil. If the engine is shut down at this point, mineral oil (which carbonizes at 600deg.f) will turn to coke in the turbine center bearing area. This may cause the turbine to fail on the next startup. So, be sure to run the engine at idle for 4 min. at least before stopping. Good news- taxi time counts which means 4 minutes ain't bad. By the way, if you own a turbocharged car, this procedure will greatly extend the life of the turbo.

Now, let's shut this baby down by the numbers:

- (1) TURN OFF BOOST PUMP
- (2) PULL MIXTURE(S) TO IDLE/CUTOFF
- (3) SHUT OFF MAGS/IGNITION SWITCHES AFTER PROP COMES TO COMPLETE STOP.

These first three items accomplish several functions; They keep excess fuel from accumulating in the cylinders, where it can mix with oil and foul the bottom sparkplugs. They reduce the chance of prop strike injuries if the aircraft is moved while touching the propeller, and they eliminate "Hot Spot" run on or Dieseling after shutdown.

- (4) REMOVE IGNITION KEY (Put it in your pocket now. It may prevent a prop strike injury some time.)
- (5) TURN ALL ELECTRICAL ACCESSORYS OFF. (This will help reduce electrical loads at startup.)
- (6) TURN OFF MASTER SWITCH.
- (7) IF A BENDIX PRESSURE CARB. IS INSTALLED, RETURN MIXTURE TO HALFWAY IN POSITION. (This prevents internal rubber diaphragms from taking a set and effecting fuel flow on next operation.

O.K., everything should now be quiet except for the gyros spooling down, and before I take my leave once again, Here are a couple more tips:

a) If you pull the mixture to idle/cutoff and the engine fails to shutoff quickly or "Diesels", suspect internal carburetor or fuel injector leakage (Or maybe you forgot item number 1 on the shutdown list?)

b) Once in a while shut the engine down with the magnetos. If the engine continues to run, P leads are either disconnected or broken.
c) Do not shut off the fuel selector between flights.

It is far to easy to forget on your next flight. d) If sparkplug fouling has been a problem, try running at 1800rpm for 30 seconds prior to momentary return to idle and then shutdown. Sparkplug cores scavenge well only at temperatures in excess of 800degs.f.

Well, Y'all, that's it for this time. See you at the meeting

Rick Vaux

TC4130

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.

August 18: Compton, CA Chapter 96 Open House to celebrate their new chapter hangar. See article.

August 25-26: EAA/CAF Airshow, Camarillo Airport, Oxnard.

Sep 6-8, 2002. Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. Date moved to 2002 as the transfer from military to civilian authority will not be completed in

time for 2001 date. 925/676-2114.
www.gwfly-in.org

Sep 15: Lancaster, CA Chapter 49 Old Fashioned Fly-In IV. William J Fox Field.
Info: Roger 661 / 251-9559 or <http://www.eaa49.org>

Sep 22-23. Flabob Airport, Rubidoux, CA. **Chapter One** Annual Open House Rain Date. See So-Cal Report. 909/682-6236. New annual period to get away from the February raindrops.

Sep 30 - Oct 3: Santa Monica, CA. British Wings & Wheels. Museum of Flying. Santa Monica, CA. 310/392-8822.

Oct 12-14, 2001 Miramar Open House Airshow. Oct 13 – Twilight show.

Oct 10-13, 2002: Copperstate Fly-In. Event is canceled for 2001. Will be based at the **new Phoenix Regional Airport.**

Oct 20-21: Edwards AFB, CA. Annual Open House. Wendy Youman 661/277-7811.

Nov 10-11: El Monte, CA: Air Fair. Gabe Lopez. 626/444-7739.

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!

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.

In the Pattern

EAA Chapter 96 Offering Hangar Space to Builders

Letter to George McDaniel from Chapter 96 Hangar Manager

George,

Thank you for stopping by last Saturday and for the Hangar present. We need your help in spreading the word about our hangar and the benefits for EAA members in the South Bay Area including Long Beach. Here are the details about the hangar which I hope you can forward to your members who may be able to take advantage of the new facilities.

EAA Chapter 96 Hangar at Compton Airport

Chapter 96 has a new home!! A fantastic hangar of 8000 square feet for building and storing homebuilt airplanes. We have set up the hangar for those who do not have enough building space at home in the garage or those whose project is on the gear and ready to put on the wings. In addition to the hangar space we have a Members Lounge, Kitchen, Managers Office and a Tool Room and Library. We also have two bathrooms. In addition there

(Gus installing the lines to power air tools).



are ten tie downs in front of the hangar for other planes.

Needless to say, the spaces are going fast and we would like to tell everyone about what we are doing so that we can share with other

EAA members. A space in the hangar for building your plane is 20 x 20 feet with a cost of \$200 per month. We will have overhead lights for night work along with air and power.

The benefits of being together will help the individual by answering technical questions, support with large tools including welding, lathe and milling machine and sheet metal working tools. We also have scales for weighing planes. Homebuilders can work either during the day or at night.

We will have a Young Eagles program and also one with the Eagle Scouts. Two planes are being proposed for them to work on, a 3/4 scale Jenny and a Pietenpol. The Jenny has a sponsor and we need others to sponsor the Pietenpol. We are considering 10 or 20 members at 10 or 20 dollars per month as sponsors. The program will complete the fabrication of the airplanes including making wings to covering, wiring and engine installation. Truly a learning experience for a Young Eagle or Eagle Scout. The completed planes will then be use to give rides to the Eagles throughout the year.

During the year we will have Fly-in breakfasts, Bean Bashes and other fun aviation projects. To start the process our open house will be on August 18th from 10AM to 4PM or ?? Fly or drive to Compton airport for a pancake breakfast, hotdogs and hamburgers for lunch and airplane rides. We will also have some technical forums to talk about composites and other forms of airplane construction.

Please forward this message to other EAA members who may want to be part of the Chapter 96 hangar activities.

Dick

Woods

Hangar
310/787-8557
310/408-7955
310/782-9074

Manager
voice
Cell
fax

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!" Delta 351: "Give us another hint! We have digital watches!"

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: 6710 Via Irana, Stanton, CA 90680-1921 or e-mail to: always1@gte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Lots of news in their 8-page newsltr. Another winner. Great BBQ for the Vimy visit. Membership approaching the half millenium, they're going orbital.

EAA Chapter 11: Santa Monica, CA Back on line with us. Check out their issue at the meeting. Great news from west part of Los Angeles. Congrats to EAA Chapter 7 member, Igor Gamarra, for identifying the Tiger Moth in their July newsletter. It was Chapter 11 that I first joined EAA.

EAA Chapter 14. Brown Field, San Diego, CA. Back up on line. Great to hear from you again. Large 17-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

EAA Chapter 49. Lancaster, CA. We'd like to hear from you, either e-mail or snail-mail.

EAA Chapter 96. Torrance, CA. Jack Kention back at the helm of the newsletter. Doing fine job. Look for

copy at meeting. Be sure to attend their open house, Aug 18, 10-4. Site: <http://www.geocities.com/eea96>

EAA Chapter 92: Orange County, CA. Activities and projects abound. Be sure to catch their newsletter. Web site: <http://www.eaa92.org>

VAA-33. Flabob Airport, Rubidoux, CA. Are you publishing a newsletter? No word from you guys lately.

EAA Chapter 40. Van Nuys, CA. Excellent showing at the Van Nuys Expo. Had to man the beer concession. Lots of member participation. Efforts paid off to enhance the treasury and consider chapter projects. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. WELCOME! Received the newsletter. Glad to see all the activity. No lack of projects in this chapter.

EAA Chapter 275: Lompoc, CA. Just had the Cub Fly-In. Great issue.

EAA Chapter 224. LaPuente, CA Would like to hear from you. Let us know what is happening in your chapter.

EAA Chapter 286. Fallbrook, CA. Would like to hear from you. Web site <http://www.geocities.com/eea286>

EAA Chapter 448. Cable Airport, Upland, CA. Would like to hear what's happening in your chapter. Do you publish a newsletter?

EAA Chapter 494. Corona, CA. Would like to hear what's happening in your chapter. Do you publish a newsletter?

EAA Chapter 499. Santa Maria, CA. Would like to hear whassup! In your chapter.

EAA Chapter 527. Santa Barbara, CA Tour of Steve Thomas' Glasair and Jack Darian's Lancair. Looking for their August issue. Web site: <http://citabria.westmont.edu/eea>

EAA Chapter 723. Camarillo, CA. Would like to hear from your chapter. See column heading for snail-mail address. Web site: <http://www.eaa723.org>

EAA Chapter 768. Apple Valley, CA Chapter land and hangar in the "talk" stages but serious. Great going. Lots of good parts and planes for sale. See newsletter at meeting.

EAA Chapter 1000: Edwards AFB, CA. Please change snail-mail address. See heading to this column. Great web site but have not recvd much from you guys. Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

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 editors of all these chapters are providing a vital service to their members and other chapters.

It is exciting to see the activity in each chapter. Many chapters are taking the plunge to acquire land and hangars at their local airports. They are no longer just flyers, but renters and leasees with a stake in the airport policies.

"To attain happiness in another world we need only to believe something; to secure it in this world, we must do something."
--Charlotte Perkins Gilman



The Vimy bomber taxiing at Flabob. Photo coutesy of EAA Chapter 768, Apple Valley, CA.

Tiffany Fine with Chuck Yeager at the EAA Air Academy. Tiffany was sponsored by EAA Chptr 96, Torrance.



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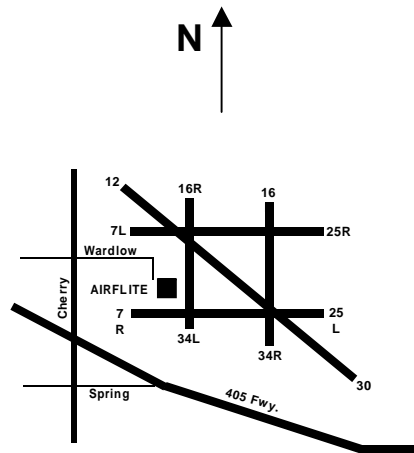
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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/eaachapter7

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
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**ADDRESS CORRECTION
REQUESTED**