



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

Well, we made it to Oshkosh and back and as usual it was great. This was the first year my wife and youngest son accompanied me and my buddy Budge (91 this year). It was truly a joy to be able to show them what I've been so excited about for the last 8 years. Hunter had a blast at Kid Venture and I even got us a ride in the helicopter that takes you up over the exhibits and campgrounds so you can really see the sheer size of AirVenture. I think Cheryl was just amazed at the number of things to do and see. She especially liked the "War Birds" and Museum (I think because it was air-conditioned.) We were able to meet up with Don Myhra and his wife Karen and 2 kids Faith and Lilly so Cheryl wasn't the only female in the group. At the campground we set up camp with Mike Stearns and held enough space for some of the other Chapter 7 members that came later in the week. Don Thompson, Woody Fowler and his son-in-law Chad came in very early on Friday morning and set up with us. My oldest son came in from Atlanta on Friday night so we had a good size little campsite. Mike Hanson had a special ride to Oshkosh, I don't want to give it away but we will have to get him to tell us all about it at the meeting. Bill Stroud and his son flew in with Don Thompson and stayed with Mike Hanson in the house Mike rented across from the terminal. John Mahany drove up from Chicago and stayed in the dorms in Oshkosh and Art Canning stayed in the dorms in Ripon. I am sure Dick Ryan was at Oshkosh but I never saw him, but Chapter 7 had a pretty good turn out considering we are so far away. On Tuesday a group of us was able to meet up with Matt who was attending the Air Academy and he was able to give us a small behind the scenes tour of the museum and the Air Academy itself. We bumped into Chuck Larson, (director of the entire education department at the EAA) and he was nice enough to give us a little more insight into what the EAA is trying to do with its youth education department.

There were several exciting things this year, the Carter Copter flew, Dick Rutan flew the XCOR EZ the Long-EZ with the jet engine, Vans announced it is designing a 4 place, a sport category and a motor glider. One of the

things I really like was the Ford concept truck that was built to look like a Tonka truck, big and bright yellow.

The weather was typical Oshkosh, if you don't like it just wait because it will change soon. We had a little bit of everything from hot and sticky with no wind to cold and blowing and also thunderstorms and rain and everything in between. The worst was Sunday night, the night before we were leaving when a cold front came in and brought thunderstorms. It's no fun packing up a campground in the rain.



XCOR provides the Variable, re-Startable engine for the Long-EZ test aircraft

Several of us will have slides, pictures and stories to tell at the meeting on Thursday so be sure to come to the meeting.

See you there.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- Aug 8, 2002

This month our program will feature pictures, papers, misc., and lots of talking heads about 2002 OSHKOSH!

Our chapter had a good turnout. Our visiting members stayed in lots of different places. I was in the campground and by Friday p.m. tents covered 50% of the campsite area the early arrivals had roped off. Our cars and sunshade covered the rest. This year I'd say the campground had more campers than ever before.

You all need to come and join in to hear the news firsthand!

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.

Secretary's Note Pad

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of July 11, 2002

Several old topics were discuss such as the chapter members having information for cell phones to connect at Oshkosh. George McDaniel to connect with management of the Mooney facility for use of the EAA B-17 and display of aircraft . This can be our major opportunity to show the airport management how EAA can benefit their operation.

Requirements for the next Young Eagles was discussed. Event to be held on October 12.

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

MEETING MINUTES General Meeting July 11, 2002

Attendance: 30

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report.

Woody bought six books for reading at Young Eagles events. A reference guide to EAA publications can be ordered through him at half price. Woody reported on a National Air Academy glider event held at former Los Alamitos Naval Air Station. Twelve cadets got flights in six days. No cadet soloed, but some got an endorsement indicating the cadet was ready to solo.

Glider instruction at Los Alamitos is available Tuesday afternoon after school hours and on the second and fourth Sunday of the month.

George Pinneo moved that the minutes of the June 13 meeting be approved. Tom Griffith seconded the motion. The motion carried.

Videotapes are available for checkout on the table next to the officers' table. Two videotapes have been added to the collection:

Aeronautical Oddities
Historic Comedy with Art Carney

NEW BUSINESS

Guests were introduced:

GREGG NELSON student pilot; plastics manufacturer
SCOTT WALSTON owns a KR2S; has instrument rating; EAA member
JIM CLARK private pilot
JAMES ALCALDE 100 hour pilot; found our chapter on the internet

Doug Porter told members that charter member Walt Lane needs a hangar at Chino Airport.

George McDaniel informed members that the EAA B17 will return to Long Beach Airport on Thursday, October 31. It will depart Monday, November 4. In addition to EAA chapter insurance, the B17 crew has event insurance. Darwyn Wolff states that a Class I Event Form must be filed.

Mike Sawicki, Chapter Newsletter Editor, reported that the B17 event at Van Nuys Airport produced \$7,000 in revenue.

Virginia Nelson, second in command of the California Civil Air Patrol, can be interested in providing crowd control for the Long Beach Airport event.

Mike will send two monthly newsletters to guests at chapter meetings.

A Wright Flyer replica will be put on display by Boeing Pacific at Long Beach Airport on October 3.

Don Thompson, Chapter Vice President, keeps Chapter 7 history items and back issues of Sport Aviation. Bob Powelson will consider acting as Chapter Librarian.

Darwyn Wolff, Chapter Young Eagles Coordinator, thanked members for helping at the June event. 47 Young Eagles were flown. Chapter 92 will host a Young Eagles event at Chino Airport on September 7 and will appreciate volunteers from this chapter. Young Eagles will get free admission to the air museum at Chino Airport.

Tom Griffith, Chapter Membership Coordinator, gave out membership badges.

Don Thompson attended the 50th anniversary Air Venture 2002 in Oshkosh. The August program will be presented by chapter members who attended. Don

asked for ideas for a program for the September meeting.

Tom Griffith proposed that Chapter 7 buy the CD-ROM reference to all EAA publications. George McDaniel will ask Bob Mackey, EAA chapter contact in Oshkosh, if Chapter 7 can acquire the CD-ROM at no expense to the chapter.

Mike Stearns in Chapter Webmaster.

PROGRAM

John Mahany, Chapter Flight Counselor, took the four day Mountain Flying Seminar at McCall (Idaho) Airport. McCall Airport is used as an aerial fire fighter base. Elevation is about 5,000 ft MSL. To be eligible for this course, pilots are required to be experienced and proficient. Before starting the course John signed a Statement of Understanding.

This canyon and mountain flying course lasted four days. It involved ground school study of the course syllabus and flying to apply the lessons of the syllabus. One morning, with mentor Burt Welch, John practiced canyon turns. Eventually he was able to turn a Cessna 182 inside the length of two wingspans.

Slow flight and stall were practiced at 0 degrees, 20 degrees and 40 degrees of flap. Reference was data card numbers for power setting and airspeed. Turning on a point was practiced; releasing the right amount of back pressure on the controls was an important part of this maneuver.

An important lesson in mountain flying is not to follow a narrow river; narrow rivers lead into narrow canyons. A full flaps short field landing, 4-1/2 degree glide slope was completed. Flight starts were between 6:00 AM and 9: AM to avoid the turbulence of updrafts and downdrafts. 40 degree flap and full flap takeoffs were made. The state of Idaho maintains back country air strips; John flew into 11 different landing strips. Sandbags were loaded aboard to simulate maximum load. The last landing strip he flew into had a 9 degree uphill grade. The approach was between two trees 100 feet tall.

On approach to mountain air strips there is an abort point; there is no go-around. John learned that manual flaps work better than electric flaps.

John was issued a letter of course completion, which he can show his insurance agent. Cost was \$1,250, which included 7 hours of flight time, 14 hours of ground school and the course manual. John believes that the course was well worth the cost, to learn safe flying, landing and take-off in mountain terrain.

REFRESHMENTS

AUGUST Charles Newcomer
SEPTEMBER Merv Meyer
OCTOBER Woody Fowler
NOVEMBER Rick Thomas

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



**Aerobatics:
Special Maintenance
& Housekeeping**
by Rick Vaux. TC4130

Howdy, Chapter 7!

We have all attended airshows and marveled at the aerobatic performers flying Extras', Pitts', CAPs', and even some Stearmans' (Mike!) Some of these aircraft are stressed to +/- 10g and often near that limit during a routine. As you can imagine, there is some specialized maintenance that must be done in order to keep these machines airborne.

Let's go over some of these requirements bearing in mind that most of these checks could be applicable to any aircraft.

- (1) Keep it clean inside (especially,) and out. If you drill inside, clean the chips. If you drop hardware, retrieve it. If your feet are dirty vacuum the floorboards and anything else that may hold dirt. Be sure to count your tools before and after the job...the number must match! I once did an annual on a clipped-wing Cub which belonged to an airline pilot. The company wouldn't let him roll his DC-9, so he rolled the Cub every chance he got. As I was removing a belly inspection plate to check the aft stick linkage, a 6 inch screwdriver fell out and hit me in forehead (probably the safest place to hit me!). The Captain's comment? "Oh, that's where that thing went. I lost it months ago." I still shudder to think what would have happened if that screwdriver had fallen into the control stick assembly while the Cub was blue side down. Keeping everything clean allows you to see fluid leaks early, inspect structure more easily, and helps your engine operate better due to more efficient cooling (clean cylinder fins.)
- (2) An aerobatic aircraft may go from +10g to -10g in 2 seconds. Airspeed will vary from +250kts to -50kts. In flat spins and snap rolls the pitch and/or yaw

change can exceed 360deg per second. This type of performance puts a tremendous load on the pilot, engine, airframe, and especially the propeller. To make matters worse, a hollow engine crankshaft is required for a constant-speed prop, making it much weaker than a solid crank. Any suspicious oil leak in the prop hub area must be investigated immediately. Most propeller manufacturers recommend overhaul twice as often if the prop is used for aerobatics. Most engine manufacturers also suggest the engine TBO be halved for an aerobatic engine.

- (3) Engine mounts take a lot of abuse. Check them often for wear and damage. It might be something to add to the preflight.
- (4) The oil in an aerobatic engine does not sit in the sump, and neither does the junk that gets in it! Oil changes are at 25hrs, and an Oil Analysis program are a must.
- (5) Check for security of components and wiring. It is not unusual to find wiring bundles chaffing something several inches away during high G maneuvers.
- (6) Flight control attach points, control rod ends, and bellcranks. All are subject to increased wear, and must be checked often. Figure; If it moves, it must continue to move, and if it is supposed to be rigid, just be sure it stays that way.

On a personal note, I'd like to confirm the rumor that I aquired Skip McConnells Christavia! It looks like I'll have to knuckle down and quit teasing everyone else (don't worry, it's not in my nature to stop teasing!) I'm hoping to get a number of articles for this newsletter, so be ready to kick my backside if I don't stay busy on MY airplane.

As always, thank you for your support. Writing this column has been the best education I could ever get and I don't plan to stop anytime soon.

If you have any questions or just want to talk, call me at (714) 892-4753.



by
John Mahany
CFI

This past month I was lucky enough to go to AirVenture Oshkosh! It has been about 10 years since I have attended the EAA Convention. Naturally it has grown and improved quite a bit since I was there last. Also, with this year being the celebration of the 50th

anniversary of EAA, and next year being the 100th anniversary of the Wright Brother's, these two milestones added to it all. I was overwhelmed with all that there was to see. There were static displays, four convention halls full of all sorts of cool stuff, most GA manufacturers had their aircraft on display, forum tents, homebuilder forums, not to mention the daily airshow, and the list goes on. There was simply no way to see it all...even though I was there for 4 days. I did manage to make it over to the EAA Museum, briefly, which I have been to once before. The Museum is impressive! I also made it over to the sea plane base, which I had not been to before. The SPA did a nice job over there, and I think I counted about 30 aircraft on floats, ranging from kit-builts to a Republic Seabee and a few Cessna 182's on floats. Being a seaplane pilot myself, although I am not current on floats, it was fun to watch the action on Lake Winnebago.

When I finally found the EAA Tech Counselor and Flight Advisor building, I stopped by to say hi and introduce myself. I met some very nice folks, and was invited to a breakfast on Sunday morning for the Tech Counselors and Flight Advisors, which was held at the EAA Nature Center. It was a nice way to meet some of the others who are doing this, as well as some of the EAA's administrative staff. I found myself sitting next to two gentlemen from Scandinavia, and enjoyed listening to what they had to say. Tom Poberezny stopped by, with some brief remarks, to welcome us and thank us for our efforts on behalf of all the aircraft builders, who are the heart and soul of the EAA, as he put it.

All in all, a very worthwhile trip! I hope to be able to get back again next year!

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.

Aug 10-11. Camarillo, CA EAA Chapter 723 Annual Open House in conjunction with the local CAF Squadron.

Aug 17. Compton, CA EAA Chapter 96 Open House and Compton Air Fair.

Aug 24. Van Nuys, CA VNY Open House. Visit excellent static displays and unique show. Chance to see some of Chapter 40's handiwork by some of their

members. At this event, cooking is one of their better displays as they are noted for their culinary delights.

Sep 6-8, 2002. Marysville, CA. **Golden West EAA Regional Fly-In.** Moving to **MRY Airport.** Sacramento Executive airport has declined to allow aerobatic shows. **MRY** is **46 miles north** of Sacramento. 925/676-2114. www.gwfly-in.org

Sep 12-15, 2002. Reno, NV. **Reno Championship Air Races.** Stead Airport. From bi-planes, F-1 to the heavy iron of the Mustangs and Sea Furies. Added this year is a jet race which is expected to be very competitive. Darryl Greenamyre is expected to take the homebuilt category from the factory Lancair domination. Darryl was the winner of the 2002 Kitty Hawk to Oshkosh race. Web-site: <http://www.airrace.org/index.php>
Looking for a ride, check Ray's Flying Club at Fullerton as they are organizing their yearly plane-a-van (as opposed to caravan). Special package deals are available. Ray's Flying Club 714 / 994-4299. Web-site: raysflying.com

Sep 20-21, 2002. Riverside, CA **Flabob Airport. EAA Chapter One Open House.** **Guest speaker: Dick Van Gruesven.** Come see the new addition of their chapter hangar which should be in place by then.

Oct 10-13, 2002: Copperstate Fly-In. Will be based at the **new Phoenix Regional Airport.** 3,600 ft **paved** strip. Plenty of camping. More details at www.copperstate.org

Oct 24-26, 2002: Palm Springs, CA AOPA Expo 2002. More details at www.aopa.org

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.**

NEW! El Monte now has a new restaurant on the field in the administration building. It overlooks the fuel pumps at mid-section of the runway. Bring along the score cards, sit by the window and rate the landings.

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

EAA Chapter One. Flabob Airport, Rubidoux, CA. **Open house Sep 20-21, Speaker: Dick Van Gruesven.** Aug 11 speaker: Lt. Don Tooker, pilot of over 7,000 hours. Oct 13 speaker: Dick Rutan on the XCOR Long-EZ. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Great article on Spruce Goose. Plans to make noise reduction box for a Shop-Vac. Great list of places to fly in the West. Great selection of unusual aviation photos.

EAA Chapter 14. Brown Field, San Diego, CA. New web-site under construction. Having troubles posting their newsletter to their site. We did get the latest issue. Thanx. Web site: <http://www.eaa14.org>

EAA Chapter 49. Lancaster, CA. Thank you for your newsletter via snail-mail.

EAA Chapter 92: Orange County, CA. New location for meeting in Tustin. Planning large YE event for Sep 7 at Chino, need pilots and ground crew volunteers. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Hangar at Compton (CPM). KIS aircraft and engine have been sold. Compton Air Fair scheduled for Aug 17, chapter Open House. Hangar fully occupied and LOTS of activity. <http://www.geocities.com/eaag96>

EAA Chapter 40. Van Nuys, CA. Word is that Van Nuys Expo 2002 is back on. See Calendar of Events. That chapter hangar still has potential. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Have not seen their newsletter lately. Would love to know what's happening with our brothers north of L.A.

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects.

EAA Chapter 527, Santa Barbara, CA. Active chapter. Great activity in chapter. Great travel adventure articles. See STC regarding Cessna 120/140 for Sport License category. First one issued to Dorchen Forman **when** it becomes official.

EAA Chapter 1000: Edwards AFB, CA. Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1340. Twenty-nine Palms. Carol Davis resigned as editor. Active chapter developing solid new home. See 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

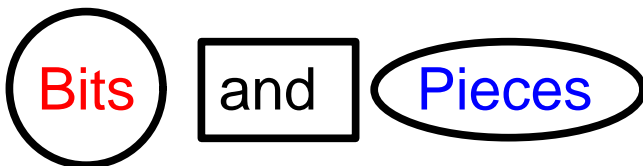
It looks like October would be the best timeframe to schedule our next Young Eagles Rally. For a tentative date the first Saturday after the October meeting is Oct. 12th. We'll confirm that at the August meeting. Please remember that Chapter 92 is holding their next Young Eagles Rally at the Planes of Fame Museum at Chino on September 7th. They can use pilots with planes and ground volunteers. Let's get out there and lend them a hand! While we're there we can see what's new at the Planes of Fame. (Young Eagles Volunteers get complimentary admission.)

I'll see you at the meeting.

Classified Ads

Pazmany PL-1, 400 hrs, TTAE, \$27K, Tel 562 / 619-4296. See at Chapter 96 tie-downs, CPM.

1967 Cessna 150-G with green trim, 1140 hrs TTA&E, Tel 310 / 637-7239



EAA Urges Swift Action To Select Next FAA Administrator

July 18, 2002 - In the next few days the Bush administration is expected to nominate National Transportation Safety Board Chairman Marion C. Blakely as the next FAA administrator, succeeding Jane Garvey who completes her five-year term on August 4.

In a [January 3, 2002, letter](#) to Transportation Secretary Norman Mineta, EAA President Tom Poberezny stressed the importance of maintaining continuity in the position of leadership at FAA and urged that an appointment be made before Administrator Garvey's departure. Now, as it appears a nominee will be formally announced soon, EAA restates its strong recommendation that the nomination/approval process move forward as expeditiously as possible so as to

minimize any gap in leadership of this critically important position. "An appropriate transition without loss of leadership will be critical to aviation's future," the letter stated.

Blakey, 54, was sworn in as the ninth NTSB chairman in September 2001. She was administrator of the Department of Transportation's National Highway Traffic Safety Administration from 1992 to 1993, and before that served in five government departments and agencies, including the Departments of Commerce and Education, the National Endowment for the Humanities, and the White House. For the last eight years, she has been the principal of Blakey & Associates, a Washington, D.C. public affairs consulting firm particularly focusing on transportation issues and traffic safety.

EAA Chapter 92 New Meeting Location

EXTRA!!! We Have a new meeting location:

El Ranchito Restaurant, 2201 E. 1st St., Santa Ana, CA 92705, Tel: (714) 547 9129, Back Room #3 Meeting this month on the 2nd Wednesday, July 10

Next Month's Meeting will be on the 1st Wednesday August 7, 2002 - Oshkosh Show and Tell

EAA B-17 "Aluminum Overcast" scheduled for Long Beach, CA November 1-3, 2002

The EAA B-17 is now scheduled for Long Beach, CA for Nov 1-3, Friday thru Sunday. This is an excellent opportunity for Chapter 7 to organize a display of various aircraft: warbirds, homebuilts, classics, antiques, gliders and static displays. Less than 90 days away, consider taking an active part in this chapter event. Events such as this allow us to obtain revenues that are not out of pocket to sponsor a nominee to the EAA Air Academy in 2003.

I am hoping that Matt McDaniel can relay some of the things he experienced at his stay at the EAA Air Academy this year. In addition, I will try to get him to write an article for other chapters to read and hopefully sponsor a nominee of their own.

Tidbit

Bill Lear was a man ahead of his time. He invented the Motorola car radio, the autopilot for airplanes, the Lear jet and the eight track tape player along with many other interesting projects. He also had a sense of humor along the same lines as his brilliance and called his daughter Chanda ----- Chanda Lear.

(Ed - Except that he bought the Lear jet plans from the Swedish air force for next to nothing and converted it to the first biz-jet.)

Want to Install that Avionics Panel Yourself?

San Bernardino College's Aeronautics Department is offering training for careers in the Aviation Industry. Classes in Airframe & Power plant Mechanics, Private Pilot & Link Instrument Training and Air Travel Careers will begin August 19, 2002. For more information, call (909) 384-8269.

Valley College Electronics Department is offering a course in Navigation & Communication Systems (257A). The course will provide the student with instruction on the installation, maintenance, and troubleshooting of avionics units and systems.

This course is ideal for Technicians, A & P Mechanics, Aircraft Owners, and Aircraft Pilots. Classes start August 19, 2002 to December 21, 2002 on Saturdays at 9AM through 3:20PM. For more information call, (909) 384-8502. (EAA Ch One, Aug 2002)

Rough Life?

**BUT SOMEONE HAS
TO DO IT!!!**

By Mike Hanson



**Mike and
OSH**

**Have you ever seen
smile than that ?**

Sunday July 28, Departed Long Beach on America West to Phoenix wheels up at 7am. 8:30 am picked up curbside by Arndog. We drive to his hangar across the field at Sky harbor International. Spend some time organizing and packing the L39 and I spend a couple of hours in the back seat going over systems, controls and making friends with the Garmin 430 (discover an Oxy leak so we elect to not use oxygen masks on the trip) . The front seat has a Garmin 530/430. Around 2pm (115 degrees) we go to Arny's house and alternate between sitting in the air conditioned house watching "Wings" and laying around the pool. Hit the hay early.

Monday O'dark-thirty, up and ready to go. Meet the detail guy at the Jet at 4:30am to help with the spit shine. Load up, strap in and wheels up at 7am, air conditioning on and IFR to Grand Island NE. Flight level 210 head winds slow us to about 300 kts over the ground. Auto pilots working, cabin pressure about 12,000. Arny is talking to ATC and I'm working with the WAC charts and flight service checking weather and looking for a suitable alternate airport (i.e. long runway) to divert to. After two and a half hours flight time we arrive on the overhead break in North Platte, NE. Fill

the drop tanks, fill the wing tanks, fill the main tank, fill our bellies and empty our bladders and wheels up IFR to La Crosse. Flight level 210 pick up tail winds making 400 kts over the ground. Realize we can make it in to OSH but we do not have a slot reservation, so I start negotiating with ATC letting em know our intentions to stay IFR as long as possible then to descend to 17,500 and fly VFR on to Oshkosh. The controller says it won't happen, but we can ask up ahead. Change to Chicago Center and they give us anything we want, so we change destination to Fond du Lac and on descent cancel IFR, squawk standby and ten miles out ask FDL if they'd like us to do a low approach. FDL tower immediately says "Red and White L39 cleared low approach runway 36". We enter on a five mile left base, Arndog pushes the nose over and we do our flyby at 20 feet off the pavement at 250 kts, pull up, chink right, announce Warbird Island and we are cleared for the overhead 36R at OSH. Land and park get out grinning ear to ear.

Monday through Saturday did Oshkosh 12 or more hours a day with Jim Clark (his first visit) Took over 300 photos with my new digital camera. Listened to Yeager and Andersen "tell lies" at the Eclipse forum. Visited the Museum and listened to Hoover give a talk in the Eagle Hangar. And Saturday night in the Theater in the Woods after the acknowledgement of the volunteer controllers and Rod Machado's talk it was time to listen to one of my favorite authors, Richard Bach. He talked for about an hour and then said that since he was the last speaker he could stay longer and for all those that needed to go, go and all that wished to stay, stay. And every hour a few more would leave. At 2am there were about 25 of us still awake talking about life, love, flying and writing. It was an experience I will always remember. Got to sleep by 3 a.m. and was up at 6a.m. ready to go.



The Chariot

Sunday, flight of two L-39's wheels up 9a.m. Head winds, fuel stop in Grand Island, fuel stop in Albuquerque. The last leg from Albuquerque to Phoenix, I hand flew at 14 to 18 thousand cloud dancing. Pull up, go inverted, pull over the top, roll right side up, roll to knife edge, pull and fly slalom course through clouds. Nothin' but fun. Arrived in Phoenix Sky Harbor 3 p.m. Unload jet, kiss Arny adios and happened to rendezvous with brother-in-law Bob. Tossed my America West return ticket in trash and flew right seat in the Citation II back to Long Beach. Yea, I know it's a rough life, but I'm doing my best.

Year 2002 Officers

President

George McDaniel
(949) 951-0957
gcmcd@aol.com

Vice President

Don Thompson
(562) 498-0862
DSDT@compuserve.com

Treasurer

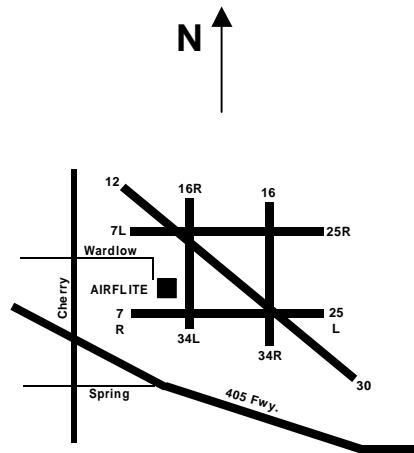
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net

Secretary

Merv Meyer
(562) 423-2289
memjam@worldnet.att.net

Newsletter Editor

Mike Sawicki
(714) 821-5330
always1@gte.net



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**