



Chapter Seven *Long Beach*

President's Message

by **George McDaniel**

It has been a very busy month for me. As you know we got a Bonanza a couple of months ago and Don Myhra and I planned to fly it to Oshkosh. The problem being that the insurance company required me to have 10 hours of dual instruction in it to be covered. I got John Mahany to help me get most of the training but he is working full time at Flite Safety and our schedules didn't work out to get the last 4 hours I needed before the trip. I was able to find another instructor that was willing to work with me and I completed the required 10 hours at 9:30pm Friday night before we were scheduled to take off for Oshkosh Saturday morning. What a relief.... Don and I had planned to be off by 8:00am but with delays it was 9:00 before we finally got the wheels off the ground at Long Beach. It was a great learning experience for me and I will tell you about our trip at the meeting. This was the 9th year in a row for me at Oshkosh and the first that I flew into Oshkosh.

We had as many as 15 different people stay in the Chapter 7 campsite that Mike and Connie set up for everyone. We also had a lot of visitors come by for visits. The campsite was really set up nice, we even had a fire pit and a horseshoe game set up. Thanks Mike and Connie. As usual, Oshkosh was great and I wish everyone could have been there, we will be showing pictures at the meeting on Thursday so please plan on attending.

Also don't forget the AOPA Convention is coming to Long Beach in October. We have been invited to help with the ramp needs, anyone that volunteers will be given free entry into the convention. Please see me if you are interested in helping.

It is time to start thinking about elections for next year, If you would be willing to run for an officers position or be on the Board of Directors please let me know at the meeting. We will try to formalize our ballot for next year by October so we can vote in November.

See you at the meeting.

VP's Chat Room

By Don "Crash" Thompson

Program -- August 12, 2004

This month's program is going to be a "show & tell" of Oshkosh 2004. It seems that everyone was running around with a digital camera and there should be plenty to see.

Powered by Russian M-14 radial, single seater similar to WW-II fight designs



Symmetry – designed by an engineer at Scaled Composites

Some found solitude from the busy flight line at the seaplane base



The night has much to offer so mark your calendar NOW and put the note on the refrigerator door to be on time. Don't miss a great evening to support our aviation candidates and enjoy aviation slides and general camaraderie.

Several copies of the premier issue of the new **EAA SPORT PILOT & Light Sport Aircraft** magazine will be on display at the newsletter desk for your viewing pleasure. Those of you that were subscribed to **The Experimenter** are now receiving this new version of the magazine. If you are considering a Light Sport aircraft in your future you should seriously consider subscribing to this top quality magazine.

Oshkosh 2004

Chapter 7 Style

By
Mike Sawicki
Chptr 7 Editor

Well, AirVenture 2004 has come and gone for this year. If you were not able to make the trip and participate, you will have to come to the meeting and see how much fun we had. The early numbers from EAA seem to indicate that attendance was down 10-12% but that still puts it at slightly less than 700K. Vendors were about the same and many said that sales were active. The word this year was "GLASS" as in panels. Many featured MFD with attitude, moving map and engine management. You could go high end with Chelton at \$26K+ or combine systems such as Dynon and ControlVision for under \$5K. Second in the ratings were the satellite weather systems. See Don Myrha for the cell-phone readout but bring your magnifying glass. Others are using the XM-Radio receiver and coming in with numbers that won't break your bank account.

As I look back at my pictures for this year, I found only 55 pix in the camera and many of those were from the trip going and coming. Things were so hectic that I did not even get a picture of my Astro Van packed to the hilt. The inside was packed from rear to the back of the front seats, two bicycles on the back, two container tubs on the roof along with four torpedo tubes carrying the two canopy structures. I will have to leave it to the rest of the attendees to show you what it was all about. As we returned through Las Vegas I did get an official scale weight of 6,120 lbs with $\frac{3}{4}$ tank of fuel making it 6,160 at worst. GVWR is listed at 5,950, so we were a tad over the numbers. Other members can tell you about their "over the numbers".



Blue skies as we head out on Aug 21st to SLC with stop in St. George. By night it was lightning, hale, & heavy rain

Nebraska gave us its share of wet roads as we past this museum showing early settlers moving West



The shelters protected us from the sun and inclement weather. They also became a place to hang wet towels and some laundry. When we arrived on Saturday evening, we staked out the equivalent of 12 campsites allowing for space to have a horseshoe pit on the south side and a place to have a campfire pit.

Our year long search for handy items included a 500W inverter which was able to charge many of the AC powered items or those with DC converters. Laptops,

cell-phones, mattress pumps and more kept the unit busy.

Help was always in abundance as we set up two 10x20 awnings for the cook and serving areas. We made new acquaintances from Georgia, Texas, San Jose (CA), and other places. Many other persons stopped by to see our kitchen setup. Pots and pans were hung from the horizontals with hooks, the fold out kitchen stand was nearly 1/3 the shelter length. Two stoves and a BBQ were tied in to one 20-lb propane bottle which almost made it through the week. Coolers were lined along the two shelters with the serving table.

Members started to arrive on Sunday and we had the traditional spaghetti feed. There was fresh salad on the menu with condiments, angel hair spaghetti with "secret sauce". Don & George arrived with Alexander & Tom in trail. Marty & Sandi Noonan came in for a few days, followed by Tom Griffith & Birch Parker. Soon the campground was filled with a half dozen tents, and more on the way.

BBQ country style ribs for dinner one night were finger lickin' good. Everyone volunteered for KP duty which helped to relieve the load after preparing a scrumptious meal. Not all was finished then as later there were hot chocolates & cappucino's with fresh whipped cream. Pastries for dessert included turnovers or crême-puff rolls. There was one evening of a DVD of "Two Men & a Lion" but for the most part we gathered around the campfire or under the awning to exchange stories, compare notes on new items we found each day, or listened to "Talking" Tom reminisce of days gone by.

It may be good to know that on our return trip through Sidney, NE we were able to stop at Cabela's camping store and find even more goodies for the kitchen. We now have a stainless steel grill plate for the camp stove and a stove top oven to make fresh biscuits, muffins and cinnamon rolls. We missed the big sale at Cabela's which had 30,000 attend their weekend sidewalk sale, July 31-Aug 1. They parked two days in the parking lot. Sound familiar to Oshkosh. These Midwesterners take their hunting and camping seriously.

For the most part, the weather gods, smiled down on Oshkosh this year. Showers did hit on Saturday but weathered the storm well.

With the help of late leaving members, we tore down one of the canopies on Sunday and started the grueling task of packing everything back in. Somehow we consolidated some cases and eliminated some boxes to find a bit extra room so the passenger seat could recline. Weather was predicting high winds and some rain as we broke camp Monday (Aug 2) with the help of Jim & Robert from an Atlanta (GA) chapter. Jim volunteers as a tech assistant for the sheet metal workshop. He has agreed to help us reserve the area we need for 2005 as he generally arrives on the preceding Friday.

Our return route was the same for the most part as we departed on S-21 to reach I-90 at LaCrosse, WI. A front was moving in that brought very high winds and rain, rocking even the overweight van. First night was camping at Thornton, IA next to a swamp of mosquitoes. No fun there. Second night we managed Grand Island, NE and all was good until some high winds came up. I had to secure the Taj Majal (16x12 tent) to the van but things subsided after about two hours.

The Mighty Miss with blue skies overhead made this part of the trip very enjoyable



Blame John Ratzenberger (Cheers!) for this one. He now has show on Discovery Travel visiting places in the USA. Here it is, the home of Spam. We had to stop even though closed. They turn out 1/2M cans per day to feed the appetites around the world. Can you remember some of the recipes your mother cooked with Spam? My father's favorite was diced veggies, steamed.

Pushing to gain time, I had to pull over twice as rain downpours with hail pelted the windshield. Even the big rigs pulled off the road. The stop at Cabela's took longer than planned but we came away with items we were looking for and some great bargains.

Past the Rockies, we turn south and Connie volunteered to give me some rest. Quickly I was turning ZZ's as she traversed the CO-13 highway south to Rifle, CO. Fortunately we did not have rain along that route but it was dark and a twisting road. Soon there was a thump on the bumper as she got a quick glance at a bird in the night. Keeping her eyes on the road, she soon spotted Bambi's mother in the road after passing two other dead deer previously. This was a very large doe but it froze in the lights of the van. Lucky for us. The rest of the trip to Rifle was uneventful and we continued to Grand Junction. At my uncle's in GJT he removed the remains of a nighthawk with a screwdriver as it was deeply wedged in the bumper just below the headlight. We can highly recommend the Days Inn at GJT as the rate was \$54 and included a very good breakfast in their in-house restaurant. Their airport is full service and I highly recommend the view and golf course next door.

In the morning we visited my 73 yr old uncle who was busy feeding his 6 head of cattle, chickens, and pigs. We departed about noon and with the help of time zones managed to arrive at St. George (UT) by 5:30 to

examine some cargo trailers to lessen the strain on ol' Nellie.

We look to have a 6x10 ft trailer for the upcoming fly-in at Copperstate, just south of Phoenix area. See the Calendar of Events for more details. We met Bob Hasson, the Copperstate Fly-in coordinator at the Regional booth at OSH. He is looking forward to seeing the contingent of Chapter 7 members at Copperstate again this year, Oct 7-10. Parking for the airplanes is now irrigated and the camping area should also be a bit softer. (Birch, bring that air mattress).



EAA Ch 7 canopy debut at Copperstate 2003. Now double this and add 15% as the new canopy is a bit larger. Bring your chair and enjoy a hot cocoa or cappuccino and share some great hangar flying.

Those that were unable to make it to Oshkosh in 2004 missed some great times of camaraderie among members of the chapter. All is not lost, so start planning now to attend Copperstate 2004 with us. The canopies will be set up near the fly-in HQ with showers. The Boy Scouts outnumbered us last year but we can give them a run for their money if you mark your calendar NOW. The trailer has a 2,000 lb. LOAD capacity. If you need room for another body in your plane, contact Mike or Connie at the Aug or Sep meeting about hauling your tent or sleeping gear. Copperstate is within driving distance and we would love to see as many members attend. The variety of aircraft, vendors, and forums continues to grow each year. Join us for a time of camping and camaraderie you will really enjoy.



John Mahany
Chapter 7 Member
Master CFI

Well, I missed AirVenture Oshkosh this year, but hope to get back next year! Hope you all had fun!

The Sport Pilot Rule is Final! It has been published, and becomes effective on September 1, 2004! This ruling creates exciting new opportunities for pilots and builders alike. It will initially create five, and eventually six, new categories of aircraft that can be operated within the performance limitations of this new rule.

These categories include airplanes, weight-shift aircraft, powered parachutes, gliders and lighter than air. Gyroplanes are expected to be included, as well. It will allow more pilots to take to the sky! This is an exciting day for aviators, for Sport Aviation, and marks the start of a new era! Part 103 of the FAR's addresses Sport Pilot Certification. Go to the new sport pilot website,

www.sportpilot.org as well as the August issue of EAA Sport Pilot, for more information

I have really enjoyed the opportunity to fly with both Don Thompson and George McDaniel, in their new (to them), 1950 model B35 Bonanza, that they are now partners in, along with Don Myhra and Marty Noonan! Thanks guys! Under Don's careful tutelage (from the right seat, thanks, Don!), I flew the three of us from LGB to FUL. It was a short leg, in a new (to me) aircraft, and I temporarily got a bit behind, trying to manage everything....but it was FUN to fly! After breakfast, we then flew out over the harbor, to the practice area, where I did some 'airwork' to get comfortable with it. I then worked with George, flying with him for several hours, over the course of a week, as we worked to meet the requirements for his 'complex' endorsement, as he successfully transitioned to the Bonanza. This endorsement also met the requirements for his Flight Review, which I signed off, as well. Nice job, George! This is a big step up from a Cessna 172. He and Don Myhra then flew to it Oshkosh, and back!

Like other Bonanza's I have had the opportunity to fly, it has very nice flying and handling qualities. However, being of an older vintage, it does take some time getting used to the placement of various switches, engine, landing gear and flap controls, and indicators, which I don't see very often. Things were done differently back then. This is before the science of 'Human Factors' came along and addressed panel layout and design. This makes you appreciate the changes in design and the various improvements that have occurred over the years, addressing 'standardized' panel layouts and control placement.

Fly safely. **Blue Skies** 

TFR TFR TFR
Alert Alert Alert

Thanks to:
Jack Kenton
Chapter 96
CPA Member

FYI concerning TFRs for this week -- as of Monday morning 8/9/04.

I just received the following info from a friend that works at Hawthorne FSS and wanted to let everyone know that the President will be in town with his **30NMR TFR Thursday and Friday**. I don't have any times at this point, but if you plan to fly those days, check TFRs later in the week.

Also John Kerry will be in town around that time and have been told to expect **3NMR**, 3000FT TFRs for him, just like Cheney gets. We have not been issuing TFRs for Kerry, but they may start doing so. I believe it's based on whether or not Kerry asks for them.

Last Flight 'round the Patch

Sunday Tom & Birch loaded up the C-172. The Ambassador service cart was early but returned for a later departure. As each plane-load departed, EAA's Ambassador service took pilots, passengers and bags directly to the planes. It was better than the arrival where everyone lugged equipment to the fence-line where I picked up weary travelers. The campsite was deserted with only four persons. Mike Stearns & Ray went to the races Saturday night and Ray had a case of big time sleep-in. After breakfast we loaded up the backpacks, water bottles & camera and headed to see what was left. Much of the display area consisted of green patches of aircraft outlines where spectators walked around viewing. Now they were ghosts as their engines were heard droning into the scattered clouds. There were a few die-hards that stayed 'til late and here we give you a few.

Come early to the meeting as there are many more interesting photos to view and things to discuss.



Based in front of the new EAA Homebuilders HQ building was this example one constructed for less than \$10,000

This disguised Boredom Fighter was titled Tricks or Treat, with witches on brooms to "kills". Not an "Ace" yet. Maybe in 2005.



Would be complete if I did not check out the Glastar Sportsman 2+2 to see what goodies Cabela was able to sneak into AirVenture. Tom G, yes, they have chairs even lighter than your Coleman's, about half the weight. Note the paddle boat.

The aerobatic shows actually improved on the weekend. Quality and not just noise was the rule. By mid-week we were all "noised" out by the jet powered Waco and the T-6 acro-team. The USAF had an impressive display of the latest C-130J Herc that left everyone in awe with high bank turns, tactical maneuvers and even backed into his space at the end.



From short take-off, tight maneuvers, combat tactical runs – this “bird” earned its keep. Other hardware included F16, AV8, F15, and C-5

Latest of the new models is now going for the six-place



market such as this Epic LT powered by a turbo-prop.



The paint job here is a work of art. It takes a lot of hours to tape each section so the corners match just right. This was a real charmer.

Here we found a lonely Davis DA-2 still giving years of service.



If these two are serious about a Sonex then I highly recommend a wing leveler system be installed.

We hope that more members will be able to join us at AirVenture 2005. We made new friends from other chapters and look forward to another week of av-talk and chapter camaraderie. Plan now to be part of the group next year. You won't regret it.

2004 Membership Lists

Currently the chapter is showing **61** paid and honorary members according to the treasurer's records. Printed lists of the membership will be available to members attending the meeting. If you receive your newsletter via e-mail, please send a request to always1@verizon.net and I will be sure to send you a copy. Please specify MS-Excel or Adobe Acrobat format.

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 so you do not miss a single issue. An application form is included again as in past months. Please mail or bring to the meeting on Thursday. If unable to attend, mail your check for \$12.00 payable to “**EAA Chapter 7**” with \$0.37 postage to: **Woody Fowler, EAA Chptr 7 Treasurer, 11449 Anticost Way, Cypress, CA 90630-5429.**

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 14: Hawthorne, CA. Hawthorne Air Faire, Western Museum of Flight. Ctc: 310 / 332-6228.

Aug 27-29: Santa Maria, CA. Warbird Fly-In. Santga Maria Museum of Flight. Ctc Dick Weber 805 / 922-8785.

Aug 28-29: Camarillo, CA. EAA Chptr 723 Airshow & Open House Fly-In. Ctc: www.camarilloairshow.com

Sep 16-19: Reno, NV. Stead Field, National Championship Air Races. Ctc: 775 / 852-6062.

Sep 18: Riverside, CA. Flabob Airport. EAA Chapter ONE Fly-In / Open House. Ctc: Joe Parker 909 / 682-6236.

Sep 18-19: Pt. Mugu, CA. NAWC Pt. Mugu Open House / Airshow. Ctc: LCDR Boggs 805 / 989-7041.

Oct 1-2: Corona, CA. Corona Air Faire. Ctc: Ed Hammell 909 / 845-3325.

Oct 2: Rosamond, CA. Edwards AFB Open House & Airshow. Ctc Public Affairs 661 / 277-3510.

Oct 2-3: Salinas, CA. California Int'l Airshow. Ctc: Harry Wardwell 831 / 754-1983.

Oct 6: Inyokern, CA. Kern County Airshow featuring the **Canadian Snowbirds**. Ctc: 760 / 371-4301.

Oct 7-10: Phoenix, AZ. Copperstate Reg. Fly-In. Ctc: 520 / 400-8887.

Oct 16: LaVerne, CA. Brackett Field, Hot Rods & Airplanes Championships. Cal-Roads Car Club, Ctc 626 / 966-9578 or www.calrods.com.

Oct 16-17: San Diego, CA. MCAS Miramar Open House & Airshow. Ctc: A.J. Ward 858 / 577-4419.

Oct 21-23: Long Beach, CA. AOPA Expo 2004. Ctc: www.aopa.org

Oct 22-24: Santa Maria, CA. EAA Ch 499 Vintage Aircraft Fly-In. Ctc: John Ready.

Oct 24: Los Alamitos, CA. Wings, Wheels & Rotors Expo. Ctc: Roger Baum 562 / 596-5538.

Oct 29-31: Lompoc, CA. Vandenburg AFB Open House & Airshow. Ctc: Don Dietrich 805 / 606-8417.

Nov 13-14: Las Vegas, NV. Nellis AFB. Aviation Nation Airshow. Ctc: Bob Jones 702 / 278-0798.

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: **22380 Rios Ave., Perris, CA 92570-9265** or e-mail to: always1@verizon.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Newsletter seems intermittent. Saw Jim Pyle at OSH 2004 making the rounds. Chapter working to refresh their Air Academy plans. Prepping for Open House on Sep 18. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Miss receiving their newsletter. Maybe again soon.

EAA Chapter 14. Brown Field, San Diego, CA. See issue on the meeting table. Lot of news and activity. Thanks Kerry. Web site: <http://www.eaa14.org>

EAA Chapter 40. Van Nuys, CA. Meet at Whiteman A/P 3rd Sat. 9 a.m. Great turn out for their YE event in Dec at VNY. Forming chapter hangar at Whiteman. Air fair scheduled for Whiteman Sep 2004. Working on their 501-c-3 status. New website: <http://www.eaa40.org>.

EAA Chapter 49. Lancaster, CA. Thank you for your newsletter via e-mail. Change of editor, wish him luck.

EAA Chapter 92: Orange County, CA. Starting October 2003, meeting moved to Chino airport, first Saturday. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Two newsletters this month. JM doing great job. Lots of info and items for sale. Some space available. Web site: <http://www.eaa96.org>

EAA Chapter 71. Bakersfield, CA. They're back! Well, they were for a while. Hope to hear from them again soon. Home of Harmon Rockets.

EAA Chapter 224, Alhambra, CA. Meets third Tuesday at El Monte airport admin bldg. 8 p.m. Several projects underway. Active, just need more members. Only 10 at last meeting.

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects moving right along. Air fair in Oct.

EAA Chapter 527, Santa Barbara, CA. Great newsletter, see copy at the meeting table. Great activity in chapter.

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

EAA Chapter 1116: Bermuda Dunes, CA. Breakfasts and YE flights keeping this chapter busy.

EAA Chapter 1279: Murrieta-Temecula, CA. French Valley Airport. Last Sunday of month, 2 p.m. Great meeting at the March ARB Museum on July 25. Pres Steve Williamson attended OSH, visited Ch 7 campground. Lots of projects in the pot. New web site: <http://www.eaa1279.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 Eagles Nest

by Darwyn Wolff

At this time we have tentatively planned a Young Eagles event for August 14th at Fullerton. I am not totally sure of the situation at Fullerton airport and how that will relate to our EAA liability.

More will be made available at the meeting.

If the YE event does not take place on Aug 14, I encourage pilots to support the Hawthorne Air Fair as they are looking for home-built aircraft to be on display. HHR has been under attack in recent years but locals have agreed that they do not need to turn their airport into another "mall". Let's show them our support in return.

For upcoming events we are considering October 16th at Long Beach. Come to the meeting and sign up to volunteer and share the fun.

Classified Section

Nuts, Bolts, Engines, Planes & T'ings

Sonex Scratch Build Kit #412

I purchased this kit two-and-a-half years ago and just don't have time to work on it.



The only components I've fabricated and completed so far are the flaps (completed), aileron counterweights and aileron ribs. I am located in Orange County, California and also have

a large building table that I'm willing to part with. Here's what's included...

Sonex Scratch-Build Kit (standard gear)

Includes: Plans, Machined Spar Caps, Form Block Kit, Canopy & Windshield, Cowling, Fuel Tank, Titanium Gear Legs, Titanium Tail Spring, Rudder Cables, Cherry Rivet Kit, Tail Tips, Spinner, Wheel Pants (pair), and Seat Belt/Shoulder Harness (pair) and more.

(Scratch-Build Kit Price from Sonex Ltd.: \$4,170)

Hardware and Miscellaneous Parts purchased from Aircraft Spruce and Specialty

Aluminum Sheets and Angle \$1500, Hardware Kits (nuts, bolts, screws, solid rivets, etc) \$500, Azusa Wheel and Brake Kit \$250

(Estimated Price from Aircraft Spruce: \$2,250)

Formed Aluminum Kit:

Pre-formed ailerons, flaps, rudder and elevator. Pre-formed aluminum channel. No large bending brake required to make parts!

(Sonex Ltd. Price: \$900)

Airframe Price from Sonex and Aircraft Spruce:

\$4,170+\$2,750+\$900 = \$7,320

YOUR PRICE: \$4,999 plus shipping

Mike Stearns

714-366-8361



1958 Tri-Champ model, Champion Aircraft Co. White with two-tone blue trim. Always hangared. Stits cover. Tandem seating. C-90 engine 594 hrs SMOH. TTAF 2490. Cruise 100, stall 38. **Price Reduced 15 Jun 04. True showman quality. \$29,000.** Contact Dwight at **714 / 828-7027.**

Secretary's Notepad

Submitted by
Merv Meyer
Chapter Secretary



BOARD OF DIRECTORS
Meeting of July 8, 2004

Kevin Pang, a staff writer for the Los Angeles Times, was present at the board meeting. He was there to get input from EAA members regarding the fatal crash yesterday of a homebuilt Harmon Rocket II. Woody Fowler, Chapter Treasurer, told the reporter that this airplane was a high-performance homebuilt powered by a Lycoming IO-540 engine. Although high performance, the Rocket II should not have been more than the pilot could have handled. The pilot, Ross Anderson, was a former Navy jet pilot, and had remained an active pilot since he left the Navy. But Woody said that the problems leading up to the crash may not be due to airplane design.

Pang noted that the Harmon Rocket II had been involved in three incidents before yesterday. Frank Gaggia told Pang that overall the Rocket has an excellent safety record.

Don Thompson, Chapter Vice President, said that the pilot departed IFR from Torrance to Chino. He went off the radar scope over Seal Beach. Don suspects a medical problem. Frank Gaggia said that homebuilts are subject to safety inspections just like factory built aircraft. He said that if you can build an aircraft yourself you are getting more aircraft for your money. Pang observed that the average pilot cannot afford to buy a high performance aircraft. He asked if builders are confident in their airplanes because they built them themselves. Don Thompson said that this is true.

Woody Fowler said that homebuilts are built to personal satisfaction. Pang understands that home builders are not novices. Woody said that EAA members who build the Harmon Rocket II are experienced pilots. Pang understands.

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

MEETING MINUTES
General Meeting -- July 8, 2004

ATTENDANCE: 31

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

A moment of silence was observed for Ross Anderson, Chapter 96 member, who died in a crash yesterday.

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. Woody reported that Nick Walton, son of member Scott Walton, soloed recently in a glider, at the age of 14 years and one day. Dick Ryan moved that the report be accepted. Don Myhra seconded the motion. The motion carried.

Dick Ryan moved that the Chapter Secretary's report, as published in the newsletter, be accepted. Birch Parker seconded the motion. The motion carried.

Videotapes are available for check-out. They are located on the table next to the officers' table. Louis Bigelow has provided the Chapter with a number of data CD's of the 4313 manual. Some are still available at the video table.

NEW BUSINESS

Guests were introduced:

RYAN LITTEN ; CFI since May; member of CAP Squadron 150

ISRAEL FARFAN AND FAMILY

TINA WHITE chapter member Sam White's wife

SAM WHITE, JR program presenter

TREVOR LEVINE, flight student of chapter member Mike Stearns, and program presenter

TERRY HARMON, Commanche owner

LOU BIGELOW'S daughter

KEVIN PANG, reporter, Los Angeles Times. George expressed his appreciation to Kevin, for doing research and getting the story right.

Don Thompson, Chapter Vice President, appeared on television Channel 5 today. He was interviewed about home-built aircraft following the news story about the crash of the Harmon Rocket II.

George McDaniel informed members that the California Pilots Association, an organization now focusing on keeping airports open, will convene in Long Beach on October 1 and 2. The EAA will host a lunch on Friday, October 1. He is looking for volunteers for hosting.

Mike Sawicki, Chapter Newsletter Editor, is looking for a cargo trailer. Louis Bigelow has a 4' x 8' trailer available. Mike Sawicki asked members who are going to Air Venture 2004 to contact him about giving him cargo to transport by highway, to save air flight excess baggage charges.

John Mahany, Chapter Flight Counselor, told members that his initial training is almost completed, and he will soon be more available to members needing his input.

The position of Chapter Tech Counselor is vacant. George is looking for a new Tech Counselor. The Tech Counselor must have an A & P license.

George thanked Mike Sawicki for his article in the newsletter on the Rutan space flight out of Mojave Airport.

Don Thompson told members that Runway 30-12 at Long Beach Airport will be shut down for repairs. This will mean an increased concentration of traffic; jets will be using Runway 25R-7L.

George told members that AOPA will be holding a convention in Long Beach. EAA Chapter 7 is on the application form for volunteers.

George asked members going to Air Venture 2004 to leave their cell phone numbers with him.

PROGRAM

Sam White Jr., sponsored by Chapter 7, went to the Air Academy in Oshkosh. He flew into Appleton, Wisconsin. Two counselors met him at the airport. At the Air Academy dormitory rooms accommodated four persons. Sam had two room-mates. Among his activities were visits to the museum, building balsa gliders and working on other models and a flight in an RV6. Curriculum included challenge courses, where students split up into teams. He met students from other states and countries. His most memorable experience was the RV6 flight. There were aerobatics, and he got some time at the controls.

During the visit of the EAA B17 to Long Beach Airport the Israel Farfan family volunteered and helped out on the ramp every day. They got a B17 flight. The family now has a B17 scrapbook. Breann Farfan, age 13, is a member of EAA Chapter 96. She took her first flight lesson on February 1, 2002. Between June 23 and July 1 of this year, with her instructor on board, she flew from Compton Airport to Oshkosh Airport and return. She executed landings and take-offs. She showed slides of sights along her flight route. There were slides of Grand canyon and of Lake Powell, which is next to the airport at Page, AZ, her first stop. Crossing over the Colorado Rockies were challenging because of crosswinds, updrafts and downdrafts. She landed at Lake County Airport, Leadville, CO. At 9,000 ft MSL this is the highest airport in the United States. She used all 7000 ft of the runway on landing rollout. Next stop was Centennial Airport, Denver. After Denver they landed at Omaha (Eppley Field). Beyond Omaha they encountered a cold front; saw thunderclouds building up. They diverted northward, and helped by a 40 mph tailwind they made up the time they lost diverting northward. Breann logged 1.5 hours of IFR time.

Breann was at the Air Academy from June 28 to July 2. She showed slides of the bus to the workshop and identified friends on another slide. There was a slide of Sam White, Jr with his glider model. Breann flew a model glider. There were model rocket launches; her rocket reached the highest altitude.

She had her RV-6 flight, experiencing negative and positive g forces. There was a simulated bombing run. She got time at the controls. She was at Young Eagles Camp II. She received a letter from President Bush and a trophy from the City of Compton in the form of a Cessna 172 model and two headsets. Her flight time over 5 days was 31 hours. Her counselors at the Air Academy knew about her flight to and from Oshkosh with her instructor on board. Because of her hands on experience flying she did well on the flight simulator at the Air Academy.

Trevor Levine got his wings through instruction by Mike Stearns, a Chapter 7 member. Trevor started at the age of 13, one flight per week. His medical certificate was approved on his 16th birthday, May 11, 2001. He soloed the next day in a Grumman AA1, not the easiest solo airplane.

Trevor was appointed to the Merchant Marine Academy. He will graduate an ensign in the United States Navy Reserve. He was able to get his choice of internship, with Naval aviation. His internship program was at NAS China Lake. He rode in a Harrier in the hover mode, and he rode in a Super Cobra helicopter. He showed slides of photos taken in flight out of China Lake. He was in the RIO (Radar Intercept Officer) seat of a F/A18 during target runs. 300 ft AGL and at 400 kts. He experienced 4 to 5g turns in steep canyons and simulated combat. He experienced a 5g climb-out to avoid a canyon face. In simulated combat flights are divided between Red Air, aircraft serving as MiG's, and Blue Air, the defenders. Trevor will transfer to the regular Navy with the intention of getting into navy flight training.

REFRESHMENTS

- August Rick Thomas
- September Birch Parker
- October Woody Fowler
- November John Mahany
- December Scott Walton

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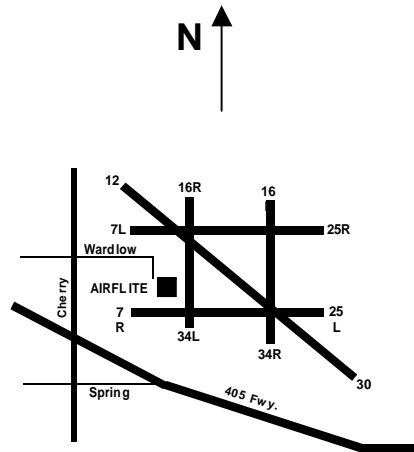
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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.eaa7.org

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 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

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**ADDRESS CORRECTION
REQUESTED**