

# EAAviator

EAA CHAPTER 7 ~ LONG BEACH, CA

[www.eaa7.org](http://www.eaa7.org)

August 2010

**AIRVENTURE 2010:**

BRING YOUR PICTURES TO THE AUGUST MEETING

## Chapter 7 Events

Aug 11 7:30pm  
Chapter 7 Meeting  
AirFlite LGB

Sept 11 8:00am  
Young Eagles Rally  
ESCAP

October  
Wings, Wheels and Rotors  
Los Al AAF

## 2010 OSHKOSH PICTURES

The program for the August Meeting is You! Bring your pictures to show everyone.

Remember to bring them on a CD or laptop to be shown on a projector.

## President's Message by Don Thompson

As you read this, I will be returning to LGB from Oshkosh, along with many others. We will have stories to tell and pictures to show. Join us at the August meeting.

Our two Air Academy candidates, Nathan Parnham and Trevor Brown, will have their presentations also. It's always a good, sharing event as they tell of their experience at the Air Academy.

The southwestern U.S. has become my favorite area, with the 34 years I have lived in Long Beach. I enjoy traveling the world, but always revel upon returning to "home." With our climate, we still have our best weather months to enjoy, and with those there are still lots of aviations events to attend. Make sure you get to some and share your stories.

We also have our Chapter 7 events to come. Start planning now for Wings, Wheels & Rotors. And we still have two Young Eagles' events coming up also.

See you in August.

*Don*



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### Refreshments:

August Eric Owens

## Hangar Flyin' by Scott Walton, Ch. 7 VP

As you all surely know by now, the program for this month will be a presentation by You...Yes, YOU! It is that time of the year again when we all share Oshkosh photos, videos, etc. So bring your stuff. Let me or Don know if you need any special equipment to show your whatever. We will have a computer, projector and screen. Since I missed Oshkosh this year, I am really looking forward to it.

The stuff we get to see. I think just about everyone is interested in aviation in one form or another. Some folks may just think of it as a means of travel. Some naturalists are into bird watching (bio-aviation). Almost everyone looks up in the sky when a loud bird, low-helicopter or plane flies over. They may feel different emotions about what they see, but they can't help but look.

That brings us to air shows where folks go out of their way just to watch things that fly. Many of you are returning all the way from Oshkosh as I write this (Yes, I am jealous). There are numerous television shows, books, magazines, You Tube Videos, Web sites and on and on all about flying things-Flugzuegen, as the Germans say. For whatever their reason may be, people are interested in things and people that fly.

That brings me to us. We are so lucky to see what we see. We are downright interesting. Has anyone ever found out you were a pilot and said, "How Boring"? Folks generally want to hear stories about what we have done and seen...and we usually love to tell them. Especially the cute little blond ones with big blue eyes...Ach Du Liebe!! Did I tell you I really missed the beer and bratwurst from Oshkosh?

What is the most asked question of a pilot? I have found it to be, "Gee, it must be so beautiful up there" in one form or another. Not only do most of us in EAA get to see the beauty of the actual flight, but as enthusiasts of building and maintaining our own aircraft, we also get to see the guts and inner workings of the airplanes as well. I am surprised at how many people have looked at my KR-2 project and said something to the effect of, "I had no idea", or "Is that a beam in the middle of the wing", or "I never realized they were built like that", and my all time favorite, "Nice Boat!" We get to see a lot of interesting stuff, even just being at the airport on a normal day before or after a flight. I can't even count how many times I've been working on or pre-flying the plane and I catch a glimpse of some guy slowly cruising by, looking enviously at me through the chain link fence. Then a C-17 blasts over while rocking its wings on its first test flight...Wow!! The stuff we get to see.

*Scott*



*Mark your calendar!*

**Chapter 7's next Young Eagles Rally is  
September 11th 2010 ~ 8:00 am ~ ESCAP**

No Young Eagles Report issued for August. Report will be issued at the meeting.

*Holly*



by John Mahany, 2007 Master CFI, Chapter

Greetings Chapter 7!

Having survived AirVenture 2010, I am on my way back to Long Beach as I write this...with a brief stop-over in the Chicago area to visit family. I spent the 2nd half of the week at AirVenture, arriving Wednesday afternoon, after the rains stopped, and had a wonderful time for 3 days!

The event organizers had a major problem to deal with during the first weekend due to the torrential rains which soaked the grounds...making many airplane and vehicle parking areas unusable.

As usual, there is so much to see and not enough time to see it all. I saw a lot of it...but did not make it to either the sea-plane basin or the ultra-light area. I kept getting distracted by other things!

This year's theme was a 'Salute to Veterans', along with celebrating both the B17 and the DC3. Both are 75 this year!

Among other highlights;

Daher-Socata, formerly EADS Socata, is based in France, and is the world's oldest aircraft manufacturer (founded in 1911). It starts the countdown to its 100th birthday next year. Socata manufactures piston and turbo-prop general aviation aircraft, including the TMB line of single-engine turbo-props, such as the TBM 700 and 850.

The electric engine is making inroads. EAA is offering a \$60,000 prize to the individual or corporation that can demonstrate the most promising level of achievement, in 2011.

KidVenture, which started in 1999 as a small endeavor, has now grown to include more than 400 volunteers contributing more than 8,000 hours, manning 37 booths. Last year I volunteered there, and had a blast! KidVenture exposes interested kids to aviation, with many hands on activities.

Jessica Cox was there. Jessica is the first woman certificated to fly using only her feet, as she has no arms. She is now showing people what is possible, when you put your mind to it. She is also a motivational speaker.

Winglet's have been taken to the extreme...by the French, of course. A corporate jet, the three engine Dassault Aviation Falcon 50, has recently been outfitted with a pair of 'Spiroids', which are winglets that are elliptical in design...making the wing tip, in effect, ideally infinite...as a circle has no beginning or end. The idea is that the Spiroid will reduce the drag induced at the wingtip where there would normally be drag from the high and low pressure air from under and over the wing, meeting, mixing and creating drag. The Spiroid with its circular shape should help to reduce the drag. Flight tests with the Falcon 50 will determine the effectiveness of the Spiroids.

According to J. Mac McClellan, the former Editor of Flying Magazine, and contributing to AVT (AirVenture Times), business was not down, in spite of the weak economy and the recent rainy weather. Manufacturers he spoke with, including Garmin, Cessna, and Avidyne Avionics, all stated that the crowds were large, and customer activity was better than ever. As he says in his article, Oshkosh is more about educating than selling.

In fact, according to the EAA's website, the total attendance for this year was 535,000, along with 10,000 airplanes arriving with attendees, and 2,380 show planes. There were also 777 exhibitors, up from 750 last year. There were 2,167 international visitors, and an estimated 36,000 campers. The total attendance was down just slightly from 2009.

AirVenture Times, (AVT), has also reported that the "EPA has clarified that there is no deadline for finding a replacement for Avgas". This is welcome news, and progress is being made on a search for a suitable replacement.

I hope all who attended had a great time!

*John*

Pictures Submitted from AirVenture 2010





## AirShow/Fly-In Events



For complete So. Cal Air Show and aviation events [click here](#)

Aug 27-29 Thunder Over The Valley, Santa Maria CA

### Monthly Events in So. Calif.

<a href="#">Palm Springs Air Museum</a> , Palm Springs CA	Every Sat PM, museum aircraft flown regularly
Chino <a href="#">Planes Of Fame</a> Open House, Chino CA	1st Saturday, 3rd Sunday, west of Cal Aero Dr.
Agua Dulce Airpark, Agua Dulce CA	1st Saturday, and 3rd Sunday
Santa Paula Open House, Santa Paula CA	1st Sunday <a href="#">Aviation Museum of Santa Paula</a>
Apple Valley Open House, Apple Valley CA	2nd Sunday, Antique/classic static
Brown Field Fly-In San Diego CA	2nd Sunday <a href="#">San Diego Flight Museum</a>
Whiteman AP Open House San Fernando CA	2nd Sunday <a href="#">Whiteman Airport Association</a>
Corona Airport, Corona CA	2nd Sunday Antique Aircraft Display/Fly-In
Fullerton Airport Fly-In Fullerton CA	2nd Sunday
Brackett AP Open House, LaVerne CA	3rd Sunday
Zamperini AP Open House, Torrance CA	4th Sunday
El Monte AP Classics Display El Monte CA	Last Sunday/Month

## Secretary Notes by Merv Meyer, Chapter 7 Secretary

### BOARD MEETING 7/08/10

Present were Don Thompson, Chapter President, Scott Walton, Vice President, Merv Meyer, Secretary, Holly Richards, Young Eagles Coordinator, John Mahany, Flight Counselor, Don Myhra and Ron Hodge.

Holly Richards reported that all the kid sizes in T-shirts are gone. What remain are 12 pink, adults Large, and 1 pink adult Medium. Don recommended placing the next order with Kim Proctor. Kim can do T-shirts with logos cheaper than the previous vendor, \$4 for gray T-shirts, \$5 with pocket, \$7 for colored T-shirts, \$8 with pocket. There is still an inventory of \$250, sales price, in T-shirts.

The Board agreed to go with Kim Proctor for the next order of Chapter 7 T-shirts. Don and Holly will set up the next order for T-shirts and bring it to the next Board meeting. The order will go in before the next Young Eagles event in September.

Holly said that the Young Eagles group coming in Saturday, July 10, is sponsored by the Los Angeles Housing District. They are all teen-agers.

This years' Air Academy students, Nathan Farnum and Trevor Brown, are ready to go to Oshkosh on July 12.

### MEMBERS MEETING 7/08/10

Attendance: 36

Don Thompson, Chapter President, led members in the Pledge of Allegiance to the Flag.

### OLD BUSINESS

Don Thompson read the Treasurer's report. George McDaniel, Chapter Treasurer, is recuperating at home. John Mahany moved that the report be accepted. Steve Gonzales seconded the motion. The motion carried.

There is a correction in the minutes of the June 10 meeting. George McDaniel's older son, Jeremy, does not yet have a pilot's license. He is taking instruction from Don Myhra. DVD's, videotapes, books and manuals are on a table near the officers' tables. They are available for check-out. A DVD of the Sonerai kitplane has been added to the chapter library. The Sonerai is a midwing or low wing all-metal tandem two-seater monoplane. The seller, Great Plains Aviation, also sells a Volkswagen engine and reduction gear to go with the kit.

### NEW BUSINESS

A guest was introduced:

DAVE BOWERMAN was introduced by member Dave Hanson. He has been a pilot since 1971. He has been a licensed A&P mechanic for 40 years. He has special experience in radial engines. He is working on a RV7 project.

Don Thompson told members that Air Academy students Nathan Farnum and Trevor Brown will leave for Oshkosh on July 12. Don asked them to provide pictures, notes and presentation of their time in Oshkosh.

Don sent out an e-mail to determine how many of Chapter 7 members are pilots. 10 pilots responded. A show of hands indicated that six chapter members will be going to Air Venture 2010.

Don received a copy of a book from Oshkosh about the history of the EAA.

Don Thompson and Brian Ringel, newsletter editor, distributed 20 copies among the members of a questionnaire for input from pilots regarding the impact of installing Class C airspace. Don asked members to fill in these forms, along with additional comments, and return them to the FAA by July 31. He suggested sending the form in triplicate. Dave Bowden suggested contacting our representatives in Congress. Don agreed that political pressure counts.

Scott Walton, Chapter Vice President, told members that there will be a meeting of the Long Beach Airport Association at the Torrance Airport terminal building at 7:00 PM on July 19. The main topic will be the impact of Class C airspace over Long Beach Airport. On July 21, 7:00 PM, there will be a discussion of safe operations in the Air Flite building on Long Beach Airport.

Holly Richards, Young Eagles Coordinator, reminded members that there is a Young Eagles event next Saturday, July 10.

John Mahany, Chapter Flight Consultant, brought up an article he had written in the newsletter, about Warren, a 90-year old aircraft mechanic, who wanted to sell his inventory of aircraft parts and tools. There was no response to his article. Don Thompson indicated an interest in Warren's inventory.

John said that he would contact Warren and arrange a meeting with Don.

Scott Walton informed members about a recent news article. On July 7 out of Bern, Switzerland, a solar powered human piloted aircraft flew for 24 hours. The over night part of the flight was accomplished on stored battery power. The aircraft flew up to 30,000 feet. Joe Porter said that the airplane had a wingspan of over 200 ft. It appears that the airplane was built like a powered sailplane.

Joe Porter showed members an airplane part which was discovered at a crash site in Yosemite National Park in 1938. It appears to be a device to secure an interplane strut to a wing, therefore it is part of a biplane.

Dick Double informed members of an organization called UFO. Members are active pilots who are at least 80 years old. Tom Griffith has reached his 80<sup>th</sup> birthday, but he has not yet joined this organization.

Don Thompson told members that on August 21 AOPA is holding an open house at the Cessna hangar near the AirFlite building.



Scott Walton's son, Nick, is a student at Embry-Riddle University in Prescott, Arizona. He described recent Air Force ROTC training. It was rugged field training at Maxwell AFB in Alabama.

Steve Gonzales described a recent flight in turbulent weather to Kanab, Utah. From Bullhead City northward he encountered severe turbulence. Approaching the airport at Kanab he was informed of off runway gusts up to 40 knots. He managed to land at the airport in a 45 kt direct crosswind without damaging his plane.

Howard Jarvis will have a bunk available in a motor home while at Air Venture 2010.

Tom Sutfin will be running an aviation summer camp in August.

Mike Hanson placed on display a wooden prop and a metal prop for his Stearman N2S biplane.

#### **PROGRAM**

**Mike Hanson** owns a Boeing built Stearman N2S Navy primary trainer. Mike considers himself the caretaker of a treasured piece of aviation history.

His N2S was built in 1943. As a Navy primary trainer it flew out of Norman, OK and Glenview Naval Air Station in Illinois. After navy service it was fitted a big 450 hp radial and a hopper and worked as a cropduster. After that it sat in a barn for 20 years. Then in 1990 Pete Jones, operator of Air Repair in Cleveland, MS, restored it to its original condition, including an original 220 hp Continental engine.

Mike Hanson has been a pilot for 16 years. He rode in a Stearman before he got his pilot's license. Later after he had his pilot's license his friend Frank, who owned this Stearman, a month before he died of kidney cancer, asked Mike to take care of it.

In 1997 there was a fire in the hangar at Chino where Mike's Stearman was. The firemen prevented the fire from reaching it. After the fire he had the wings recovered with new fabric.

His time in the Stearman is approaching 2000 hours. He has replaced the engine. A boost in performance came when he replaced the original wooden prop with a metal prop. Cruising at 1850 rpm his airspeed went up from 90 mph to 105 mph. Mike owns two metal props.

His maintenance schedule is as follows:

- Prop adjustment every 100 hours

- Oil and filter change every 33 hours

- Air filter change every 12 months

- Transponder and ELT check every 24 months

- Parachute repack every six months (Mike can fly alone without a chute, but when he has a passenger, both he and the passenger must have chutes)

Mike paid \$400 each for tire retreads, but the retreads last twice as long as new tires.

Mike said that there is a problem unique to radial engines, hydraulic lock. This is when the engine is stopped and gravity causes oil to accumulate in the lower cylinders. To reduce the pressure of hydraulic lock the prop is pulled through backwards. Dave Bowerman said that if a radial engined airplane sits on the ramp with the engine off for more than a half hour, hydraulic lock happens. Joe Porter remembers that when he was a Navy pilot, it took at least two men to pull the prop through if the airplane had the 2000 hp R2800 engine.

Mike has the instruction books on maintenance of the engine and the airframe.

Mike flies the Stearman out of Compton Airport, the last uncontrolled airfield in the Los Angeles basin. He said that when departing an uncontrolled field, don't assume someone has a radio. He spirals once over Compton Airport and departs at 2400 ft MSL. Returning, he makes an overhead approach above pattern altitude, making a left hand break for the runway. When he is flying he thinks he is in Frank's world. Frank told him it was the only world that didn't give him trouble. Mike hopes to keep flying until he is 90.

Mike checks for metal fragments in the engine oil by putting a magnet into a coffee cup full of oil from the engine.

He is looking for an ultraviolet blocker coating for the biplane's fabric. Parts are still available; there are still knowledgeable people around.

Mike has a website for his biplane ride business. It is [biplanefun.com](http://biplanefun.com)

Every Labor Day weekend there is a rally at the airport at Galesburg, Illinois, where from 130 to 150 Stearman biplanes show up.

8700 of these primary trainers were built, with parts for 10,000 available. 2000 are either flying or being restored.



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**E.A.A. Chapter 7 meetings:**

2nd Thursday of each month  
Board Meeting 6:00 pm  
General Meeting 7:30 pm  
Location: AirFlite (west side of LGB, south of Wardlow Rd.)  
3250 AirFlite Way  
Long Beach, CA 90807  
(800) 241-3548  
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**EAA Chapter 7 Non-Profit Declaration and Legal Disclaimer**

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