



Chapter Seven *Long Beach*

President's Message

I have put off writing this for as long as possible, now if I don't get it done Mike Sawicki is going to skin me alive. I keep hoping to have some good news to report. It is now late Saturday night before the October monthly meeting and it has now been almost a full month since the terrorist attacks and we still can't fly VFR from Long Beach. (Or anywhere else in the enhanced Class B airspace) I for one, consider myself to be very patriotic and am an understanding kind of person, but I just don't understand the logic behind this ban. Small general aviation planes did not play a part in this tragedy in any way, yet general aviation seems to be suffering a disproportionate share of the hardship. When a small boat ran into the USS Cole and blew a hole in it, they didn't ban small boats. When a Ryder rental truck full of fertilizer blew up the Federal Building in Oklahoma City did trucks get banned??? I don't know the answers to all the questions but a little common sense is needed here.

Listed below are some statements I have read or heard over the last week, just a little food for thought.

"We need to be careful that anti-GA forces don't take advantage of the terrorist attack as a means of shutting down GA. Some people

are willing to use any excuse to get airplanes out of the sky. Just look at the fight in South Orange County over El Toro."

When you mix short-sighted decision-making with a lack of information, the results are catastrophic.

The government should not be in the business of restricting the freedom of law-abiding citizens in order to protect the population from purely hypothetical dangers.

Each day that tens of thousands of general aviation aircraft are grounded for no rational reason, hundreds of people are being laid off. Businesses are closing their doors, many permanently.

Our eyes have been opened to the issues of airport and airline security, and the possibility of planes being used as weapons. Let us rationally consider the opportunities available to our enemies, and take reasonable steps to limit and eliminate those opportunities. At the same time, let us encourage the freedoms on which this country was founded free trade and free movement among them. Please reopen national airspace, with security measures that are appropriate to the threat, rather than with limitations that do far, far more harm than good.

These people are not being laid off by Northwest, Delta, or US Air they are being laid off by our government.

(Cont. on page 4)

VP's Chat Room

October Program

This month's program will introduce you to one of the newest manufacturer's of "glass cockpits" on the market.

Helene Krongold from "I-K Technologies"

Low Cost Instrumentation for the New Millennium

I-K Technologies introduces the **I-K2000*** - a breakthrough in instrumentation that will allow YOU, the experimental airplane builder/pilot, to enjoy all the benefits of a comprehensive, state-of-the-art Flight and Engine Monitoring System (F/EMS) — **at a fraction of the cost of similar systems currently available.**

12 instruments and multiple indicators in two independent, redundant, easy-to-read displays!

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

With the help from a few of our members, our chapter has managed to have good programs for most of this year. Let's keep our eyes and ears open for future programs. Tell George or myself and we will follow up.

Boeing Update – The company has been holding public meetings around our area regarding the PacifiCente mixed-use development project. This week will be two more, each beginning at 6:30

p.m. For more information, call 562-593-8785, Mon-Fri, 9-5.

1. Oct 10th – PacifiCenter Visitor Center
2. Oct 11th – Los Altos Library, 5614 Britton Dr, Long Beach (South side of Sears)

They are issuing the first draft of the EIR (Environmental Impact Report) this month. The final EIR is scheduled for this winter. I can set up a speaker from Boeing Realty to come and talk with us if we want.

See you all at the meeting.

- Don T.

*Secretary's
Note Pad*



BOARD OF DIRECTORS Meeting of Sep 13, 2001

Board members watched a Chapter Views video sent by Bob Mackey, chapter liaison in Oshkosh. EAA staff discussed a number of topics, including chapter incorporation. Benefits of a chapter being a corporation are:

1. Liability is limited.
2. Chapter may qualify for tax exemption.
3. Chapter may become eligible for grants

Contact a state agency for incorporation forms. On other matters it is important that minutes of chapter meetings are recorded and kept. In most cases a chapter does not need an attorney. The chapter bylaws define the types of memberships and the duties of the officers. The Chapter Office provides guidelines for drawing up bylaws. There can be changes of purpose but new bylaws cannot change the chapter's legal status or relationship with EAA headquarters. There is a dissolution procedure. Contact EAA

headquarters regarding changes in bylaws. A Federal Employee Identification Number is required for tax purposes. Financial accounts require at least two signatures. A chapter committee sets up an annual budget. The budget includes fixed costs like cost of newsletter printing and distribution, and estimates of variable costs, such as scholarship fund and social events. Once a year there should be an internal review of chapter accounts. After initial filing with the IRS no filing is required afterwards unless chapter income exceeds \$25,000 per year.

More than the treasurer should be involved in creating a budget.

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

MEETING MINUTES General Meeting September 13, 2001

Attendance : 33
George McDaniel, president, led the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Woody Fowler, treasurer, gave his report. Doug Porter moved that the treasurer's report be accepted. John Mahany seconded the motion. The motion carried. Two corrections to the minutes of August 9 were noted. Doug Porter, not Don Porter, seconded the motion that the minutes of the July 12 meeting be approved. Don Myra, not Don Thompson, participated with George McDaniel in Chapter House activities and attended Leadership Breakfasts. Don Moore moved that the minutes as corrected be approved.

Rick Vaux seconded the motion. The motion carried.

Videotapes are available for checkout on the table next to the officers' table

NEW BUSINESS

A guest was introduced:
GARY GLAD, Chapter 92 president

George McDaniel, chapter president, informed members that this year's Christmas party will be held jointly with Chapter 92 on December 14 at the Phoenix Club. Birch Parker volunteered to serve on the Christmas party committee. George brought up the matter of the election of officers. Tom Griffith asked if there were any current officers who did not want to continue in office. All officers indicated that they were willing to continue. Tom Griffith moved to place all present officers on the nomination slate. This will slate will appear in the next newsletter. Rick Vaux seconded the motion. The motion carried. Nominations will be accepted from the floor in the October meeting.

Don Thompson, chapter vice president, warned that continuing with the same officers could eventually lead to stagnation. Gary Glad, president of Chapter 92, suggested rotation of officers' jobs.

John Mahany, chapter flight counselor, told members that the ban on FAR 91 flights is still in effect. FAR 121 and FAR 135 (charter and cargo) flights are ok. He believes that there will be changes in regulations because of what happened on September 11. On issues of interest to chapter members before the state legislature and before Congress, he suggested that the newsletter publish the addresses of political representatives. He recommended the AOPA website for real time information. Mike Sawicki, newsletter editor, will

keep members posted, monitoring websites.

Skip McConnell, former chapter president, has accepted a job in Seattle. He asked George to convey his farewell and best wishes to chapter members.

Tom Griffith, membership coordinator, said that all chapter members must be EAA national members. He has applications for national membership.

Rick Vaux, chapter technical counselor, gave his report. He saw the engine installation in Walt Lane's Vari Eze. The canopy has not been re-installed. Walt estimates finishing his project in one year. Jim Wolf is waiting for the final airworthiness paperwork on his RV6. Rick states that final checkoff by an EAA member is usually more thorough than by an FAA Designated Airworthiness Representative.(DAR). Jim Wolf said that DAR inspections are inconsistent. George Pinneo told members that a DAR inspection of his finished airplane at El Monte Airport took only about 30 minutes, even though the DAR had never inspected an all-metal airplane before. FAA regulations allow licensed A&P mechanics to sign off a final inspection. AVEMCO Insurance requires periodic aircraft inspections.

Rick Vaux requested that aviation news websites be collected and published in the newsletter. Mike Sawicki will publish these websites on the internet.

Darwyn Wolff, Young Eagles coordinator, expects 50 to 60 kids from member Ray Reynolds' church at the October 13 event at Aeroplex.

Gary Glad, president of Chapter 92, thanked Chapter 7 pilots for help at a recent Chapter 92 Young Eagles event. He gave special thanks to Tom Griffith, who logged 3.7 hours that day.

Don Thompson told members that the EAA one million dollar back-up insurance policy is available to a Young Eagles pilot if the pilot has \$100,000 insurance per passenger seat. At a Young Eagles event, pilots are required to present a pilot's license, medical certificate and aircraft airworthiness certificate. A pilot flying Boy Scouts must have a minimum of 100 hours flight time.

PROGRAM

Mike Sawicki showed slides of the retrieval of the P3 from Lingshui Naval Air Station on Hainan Island. The Chinese Communist government would not permit an American airplane to bring in the Lockheed dismantling crew. A Russian crew flying an Antonov 124 was contracted to bring in the Lockheed crew. The nose of the An124 pivots upward to allow front loading. The P3 was cut into sections. The fuselage of the P3 went into the An124 with what appeared to be inches to spare.

Don Myhra showed slides of Air Venture 2001 in Oshkosh and of the Open House at Compton Airport.

George Pinneo showed slides of his round trip to Oshkosh via Arizona. He showed shots of the Gee Bee replica in flight. Air Venture 2001 is probably the last public appearance of the Gee Bee.

REFRESHMENTS

OCTOBER John Mahany
NOVEMBERWoody Fowler

"Far away in the sunshine are my highest inspirations. I may not reach them, but I can look up and see the beauty, believe in them and try to follow where they lead."

--Louisa May Alcott



Tread Carefully Proper Care of Tires

Hello again, Chapter 7,

This month I'd like to discuss Aircraft Tires including, construction, inspection, and a little about care.

There are two basic types of aircraft tires: Bias-ply, which are popular for durability and ease of retreading and Radial-ply, which feature decreased rolling resistance and increased landings due to rigid belts used in their construction. Both these types have some features in common:

(1) Tread-- Commonly ribbed to provide good traction under varying runway conditions.

(2) Sidewall-- Rubber covering outer casing ply. Extends from tread edge to bead area.

(3) Bead-- High strength steel wire that secures casing plies and provides a wheel mounting surface.

(4) Tread Reinforcing Ply-- One or more fabric layers that strengthen and stabilize the tread for high speed operation. This component is part of the tread and therefor is replaced when the tire is recapped.

(5) Buff Line Cushion-- A rubber compound layer which improves adhesion between tread reinforcing plies and breakers or casing plies. This is thick enough to allow tread removal when retreading.

(6) Breakers (Bias-ply)-- Rubber coated fabric under buff line cushion which protects casing plies, strengthens and stabilizes tread area. Breakers are a part of the tire casing and can not be repaired by recapping.

(7) Overlay (Radial-ply)-- Rubber coated fabric placed on top of belts to aid high speed

operation. These are also a part of the casing.

There are many other components to tire construction, but for our purposes, these are enough. Let's press on to Inspection.

I'll start with a couple cautions; Never probe cracks, cuts, or embedded objects while the tire is inflated, and all defects should be marked with a crayon before deflation.

O.K.....Let's check:

(1) Tread Wear-- Tires should be changed when tread is worn to the base of any groove (at any spot) or to the minimum depth specified in the aircraft maintenance manual.

(2) Tread Cuts-- If no specific information is available in the maintenance manual, use the following for rejection criteria:

a) Any cut which extends into the casing plies on bias ply tires.

b) Any cut into the belt of radial ply tires.

c) Any cut that extends across one or more tread ribs to the fabric (Tread reinforcing ply)

d) Rib undercutting at the base of any cut or tread splice or tread cap.

(3) Sidewall Damage-- Replace tire if cracking, weathercheck, cuts, or snags extend to casing ply @ sidewall or bead areas.

(4) Bulges-- Remove tire from service with bulge in ANY area.

(5) Groove Cracking-- Remove tire from service if groove cracking exposes any fabric or undercuts tread ribs.

(6) Flat Spots-- Unless fabric is exposed, flat spots are not cause for rejection. However, they can cause imbalance problems or wheel shimmy and need to be replaced for that reason.

(7) Sidewall Indentation (Radial ply)-- Reject any tire with 3mm or greater sidewall indentation.

(8) Bead-- Inspect for heat damage next to wheel flange, especially if subject to brake drag or hard braking.

Now, a few last things to cover:

(1) Tire inflation-- Ideally tire pressure should be checked before each flight. Overinflation can damage tires by causing reduced traction,

uneven tread wear, increased susceptibility to cuts, and increased wheel stress. As bad as overinflation is, Underinflation is much

worse. It produces uneven wear and shortens tire life due to flex heating. The bead area of an underinflated tire can be 50% hotter

than a properly serviced one. Nothing will destroy a tire faster than heat.

(2) Contamination-- Keep all oils, greases, and cleaning compounds of tires.

(3) Sun-- Cover tires when in sun, especially here in SoCal where the combination of sun and ozone are tough on them.

Remember to take care of your tires, Troopers. Axles don't work worth a darn.

Rick Vaux

TC4130

President's Message (Continued from Page 1)

Everyone outside of aviation seems to miss the point that the "WTC/Pentagon terrorists" spent years planning this attack, had their pick of aircraft, and they chose commercial airliners - not a GA aircraft as their weapon. If this isn't a statement of the relative destructive capability, I don't know what is.

The reaction that is most stupid is stopping planes flying over sports stadiums. I can imagine the terrorist saying: "Oh Damn ... I can't crash there because I'm not allowed to fly over the stadium!"

Americans need to choose whether they'd rather be safe or rather be free. I think most of them would choose to accept the risks that accompany the freedom that characterizes the American way of life.

On a lighter note, sometimes we need to lighten up a bit:

The best solution I hear lately:

Killing him will only create a martyr. Holding him prisoner will inspire his comrades to take hostages to demand his release. Therefore, I suggest we do neither. Let the Special Forces, Seals or whatever covertly capture him, fly him to an undisclosed hospital and have surgeons quickly perform a complete sex change operation. Then we return her to Afghanistan to live as a woman under the Taliban.



Recently I received a call from an EAA member in Chapter 92, who is finishing a project built from 'scratch' as he put it, and needs a flight advisor. As he explained to me, Avemco requires that a builder work with a Flight Advisor in order to be considered for insurance. Apparently Chapter 92 does not have one. This is exciting, as this will be my first opportunity to work with a builder in this capacity. This member is building a flying car, with a rear-mounted 'pusher' prop. He told me that he hasn't flown in 20 years, but he has experience as a test pilot gained while in the military. In addition, he is an A&P mechanic. He has the ratings, but is not current. I have not yet had a chance to either meet him or to see his project, but I hope to do both, soon. He tells me it is hangared at John Wayne airport.

As I see it, this process will take a few steps. The first will consist of getting him current again with a BFR. Then, as he suggested, he would like to find a Cessna 336 or 337, which is a production aircraft similar in design, to his project, minus one engine. If this can be arranged, he would get some

experience flying this. Next, he would transition to his flying car. He has suggested Mojave airport, as it is remote.

I am looking forward to seeing his 'flying car' and in working with him to see his dream take flight!

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.

Oct 12-14, 2001 Miramar Open House Airshow. **CANCELLED**

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. **CANCELLED**

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

Nov 11: Flabob Airport. Chapter One dedication to Veterans Day.

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.

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. Their annual open house cancelled due to the restrictions of "enhanced" Area B. Look to attend their dedication on Nov 11 to honor veterans.

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. Check their contest to name unusual planes.

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. Compton did hold its Airport Day. Chapter 96 is an integral part of CPT. Site: <http://www.geocities.com/ea96>

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. Already the 2002 event is

cancelled before even given a chance to see the outcome of current events. 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. Home of Harmon Rockets.

EAA Chapter 275: Lompoc, CA. Great stories of glider flights. Chapter meeting at the beach was a great success. 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/ea286>

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. Meeting at the beach was a success. Great stories of glider flights. Lots of activity Web site: <http://citabria.westmont.edu/ea>

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

EAA Chapter 768. Apple Valley, CA. Chapter land and hangar in the "talk" stages but serious. Getting down to the final agreement with the city on the chapter hangar. Building will revert to the city after 75 years.

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 chapter 7 Young Eagles Rally which was scheduled for October 13th at Aeroplex is being postponed due to the VFR flight restrictions in the enhanced class B airspace over Long Beach Airport. We have a large group of prospective Young Eagles organized by Ray Reynolds who we hope can bear with us until the situation changes. Lets discuss any options that we can derive at the October general meeting. All ideas are welcome.

Darwyn Wolff

Chapter 7 Young Eagles
Coordinator

Chapter Officer Nominees for Year 2002

All Officers are incumbents and are running unopposed as of the September monthly meeting. Anyone interested in being an officer please come to the October meeting and we will add you to the ballot.

President
George McDaniel

Vice President
Don Thompson

Secretary
Merv Meyer

Treasurer
Woody Fowler

Membership Chairman
Tom Griffith

Year 2001 Officers

President

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

Vice President

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

Treasurer

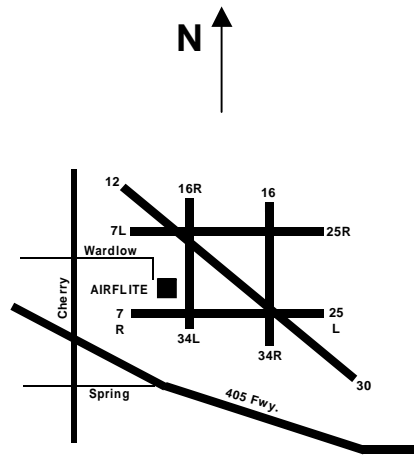
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net

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/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
26442 Nacome Drive
Mission Viejo, CA 92691-4948

ADDRESS CORRECTION REQUESTED