



Chapter Seven *Long Beach*

President's Message

"Where else would you get this type of opportunity???"

Every month I sit down and think about what I should write for this month's newsletter. This month I will tell you about what Chapter 7 has done for me. When I came to my first Chapter meeting, it was because of an invitation from Skip McConnell who was Chapter President at the time. I met Skip at Cerritos College during a seminar on composites, this was in 1995. I had recently taken my first trip to Oshkosh and had just joined EAA but did not know anything about the Chapter program. I remember coming to my first meeting not really knowing what to expect, but was welcomed and joined the Chapter. I came to a few meetings and always enjoyed the guest speakers and talking to everyone at the break. It was at the 4th or 5th meeting I attended that Bill Newby resigned as Vice President due to a move. I remember Skip looking in my general direction and asking "George would you be Vice President" and without really thinking I said "I don't even have a pilot's license". He said that didn't matter so I agreed. As I think back on that night, I think George Pinneo was sitting directly behind me and Skip was probably talking to him. I got to be a Chapter Officer by mistake. In the time since I have gotten my PPL, gone on to become President, joined

several other Chapters and made some very wonderful friends. Where else but an EAA Chapter would you be able to meet such a diverse group of people that all have a love of planes and flying.

Just to mention some of the things that I have had the pleasure to do because of my association with Chapter 7. I have had the experience of seeing first hand the smiles on kids' faces when returning from a Young Eagles flight. I have been the one to reassure a worried parent that the flight would return safely and been there to see tears in their eyes when the kids came running up so excited after the flight. I have been fortunate enough to have met so many wonderful and talented people while trying to get guest speakers for the monthly meetings. The generosity of EAA Chapter members always amazes me. I have been fortunate enough to get rides in several really great airplanes, where else would you get a ride in a 1943 Stearman, a homebuilt Kitfox or a Bellanca Super Viking. On one or two occasions a couple of members have been foolish enough to allow me to help work on their projects, where else could you get this experience. Several times we have made project visits to someone's garage or hanger to check the progress on their project. I was invited to tour the Boeing C-17 production line with an EAA Chapter member and we have made 2 visits to the Boeing Composites facility in Huntington Beach. "Where else would you get this type of opportunity???"

We had the opportunity to host the Grassroots Meeting for Southern California and I got to meet Tom Poberezny up close and in person. Our Chapter hosted the B-17 last year and I know all of you know what I thought of that opportunity. Once again I say "Where else would you get this type of opportunity???"

You might be wondering where is all this leading ?? Besides the fact that I am grateful for the opportunities that the Chapter has presented to me I can only wonder why more EAA members don't join Chapters. I want to ask each of you to reach out to your friends that have a love of planes and flying and ask them to join and support a Chapter, if not ours then one of the other great Southern California Chapters. We need to work together to keep the Chapter structure strong so others can have the opportunities and experiences we have.

On another note, we have a set date for our Christmas party it is Friday December 14th. Please mark your calendar. We will be joining Chapter 92 for a joint party like last year except that we are planning early enough that we can be involved in the decisions. The party will be held at the Phoenix Club like last year. If you would like to be on the Christmas Party planning Committee please let me know.

See you at the meeting...

George McDaniel

VP's Chat Room

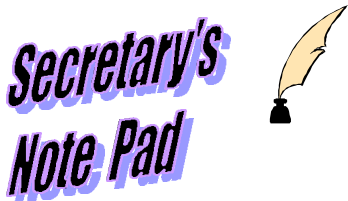
September Program

This month our program will be a member with pictures of Oshkosh 2001. We have arranged for a computer projector to use at the meeting. If any members have additional pictures that they were unable to have available for the August meeting, Please bring them for viewing.

Look for this to be very interesting as there were MANY very interesting aircraft at OSH. The other highlight this year is the introduction of more handheld units that not only provide GPS information but weather (wx) and even one with portable EFIS. Add automatic variable pitch propellers, AOA (angel of attack) units, this then totals up to a VERY interesting program for the evening.

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

- Don T.



BOARD OF DIRECTORS Meeting of Jul 12, 2001

The Board approved getting in an application as soon as possible for Matt McDaniel to attend the EAA Air Academy.

Members of Chapter 96 have a new hangar at Compton Airport. The chapter has a hangar manager. In addition to hangar space there are ten tie-down spaces outside the hangar.

Chapter 96 wants a mutual-help relationship with Chapter 7.

A Christmas party jointly with Chapter 92 is planned, but probably not at the Phoenix Club this time. Chapter 92 considers the Phoenix Club too expensive. Chapter 92 hopes to get out of a commitment with the Phoenix Club and to go elsewhere for the Christmas party.

MEETING MINUTES General Meeting July 12, 2001

Attendance : 31
George McDaniel, president, led the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

George Pinneo moved that the minutes of the July 12 meeting, as written in the newsletter, be approved. Don Porter seconded the motion. The motion carried.

There was no treasurer's report. Woody Fowler, chapter treasurer, has the items ordered from the EAA for chapter members.

George McDaniel told members that our chapter newsletter placed 11th in competition with about 1000 chapters. He noticed that it helps for a chapter newsletter to have a catchy name.

To guarantee a place in next year's EAA Air Academy, Matt McDaniel's application must be in by September. Chuck Newcomer moved that Matt's application be authorized by the chapter immediately. George Pinneo seconded the motion. The motion carried.

Videotapes are available for check-out on the table next to the officer's table.

NEW BUSINESS

Guests were introduced:
JESSIE PORTER wife of Jim Porter
DON MYRA, Chptr 92 newsletter editor. He was at Air Venture 2001. He will join Chapter 7.
SCOTT GILZEAN of Huntington Beach

George McDaniel informed members that this year the Christmas party will again be a joint venture with Chapter 92.

George asked members to let him know if they want to run for chapter offices.

John Mahany, chapter flight counselor, asked for e-mail input from chapter members. His e-mail address is: jsmav8@gte.net

Walt Lane made three attempts to make a cowling fit his VariEze. He discovered that he had a Long Eze instead of a VariEze cowling. Electric work is done on his project, and gas caps installed. Rick Vaux, chapter technical counselor, will visit Walt's project in September. Rick will also check out Jim Wolf's project in September.

Ray Reynolds approved a visit by members to his project on the same day as the visit to George McDaniel's Cessna 150 project.

Woody Fowler has Air Life Line brochures. He is a member of this organization.

Scott Gilzean is looking for a place to house his project. George McDaniel introduced him to Chapter 96, which now has a hangar at Compton Airport. There are 18 spaces inside the hangar, each space renting for \$200/month. Tools are available for rent inside the hangar.

Woody Fowler sold raffle tickets. Raffle winners were:

1. Tony Paplia
2. Don Peterson
3. Chuck Newcomer

GARY SUOZZI
W.J.CRITCHFIELD FAA program presenters

PROGRAM

Chapter members who attended Air Venture 2001 in Oshkosh discussed their experiences.

George Pinneo flew a Zodiac to Oshkosh. Flight time was 20.4 hours eastbound and 24.7 hours westbound. This was his first trip to Oshkosh. He stayed in a dormitory on the campus of Ripon College. Daily price for two, including breakfast, was just \$37. He rented an auto at Oshkosh Airport.

Tom Griffith and flight partner Art Richter flew a Cessna 172 into Oshkosh. They tented by their airplane. Round trip flight time was 31 hours. On the return flight they landed at O'Neill Airport in Nebraska. They were informed that there was no place to stay in O'Neill because of a Little League tournament. The airport manager told them that there were two bunks available at a room in an airport building and gave them the key to the shower room. No charge.

Don Myra was a commercial passenger into Milwaukee. He saw the seaplane base at Oshkosh for the first time. He met Chuck Yeager at the warbird section. He was photographed with Chuck Yeager. He found technology displays interesting and checked out manufacturers' stands.

Mike Stearns was also a commercial air passenger into Milwaukee. He said that the

weather at Oshkosh was the best he had encountered in eight visits. He was photographed with Patty Wagstaff, aerobatic champion. The most interesting aircraft he saw was an ultralight with a bathtub fuselage which landed at the seaplane base.

George McDaniel and Don Thompson participated in Chapter House activities. They attended Leadership Breakfasts. George saw a demonstration of friction welding. George Pinneo knows a friction welding expert who has a shop in Carson. He will see if the expert is willing to be a program presenter.

REFRESHMENTS

SEPTEMBER . . . George McDaniel
OCTOBER Woody Fowler
NOVEMBER John Mahany



Information

Where and How To Find It

Hello again, everyone.

Will Rogers once said, "All I know is what I read in the newspapers." Writing this column is kinda' like that. If it wasn't for other peoples ideas and words, I wouldn't have a chance! With the above in mind, this month I'd like to discuss . . . RESEARCH.

A large part of any aircraft project is learning how each task is done. It's great if a knowledgeable person is available at all times, but we all know that isn't realistic. Fortunately (or not!), computers have made vast amounts of information, on any subject, within easy reach. There is, however, a caution; It doesn't take any expertise in a field to start a web site, and pass out bad advice. I have used the following sites and consider them very useful.

(1) Landings.com

- a. Maintenance forum by Peter Conner.
- b. Homebuilding
 1. Polyfiber (covering info)
 2. Canard Aviators Page (all canard aircraft)
 3. Kcdawnpatrol (ww1 replicas)
 3. Weebeastie (Hatz biplane site)
 5. FAQ
 6. And many, many, more. A truly huge resource.

(2) Sportflyer.com

- a. A good site with much useable information.

These are my favorites and I trust them. It is a good idea when visiting computer sites (especially chat rooms) that you take any comments with the proverbial 'grain of salt' until they can be confirmed with solid science from reputable sources. If you have any personal favorites, why don't you let the rest of the chapter in on the action!

But, Rick. I don't have a computer, don't want one, and don't like the thought of another intrusion on my life. What about me? How do I get this knowledge? Step right up, my friends, for even though I own a computer, you have a kindred spirit here.

I love books (just ask my wife!) and I know most of you do too. Here are a few books that I have owned and used long before the 'Information Age'.

- (1) Aircraft Maintenance for the Airplane Mechanic (Brimm and Boggess) 1940- Sure it's old, but where else will you find biplane rigging or how to build a metal toolbox.
- (2) Wood Aircraft Inspection and Fabrication (D.O.D.) 1951- Invaluable for wood airplanes. No epoxy though.
- (3) AC 43.13-1b/-2a. Acceptable methods, techniques, practices. (FAA) current - Don't build an airplane without this one.
- (4) CAM-18 (CAA) 1940- Superseded by the above publica-

tion many years ago, but still of value for many things, especially wood structures. Be sure to check information against 43.13-1b.

- (5) FAR/AIM reprint. (Gleim) current- Especially FAR 43 and 91.
- (6) Custom Built Sport Aircraft Handbook. (EAA) 1991- Another must have. Covers many things including all paperwork required by the FAA at licensing time.
- (7) Poly Fiber Procedure Manual #1 (Goldenbaum) 1996- The best book I've seen for covering with Dacron.

Don't forget instruction books by the Armed Services. They are written to teach an 18 year old how to work on highly sophisticated machines.

- (8) Powerplant Maintenance for Reciprocating Engines. (AF) 1953- Wonderful for round engines. Includes many colored system schematics.
- (9) Basic Electricity (NAVY) 1960 - Ohm's Law never changes!
- (10) Aviation Electricians Mate (NAVY) 1965- How to apply Ohm's Law!
- (11) Fundamentals of Aircraft Powerplant Maintenance TM-55-406 (ARMY) 1969- Good information on flat recip., and helicopter turbines.

Well, I hope this rather short list will help some. There are tons of books in Southern California garage sales, swap meets, and used book stores. Now, if you will excuse me, I've got to get ready for the Saturday swap meet at Golderwest College!

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

Rick Vaux TC4130

"Once you say you are going to settle for second, that's what happens to you."
--John F. Kennedy



Keeping Trim

Back-to-Basics stuff, and a question – How often should you use the trim when you are flying?

Whenever you change the pitch (nose up or down), power or configuration (flaps up or down) you can use the trim wheel to re-trim the airplane. The trim tab is a secondary flight control. This 'tab' simply enables you to 'trim out' control pressures, so you don't have to continuously apply pressure. With a primary student, I introduce 'trimming' the airplane, and how to use trim, from the very first lesson. Some students don't use it enough, and as a result they also don't know why the airplane won't hold a desired airspeed, altitude or a rate of climb or descent after a pitch or power or a configuration change (raising or lowering flaps) has been made. They don't realize that they may still be either relaxing or applying pressure on the yoke.

Flight Advisor request:

Since I have this stepped into this position as Flight Advisor, which is still kind of new to me, please, if any of you have any suggestions for ideas or subjects you would like me to address, please let me know. I see myself in this role as providing guidance to you as you prepare for the first flights in your home-built and kit aircraft. I look forward to working with you and serving you in this capacity.

You can reach me at jsmav8@gte.net, or 562-983-1265 (home) or through Long Beach Flying Club.

Thank you,
John Mahany

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.

There is plenty happening this month and multiple events each weekend. Take your pick, enjoy!

Sep 6-8, 2002. Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. Date moved to 2002 as the transfer from military to civilian authority will not be completed in time for 2001 date. 925/676-2114. www.gwfly-in.org

Sep 13-16: Reno, NV. National Air Races. WW-II military, homebuilts, Sportsman, T-6, L-39 Jet Class.

Sep 13-16: Salinas, CA. California Air Show. One of the best I've seen. Snowbirds, class acts.

Sep 15: Lancaster, CA Chapter 49 Old Fashioned Fly-In IV. William J Fox Field. Fun time to be had. See flyers at the meeting. Info: Roger 661 / 251-9559 or <http://www.eaa49.org>

Sep 21 - 23. Santa Maria Airport, Warbird Round-Up.

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

Sep 22. Meadows Field, Bakersfield, CA. Pacific Wing & Ride. Autos and planes on display, fire dept. competition,

baggage throwing. 2-4 p.m. \$10 / \$25 with dinner & dance. Monies go to local charities.

Sep 29: Sedona, AZ. Antique car & airplane show. RSVP Al Comello 520 / 451-0033. E-mail sedonaal@sedona.net

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

Oct 6: Santa Barbara, CA. Airport. AirFair 2001.

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

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

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

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

Be sure to check out the culinary delights available at the newly remodeled Wings Café at the APV Terminal Building. Owner and delightful operator Lydia DeMaio recently informed me that she bakes her pies and cakes right there at the restaurant with her own lily white hands, and from scratch, no less! Her sticky buns look good, too. No Betty Crocker assistance for Lydia, by golly. Check out her daily specials, too!

Lynda's Food Shack at the Hesperia Airport is now open. Open for dinner 1700-2100, I don't know what the early hours are, but presumably 0700-1500.

"Life is like a blanket too short. You pull it up and your toes rebel, you yank it down and shivers meander about your shoulder; but cheerful folks manage to draw their knees up and pass a very comfortable night."
--Marion Howard

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. Sorry to say that I do not recall receiving the newsletter from Chapter 1 this month. Be sure to see Calendar of Events. Bob Open House May 22-23. Great BBQ and plenty of homebuilts to look at.

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.

EAA Chapter 14. Brown Field, San Diego, CA. Back up on line. Great to hear from you again. Large 15-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

EAA Chapter 49. Lancaster, CA. Old Fashion Fly-In scheduled for Sep 15. Breakfast, spot landing, longest distance, free raffle, people's choice awards.

EAA Chapter 96. Torrance, CA. Great time at the Open House in August. Jack Kention back at the helm of the newsletter. Doing fine job. Look for copy at meeting. <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. Change editor???

EAA Chapter 40. Van Nuys, CA. Activities abound. Excellent year to build up their resources. Looking to have a chapter hangar and meeting place to hang their hats and call their own.

New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Chris Kidd did first flight on his Harmon Rocket. Used to turn out RV's, now it's Harmon Rockets. See Calendar of Events, Sep 22, Pacific Wing and Ride to promote airport and community good will.

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

EAA Chapter 224. LaPuente, CA. We get their newsletter via snail-mail, look for it on the table at the meeting.

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. We get their newsletter via snail-mail. Look for copy on the table at the meeting.

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 Joseph Masin, speaker. Possible addition of taxiway west of 15R to eliminate incursions and crossing the parallels to get to other side of airport. 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. Web site: <http://www.eaa723.org>

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

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

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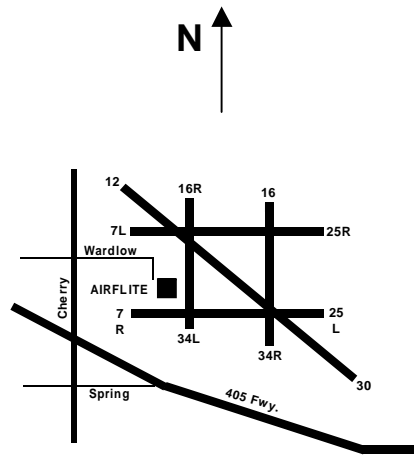
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area.

Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site:

www.beegroup.com/eaachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

EAA Chapter Seven exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 7, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$12.00 per year payable to the Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or my e-mail.



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**