



Chapter Seven *Long Beach*

President's Message

EAA 110%

As EAA members I am sure you are wondering what the long term effects of the 9-11 attacks will be for General Aviation. No one knows for sure how things will settle out. One thing is certain : there is strength in numbers. The more people we have on the side of General Aviation the better chance we have of holding on to the freedoms we enjoy. EAA National has started a new membership drive. The more members we have the larger our voice is in Washington. Recently EAA President Tom Poberezny sent a letter to every Chapter President asking that they take up the challenge of recruiting at least 5 new EAA Members by February 1st. Needless to say, 5 new EAA Members isn't the ending point, no it is the starting point and we are already hearing from Chapter Leaders that are saying they plan to double, triple, and even go ten times the minimum. I am asking each of you to help Chapter 7 increase the membership and especially the participation in our Chapter. **Now is the time to step up and help** - we have a need for the following volunteers

Calendar committee to set up and keep current a calendar of events for all aviation related events.

Oshkosh committee Lets get as many chapter members to Oshkosh as possible - Explore all

travel options. This coming year will be the 50th anniversary of the Fly-In.

Welcoming committee to welcome guests and get registration forms filled out and do a follow up for possible membership.

Fly In/Out Coordinator to help plan and set up flying events.

Actively seeking members family participation - bring your wives, children, brothers, sisters, aunts, uncles fathers, mothers and if any of you might just have a friend or two bring them also. Let's get everyone involved in the chapter. We can double the size of the chapter if everyone brings one guest who then becomes a new member. Please start inviting your friends to attend our meetings and events.

Renewal time is here - Chapter dues are \$12.00 per year - what a bargain.

What do you get by being a chapter member? More than just the meetings and a newsletter every month but a chance to belong to a group of people that share the same interest in aviation. Volunteers are the lifeblood of Chapters and Chapter 7 is no different. We have a newsletter that is great and getting better with every issue, we have a website that shines with the best of them. We also have a great Technical Advisor and Flight Advisor. Our Young Eagles program continues to grow every year. It is the members that make a Chapter what it is and ours is

great. Please allow me to thank all of you that take the time and effort to participate in the activities that allow our Chapter to remain strong and grow.

--- *George McD*

VP's Chat Room

December Message

This year has come and gone just too fast. I did not get to do as many aviation events as usual. Next year will start with a rush also, as I finish work projects and plan my events calendar.

We, as a chapter, have had a good year: lots of progress with member projects, project visit, Young Eagles and fly-ins. We managed to have some very good programs at our meetings, thanks to the members. Blind luck even helped make our program calendar.

This month I have not managed to set up a formal program. That's not to say we won't be able to fill the time with some kind of aviation information. Hope to see you all at the meeting to share and socialize.

I want to say thanks to all who helped make this 2001 year a success. Happy Holidays to all!

Don T., V.P.

Secretary's Note Pad



BOARD OF DIRECTORS Meeting of Nov 8, 2001

There was a general discussion of current issues. The Board was not convened and there are no official minutes to report.

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

MEETING MINUTES General Meeting November 8, 2001

Meeting called to order at 7:35 pm.
Attendance : 30
George McDaniel, president, led the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Reminder by George of the Christmas Party to be held in conjunction with EAA Chapter 92 at the Phoenix Club in Anaheim on Friday, December 14th. Flabob EAA Chapter One Veterans Day Open House.

NEW BUSINESS

Motion to accept the slate of Officers for 2002 as nominated by George Pinneo, seconded by Jack Orr. Woody Fowler gave the treasurer's report. Calendars for 2002 will be order jointly with Chapter 92 as in the past. Motion to accept the minutes of the October meeting as published in

the newsletter by Rick Vaux, seconded by Jeremy. Rick did not have anything to report for this month. Darwyn Wolff informed the membership that there would no Young Eagles in November but that Chapter 92 was having their event at Chino on Saturday, Nov 10. Volunteers to assist Chapter 92 would be most welcome.

John Mahany on his visit to a builder in Orange County that is working on a auto-car modification. The Cessna Center at Long Beach has C-182-T for \$94/hr and the latest C-172 at \$105/hr, fully loaded with Garmin moving map. Be sure to check the latest NOTAMS when you fly.

Bob Hartunian relayed an experience of taking off at LGB on 25L to Corona and then having a comm failure. He could respond by clicking his mike switch per the controller for instructions. He was directed to 25R and then proceeded to monitor him through the ground operation. Art Canning has similar experience using the transponder ident.

Mike Sawicki spoke briefly on his attending the funeral for Ken Brock.

Jim Wolf spoke on his experience of test flying his RV-6 at Chino. At higher speeds it is pitch sensitive. Lower speeds the controls are docile. Approaches pattern at 80-90 and trims for 80 on final. He's had a clogged injector which produced a hot cylinder. Lost comm but discovered that noise canceling microphones must be facing the correct angle.

John Mahany mentioned an aircraft that called LGB with a stuck throttle. Possible solution: switch mags, lean as best as possible

PROGRAM

The program presentation was on the Dyna-Cam engine which has

been produced in Torrance for several years. This is an FAA-approved engine for use in aircraft.

The DynaCam engine was in low profile up 'til 1998. The design was used for torpedoes. At 1,200 rpm it produces 600 lbs of torque. At 2,000 rpm it still turns out 500 lbs of torque. Testing was done in boats as a marine engine for years. Forty prototypes have been built over the years. Two production models are currently built and they are looking for test aircraft. The preferred model would be a Cessna 182.

Ignition can be either magnetos or electronic. There are 40 parts to the entire engine less accessories. The heart of the engine is based on a sinusoidal 4-lobe cam driving six double ended pistons. Targeting the experimental aircraft, they are looking at RV-6 and other similar aircraft. TBO is expected to be 2,000 hours and can operate on 80-octane auto gas. With that much torque, you can then realize that a propeller of 200-inch pitch with paddle blades would be required to get the best efficiency out of this engine. Fuel consumption is similar to an O-360.

60 thousand hours has been used in the 40+ prototypes. The engine offers complete fuel burn, a quieter propeller, and auto-gas STC.

Production engines hope to achieve a price range of \$15-20 thousand dollars.

For additional information: please visit their web site at:
<http://www.dyna-cam.com>

REFRESHMENTS

DECEMBER Unknown



Light Up My Life Keeping the Spark Alive

Hello, again friends. South Carolina is beautiful, we had a good visit with our oldest son, and I'm glad to be back.

This month I decided to write about changing spark plugs. Does that sound familiar? Don't worry, this is not going to be a three installment affair like I bored you with a couple years ago! Here are just a few reminders and then a tip which could save you up to 50% of spark plug cost for a flat, opposed engine with dual ignition.

First, the reminders:

(1) Use only spark plugs recommended by the manufacturer. Incorrect plugs can effect plug life and engine performance.

(2) After loosening plug lead, pull it straight out of the plug barrel. A side load can damage the barrel insulator or the ceramic lead terminal. If the lead is stuck in the plug, turn it slightly left or right. That should pop it loose.

(3) Remove plug by holding your socket in alignment with one hand, and applying steady pressure to the ratchet handle with your other hand. If the plug will not come out, **DON'T USE A CHEATER BAR!!** You must put all plugs back in and run the engine until cylinder head temperature comes up to normal range. The plug should now come out. From experiance, it is much easier to do this before you start the plug change, but, **BEWARE**, those plugs are going to be very **HOT**. Wear gloves.

(4) As they are removed, put plugs in a tray (Champion makes one, or you can drill a wooden block to fit) arrainged by cylinder number, and position either top or bottom, with the electrodes up.

(5) Now, you get to be the inspector. Here's what a spark plug can tell you:

a) Normal plug-- Will be brownish gray with some slight electrode wear.

b) Carbon fouled-- Dry fluffy black deposits caused by rich fuel/air mix at idle or cruise, excessive ground idle, poor carb. adjustment or plugs with too cold a heat range.

c) Oil fouled-- Black, wet deposits on bottom plugs. If oily deposit is found on top plugs, suspect damaged piston, broken or worn piston rings, sticking valves, worn valve guides, or faulty ignition. On new engines, the rings may not yet be seated.

d) Lead fouled-- Light tan or brown buildup on the firing end. Severe fouling shows as a dark glaze, discolored plug tip, or fused globules.

(6) Clean the plugs with an approved solvent, usually Naptha or Stoddard Solvent. Blow dry using oil-free shop air. An abrasive sandblast can then be used to remove minor deposits. Be sure to keep plugs in rack by same cylinder and position as removed from the engine.

(7) After cleaning, check electrode for wear. If within serviceable limits, set plug gap to the minimum recommended number. For instance, Lycoming suggests a gap range of .016-.021. Electrodes set at .016 can wear to .021 and still remain in tolerance.

(8) Rotate the plugs. I have always swapped plugs from bottom to top in the same cylinder, and this still works. There is, however, a new way to rotate which can increase plug life by up to 50%.

Now, Here is the Tip (If I can explain it well enough!):

A spark plugs firing polarity causes wear either to the ground electrode or the center electrode. A magneto uses a rotating magnet to generate electricity, the north and south poles of which send Positive voltage down one lead, and Negative voltage down the

next lead. To equalize wear, let's move the plugs to opposite polarities. But that's not all, plugs can wear unevenly from lead salt deposits in Avgas. Moving plugs from top to bottom will tend to equalize this wear. And finally, the longer the lead--the greater the capacitance--the greater the electrode wear. Swapping long and short leads tends to equalize this wear.

So, Rick, What does all this mean? It means, dear friends, that there is a way to ensure that center and ground plug electrodes wear at approximately the same rate and should result in much increased plug life. Pay close attention, Troopers, here's how:

4 cylinder (T=Top and B=Bottom)-
-Looking down at your tray with #1 cylinder to your left, swap #1T with #4B, #2B with #3T. #1B with #4T, and #2T with #3B. For a 6 cylinder--swap #1T with #6B, #2B with # 5T, #3T with #4B, #1B with #6T, #2T with # 5B, and #3B with #4T. Rotate your plugs like this every time, and it should more than pay for your EAA membership!

(9) O.K., time to reinstall these hummers. Apply a thin coat of anti-seize compound to the plug threads being sure to keep it away from the lower 2 threads. Put on a New gasket washer. These are cheap blowout insurance and should always be new. Check the plugs one more time, and install them. Torque the plugs to manufacturer specifications. Clean the plug lead terminal sleeve and plug shielding barrel with a lint free cloth and solvent, and then install the plug lead. Finally, torque the coupling nut while holding the lead elbow to prevent twisting.

(10) When there are no more plugs in the tray, and all leads are attached, take the airplane out to the run-up area and do a complete ignition system operational check.

I think that's about all for this month (It's probably enough for a couple months!) From my family

to yours, have a Happy Christmas and a wonderful New Year.

Rick Vaux

TC4130



LGB UA /OV SLI210015/TM 0228/FL180/TP B737/TB MOD CHOP/RM ZLA/CWSU Do you know what this is? Have you filed a Pilot Report (PIREP) lately? Do you remember how to file a PIREP? The AOPA Air Safety Foundation now has a program called SkySpotter, which is an online interactive training program, designed to improve the quality and quantity of PIREPs that are submitted. You can access their website

<http://www.aopa.org/asf/skyspotter>. I recently completed the course, which I enjoyed, and it did not take too long.

Another online training program, for Instrument Rated pilots who fly single-pilot, and who wish to review IFR procedures, is being offered for a limited time by American Flyers, at their website www.americanflyers.net. This is normally a \$60 course. Due to the terrorist attack, and the resultant changes in the system, American Flyers is making this course available to all IFR pilots at no cost. Check it out!

I would like to be able to report on the flying car, being built by Chapter 92 member KP Rice, but he is not ready to test fly it yet. Maybe next month!

Season's Greetings!

You can reach me at jmav8@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.

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

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

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. Nov 11 was a real tribute to veterans at Flabob. Sponsored by Stits Polyfiber. Excellent tour of facility.

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. Hangar is filling up. Now 12 of 15 positions filled. Self-supporting, Yeah! <http://www.geocities.com/ea96>

EAA Chapter 92: Orange County, CA. Activities and projects abound. New crew for 2002, let's wish them luck. Web site: <http://www.eaa92.org>

EAA Chapter 40. Van Nuys, CA. Word is that Van Nuys Expo 2002 is back on or at least a good possibility. That chapter hangar still has potential. 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 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.

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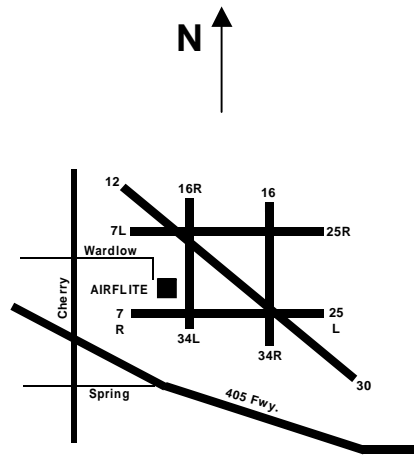
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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