



# Chapter Seven *Long Beach*

## President's Message

By George  
McDaniel

President's article for December 2002

The end of the year is fast approaching and Christmas will be here soon. Everyone in my family keeps asking me what I want for Christmas. I really don't want much.

Just in case you want to know, this is what I tell them. I want to get my instrument rating, my twin engine rating, my glider rating and while I'm at it let's throw in a helicopter rating.

I want to get our plane set up for instrument flying. I want a new Garmin GPS, a new paint job and a new interior. Damn while we're at it how about a brand new Cessna 206.

But most of all I want another year of your friendship.

Once again I'm counting my blessings for having so many great friends. I appreciate everything that all of you do for me, my family and our EAA Chapter. I want to wish all of you a very happy holiday season and hope to see you at the Christmas party.

See you at the meeting.

## VP's Chat Room

By Don  
"Crash"  
Thompson

Program -- Dec 12, 2002

Our guest speakers come all the way from the Salt Lake City area representing their fledgling company, Approach Systems. Those of us that are still working on our projects and have not begun the wiring process for the instrument panel will find great relief in the item they have to offer.

Those that already went through the long and tedious process of sweat and tears will be relieved to know that they will never have to go through it again.

For those contemplating the addition of new electronics in your panel, homebuilt or spam-can, you

will want to look very carefully at this precious little device.

Be sure to attend this month's meeting to find ways to eliminate the gruesome headaches of wiring and how to save time and money in the process.

For the Christmas party entertainment we are coordinating a slide show of past events, some going back decades (can you name that plane in 5 seconds? Is that your FINAL answer?). If you would like to contribute, please bring photos or slides to the December meeting. This is being coordinated by Mike Sawicki. You will receive your photos back. Please place your name on the back of each photo. This project will be a great success only with the help of the chapter members.

See you at the meeting.

## Membership Dues

It happens to be that time of year again to renew membership. Get an early start and eliminate the hassles after the New Year begins. We are looking forward to another exciting year in 2003.

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 early 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, December 12th.

## Chapter Christmas Party

Look forward to a wonderful evening of entertainment and camaraderie among members and spouses as we put the wraps on another wonderful year of chapter programs, Young Eagle events, the B-17 tour, fly-outs and project visits. Join us on December 21<sup>st</sup> at the Lakewood Country Club, Fireside Room for a delightful repast and evening of well wishes for the New Year.

**Cocktails and bar: 6:00 p.m.**

**Buffet Dinner: 7:00 p.m.**

**Notify Don Thompson ASAP at 562 / 498-0862.**

# Secretary's Note Pad

Submitted by  
Merv Meyer



## BOARD OF DIRECTORS Meeting of Nov 14, 2002

George McDaniel, Chapter President, proposed giving extra money received from the B17 flights to other chapters and to the EAA B17 crew. He proposed a distribution of revenue based upon percentage of hours worked. His computation showed that Chapter 7 volunteers worked 59% of the hours during the time the B17 was at Long Beach Airport, Chapter 92 volunteers worked 36% and Chapter 96 volunteers worked 5%. EAA paid Chapter 7 \$40 for each seat bought by the public. There were 11 flights of the B17 fully occupied. The EAA gave Chapter 7 25% of the revenue from ground tour admissions and 15% of the revenue from the sale of merchandise. George proposed giving the EAA B17 crew a share based upon percentage of hours worked, like volunteers from other chapters. The Board approved George's proposals.

George told Board members that the public relations officer of Long Beach Airport if Chapter 7 would be willing to build a non-flying replica of the 1903 Wright Flyer. Don Thompson, Chapter Vice President, said that the chapter should find out about site and resources available before answering the public relations officer.

Regarding the Christmas dinner, Don said that the Chef at the Lakewood Country Club makes at least two portions per person. Popular items are added to the buffet; the kitchen stops making items which are not popular. Food for 40 persons will be prepared. The Board approved munchies with drinks for the social hour.

The Board approved a price of \$8.50 for the 2003 EAA calendars.

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

## MEETING MINUTES

General Meeting  
November 14, 2002

Attendance: 20

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

## OLD BUSINESS

Woody Fowler, Treasurer, gave his report. Robert Powelson moved that Woody's report be approved. Rick Thomas seconded his motion. The motion carried.

Dick Ryan moved that the minutes as written in the newsletter be approved. Charles Newcomer seconded the motion. The motion carried.

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

## NEW BUSINESS

Guests were introduced:

BILL WILKERSON is helping build a Lancair at Hanger 66 at Lake Havasu Airport. He is a member of EAA Chapter 681.

LOU PIRRONE

ED and PAT ELLIOTT are building an RV9 together. They were referred to Jim Wolf of this chapter, who recently completed an RV.

BOB ROSE a former B17 pilot

BOB STERNFELS program presenter

BILL WILKERSON, LOU PIRRONE, ED and PAT PIRRONE joined Chapter 7.

George told members that Chapter 7 will share revenue from the B17 tours and rides with other chapters. Charles Newcomer and Kendle Hanson were awarded a free ride on the B17 from Long Beach Airport to Palm Springs Airport. One member of Chapter 92 received a free ride. George thanked Tom Griffith for providing Charles and Kendle a ride from Palm Springs back to Long Beach.

George distributed certificates of appreciation to chapter members who worked with the B17 crew.

Charles Newcomer is now an EAA Tech Counselor. Charles works for Air Combat, an outfit which provides simulated combat in Savoia-Marchetti SM260's.

Darwyn Wolff circulated the members roster for volunteers for the Saturday, December 14 Young Eagles event. There will be five pilots and six ground crew for the event.

John Mahany told members that the flying car project is still in a garage in Costa Mesa. John attended a City Hall meeting held at California State University Long Beach. The agenda was Long Beach Airport. There were about 150 people at the meeting, mostly to complain about airport noise. Someone even claimed that vapor from jet fuel was causing cancer. John said

that there was no speaker at the meeting to tell the audience about the jobs created by the airport. The focus of the meeting was entirely on problems caused by the airport. There is a need to educate and to cooperate with the community outside the airport.

George referred members to John Mahany, Chapter Tech Counselor, to learn about training aids, like GPS.

Dick Ryan told members that criticism of airports should be countered with airport success stories throughout the country. Bad pilot attitudes contribute to an environment hostile to airports. Dick suggested one on one meetings with airport critics.

Don Thompson told members that there about one million pilots throughout the world. Of these 780,000 are in the United States. Pilots therefore are a tiny segment of the world population. Pilots are dealing with feeling more than reason. He suggested pilots getting into print in the Long Beach Press Telegram, which has a larger circulation than any aviation magazine.

Election time is approaching. All current officers agree to continue serving , with the understanding that anyone who wants to serve as an officer is free to run for office. Dick Ryan moved that the present slate of officers be retained. Charles Newcomer seconded the motion. The motion carried.

Al Gibbs is riveting the tail surfaces of his RV together. He has constructed a tool to press a row of rivets into place with uniform pressure.

Rick Thomas is restoring a Glasair. He wants input on working with composite materials. Rick has noticed that over the past 25 years there are fewer articles on building experimental aircraft in EAA publications. George McDaniel said that there are still workshops at Oshkosh, but here is an increasing emphasis on commercial and corporate aviation and in warbirds. There is more of an emphasis on kit building than on scratch building. A Home Builders Council has been created to improve service to aircraft building members of EAA.

**PROGRAM**

Ken Wright began the program with a review of the early history of aerial bombardment which influenced Royal Air Force Bomber Command. An Italian general, Giulio Douhet, wrote a book developing the thesis that an armada of bombers, armed to defend themselves from fighters, would be invincible. In 1935 bombing of cities began during the Japanese invasion of China. During the Spanish Civil War, 1936 to 1939, German airplanes bombed Spanish cities.

At the beginning of war, September 1939, Bomber Command had only 200 bombers. After the number dwindled down to 100, the RAF switched to night raids.

Before the war, in 1935, Radar Detection and Ranging (RADAR) stations were built in Great Britain, providing a network of defense around the island. On offense, a system called GEE was developed. This system had a master station and three slave stations for target ranging. A cathode ray tube in the aircraft was the receiver. This system was accurate within one half mile. It was during this time that the transponder IFF (Identification Friend or Foe) was developed. Raids were preceded by pathfinder missions, to illuminate target area with flares. Toward the end of the war this mission was accomplished by DeHavilland Mosquitoes, twin engine fighter bombers, flying at 35,000 feet. The German defenders used radar to detect bomber formations. The RAF used mechanical (chaff) and electronic counter-measures to confuse the radar.

Casualty rates were very high. The United States Eighth Air Force, with 210,00 air crewmen, lost 26,000 men, killed or captured during mostly daytime raids. The Royal Air Force bomber Command, although they mostly flew at night, had an even higher casualty rate. Bomber Command had 120,000 air crewmen. 55,573 were killed or captured in combat. In addition, about 10,000 air crewmen were killed in training. This means that, in the course of the war, over half of the men of Bomber Command (about 54%) were lost. During 1942 and 1943 British and American bombers flew without fighter escort. The survival rate of an aircrew , completing 25 missions in the Army Air Corps, 30 missions in the RAF, was only 35%. Later, when long range fighters, mostly P47's and P51's escorted bombers to the target and back, German fighters were for the most part ineffectual.

**REFRESHMENTS**

DECEMBER . . . . . ? ? ? ? ? ?

If you would like to volunteer for refreshments please contact George McDaniel. Day 562 / 630-1175, evening 949 / 951-0957.



**AC 43.13-1b  
Aviation Mechanic's  
Bible**

**by Rick Vaux, TC4130**

Hello again, gang. It feels good to be back. This month I'd like to start with a little problem, and then preach AC 43.13-1b a bit.

(We all remember 43.13-1b, don't we?)

Suppose for a moment you are tired of wheels, and decide to install floats on the old "Whiz-bang 150. You happily fly for 6 months or so, until one day to your utter horror, the afore-mentioned airplane has just added to the world's bauxite supply.

What went wrong? Welllllll... the answer can be found...where? That's right; Chap. 6, section 13 of AC 43.13-1b! Titled "Corrosion proofing of land planes converted to sea planes", it lists two classes of corrosion-proofing standards: Necessary minimum precautions, and Recommended precautions. Just for drill, let's go through these, starting with:

(1) Necessary Minimum Precautions- These procedures are considered minimum to safeguard the airworthiness of converted aircraft and are not in themselves intended to maintain for an indefinite period.

a) Treat exposed fittings or fittings that can be reached through inspection openings with 2 coats of Zinc Chromate, Paralketone, non-water soluble heavy grease, or comparable materials.

b) Coat non-stainless control cables with grease or Paralketone if not replaced with corrosion-resistant cables.

c) Inspect accessible aircraft structure. Clean structural parts showing corrosion, and refinish if attack is superficial. If corrosion is severe, replace part with corrosion-proofed one.

(2) Recommended Precautions- Are those which are suggested as a means of maintaining such aircraft over extended periods.

a) Provide additional inspection openings to help detect corrosion, especially in the lower/rear part of fuselage.

b) Install additional provisions for free drainage and ventilation of all interior surfaces (i.e. Seaplane grommets.)

c) On fabric covered aircraft, slit fabric longitudinally on fuselage lower surface and tail for access. Coat lower structural members with 2 coats of Zinc Chromate primer, followed by 1 coat of dope-proof paint, and rejoin fabric. This precaution should be done within a few months after starting sea plane operations.

d) Protect the interior of structural steel tubing by air and water tight sealing, or hot linseed oil and plugging the openings.

e) Spray interior of metal covered wings and fuselages with an adherent corrosion inhibitor.

f) Place bags of Potassium or Sodium Dichromate in the bottom of floats or boat hulls to inhibit corrosion.

g) Prevent the entry of water by sealing as completely as possible, all openings in wings, fuselage, control surfaces, control cable openings, etc.

As this excerpt shows, there is just a wealth of information in this book. Whether you need rivet spacing data, welding repairs, wood repairs, composite repairs, weight and balance or windshield repair/installation help, you can find it here. Do

yourself a favor and add this to your library soon. Look for "Acceptable Methods, Techniques, and Practices. Aircraft Inspection and Repair. AC 43.13-1b and AC 43.13-2a combined." My copy was printed by Jeppesen and was less than \$20.00 at Aircraft Spruce and Speciality. It is also available from the U.S. Government Printing Office, although I don't know the price.

O.K., troopers, that's it for this month, except for a personal note. I will be having another back operation (the fourth!) in January and will be down for a while. If anyone needs a project visit during this time, Chuck Newcomer (Chap.7 member and Chap.92 Tech. Counselor) has agreed to cover for me. Thanks a bunch, Chuck, and I'll see y'all at the meeting.

Rick Vaux  
TC4130



by  
John Mahany  
CFI  
Member, Ch 7

On November 23, Art Canning, Chuck Newcomer and myself attended the one-day EAA SportAir Workshop in Corona. Art was at the builders workshop, while Chuck and I were at the 'Test Flying Your Project' workshop, which was excellent! It was very worthwhile, and was conducted by Earl Warren. We filled the room with about 50 people, some of whom had traveled from Las Vegas, Arizona and Northern California.

As a group we were composed of both builders and flyers, with varying degrees of experience, and there were a hand-full of Flight Advisors like myself, in the group. We had many lively discussions based on different experiences with building, flying and first flight! I learned much from it!

The Flight Advisor program was launched by EAA in 1994. The point was made by the FAA, when the program was introduced, that over 20% of all homebuilt accidents occurred during the first two flights of an aircraft'. This program has helped to change that. There are now over 500 Flight Advisors in 12 countries. Over 60% of Flight Advisors are CFI's, and all Flight Advisors have over 1,000 hours as **PIC**.

For myself, as a Flight Advisor, this is a whole new role. As Flight Advisor, there are significant differences from my role as CFI. I do **not** fly with the pilot, as I would with a student. Instead, I merely give advice on how he or she might want to proceed. Equally important, I NEVER say YES, and I NEVER fly. All decisions **must** be the pilots. If I am ever offered the opportunity to fly

the aircraft, I have to MAKE IT CLEAR that I am doing this as an individual, and NEVER as an EAA Flight Advisor. When I asked about any possible liability as EAA Flight Advisor, I was told that I have none. EAA assumes liability.

Now, having attended this workshop, I have a much better understanding of my role as Flight Advisor. With this in mind, I will explain some of my concerns as EAA Flight Advisor, which are as a result of my experience over the years as CFI. This being the first flight for a pilot in his or her aircraft, my concerns are with the pilots' overall level experience as a pilot, recency of experience (if any), and what aircraft he/she has experience flying. I understand that some builders do very little if any flying during the time (read: years) that they are working on their project. During this time, their flying skills have atrophied, and they may not have given that much thought. Is a given pilot current, with a Flight Review, a current Medical, and does the pilot have any experience in an aircraft that handles and performs similar to what he has built?

For example, how does the wing loading and power loading in the homebuilt or kit-built compare with any production aircraft the pilot has flown? While all of this may seem very obvious, differences in wing loading and power loading may result in significant differences in how an airplane feels, and how it is flown. A light breeze in an airplane with a high wing loading may not be noticeable, whereas the same light breeze in an aircraft with a light wing loading would be entirely different.

If the aircraft is a tailwheel, does the pilot have any tailwheel experience, or does the pilot need to get a tailwheel endorsement from a tailwheel qualified CFI?

Finally, being 'current' and being proficient are two different things! You can be legally current, by flying just enough to meet FAR 61.56, without being very proficient.

There are many other things to consider for the first flight. The list includes the weather, the airport, choosing whom to be present for the first flight (preferably only the Tech advisor and the Flight Advisor, to minimize any pressure to fly if things are not quite right), availability of rescue equipment should it be necessary, and the pilots health (well rested), to name a few items.

Wishing all of you a Merry Christmas, and all the best wishes for the New Year!

Fly Safe, keep the Blue side up and the greasy side down! 😊

## 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.

**January, 2003:** Upland, CA. Pomona Valley Fly-In.

**NEW ! EI Monte now has a new restaurant on the field in the administration building. It overlooks the fuel pumps and mid-section of the runway. Bring along the score cards, sit by the window and rate the landings.**

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.

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## 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 Irena, Stanton, CA 90680-1921 or e-mail to: [allways1@gte.net](mailto:allways1@gte.net)

**EAA Chapter One.** Flabob Airport, Rubidoux, CA. Open house was labeled a rousing success. Chapter hangar construction held up by bureaucratic red tape; when have we heard that before. See copy at meeting. Applying for 501(c)(3) tax status.

**EAA Chapter 11:** Santa Monica, CA Newsletter bi-monthly. See copy at the meeting. Great selection of unusual aviation photos.

**EAA Chapter 14.** Brown Field, San Diego, CA. New web-site under construction. Large 12-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

**EAA Chapter 49.** Lancaster, CA. Thank you for your newsletter via snail-mail.

**EAA Chapter 92:** Orange County, CA. Now meeting each month in Santa Ana. New editor, wishing you the best of luck. Web site: <http://www.eaa92.org>

**EAA Chapter 96.** Torrance, CA. Flew another 63 YE's at Torrance airport. Finished the year with 439. Looking to add

even more in 2003 before the Dec 17<sup>th</sup> deadline. Just signed two year lease on hangar with option for added three. Just added another BD-4 project and soon a Lancair Legacy. Pietenpol and Jenny coming along fine. Dick Wood's Sonex tail cone done, working on cockpit and spar section. May hang the engine on in January. NEW web-site, check it out. LOTS of activity and camaraderie.

Web site: <http://www.eaa96.org>

**EAA Chapter 40.** Van Nuys, CA. Excellent work on the VNY air fair. Great work guys, keep it up. New web site: <http://www.eaa40.org>

**EAA Chapter 71.** Bakersfield, CA. Have not seen their newsletter lately. Guys, if you read this, would like to see what is happenin' in your neck of the woods. Home of Harmon Rockets.

**EAA Chapter 494,** Corona, CA. Just had their local airport air faire. Chapter hanger, lots of projects.

**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. The Chapter Project Police raided the Chapter One open house to spy on the projects there. Web site: <http://www.eaa1000.av.org>

**EAA Chapter 1340.** Twenty-nine Palms. No newsletter since the departure of Carol Davis as editor. If you are out there, we would like to hear from you.

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*

Chapter 7 will have its next Young Eagles Rally on Saturday December 14<sup>th</sup> at Aeroplex on Long Beach Airport. I urge all to come out and help make this last one of the year a fun and successful event. This will be a chance for pilots to increase their final YE number flown for 2002 and also an opportunity to give some aspiring aviators an early Christmas present they probably wont forget. Ground volunteers are always in short supply at the rallies. If you haven't yet worked a rally come on out for an enjoyable and fulfilling time. Help us reach the goal of a million by December 2003. There is something for everyone to do and someone to show you how it's done.

To give everyone an idea of Young Eagles flown globally here's a Young Eagles program report from EAA e-HOT LINE:

EAA's Young Eagles Clears 100K Earliest Ever <http://www.eaa.org/youthactivities.html> The EAA Young Eagles Program released some great news on Tuesday afternoon, November 12, when it was announced that they had surpassed the all-important 100,000-kids-flown benchmark for 2002. This is the earliest EAA has reached the 100,000 mark in any year since the Young Eagles program's inception in 1992.

"The best overall year in the program's history was 1999 when we registered 104,014 kids flown," said Executive Director Steve Buss. "If we continue at the current rate, we should surpass that mark before Thanksgiving." The count at this writing was 861,237. Congratulations to all the volunteers-in the sky and on the ground-who continue to give their time and talents to this terrific program. The goal of flying one million kids by December 17, 2003, is within our reach!

## **Classified Ads**

### **FOR SALE: KR-2 modified**

This KR-2 started life here in Southern Cal. The original builder worked for Hughes and had a structural engineer rework his plans to make this KR-2 11" longer and 2" wider and fuel tanks in the wings. This airframe is one the gear. Tail feathers on. Includes canopy, flight instruments, most hardware to complete, dual controls. The VW engine was built by a professional VW speed shop and is 2080 cc with KR-2 engine mount. There are numerous parts and items included.

This project was started some time ago and was at a point very close to being completed. Kevlar was used for some covering. Something happened to its builder and the project was put into storage and ignored. It was bought and moved to Long Beach and some cleanup work started.

The neglect took its toll on the soft parts (storage rash). With some TLC, this project could be completed into a decent airplane.

Richard has had a work schedule change, is getting married and buying a home, all at one time. He has made a decision to sell this project. It's all yours for \$1800.

Call Richard after 10 a.m. at 562-435-7937, or call Don at 562-500-0173 (cell) or message at home, 562-498-0862.

## Year 2002 Officers

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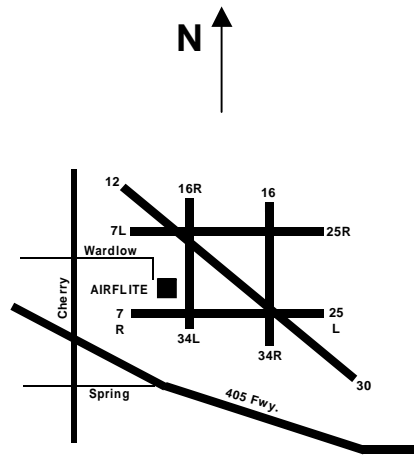
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## Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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](http://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  
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**ADDRESS CORRECTION  
REQUESTED**