

EAA Chapter 7 Christmas Party - Thursday, Dec 8, 2005

President's Message

Season's Greetings! Wishing all of you a Happy Holiday Season, Merry Christmas, and a Happy New Year! I am sorry that I will likely miss the Christmas Party, as I am scheduled to work. If I can be there, I will be!

Looking back at the year in review, and my first year as Chapter President, I would have to say that it has been a successful year overall, in spite of my either being late or missing a meeting or two. Thanks to Connie for filing in. Thanks also go to Don, Tom, Merv, Mike, Mike and Sam, as officers, for their efforts. Did I leave anyone out? I hope not! I have been learning as I go with this, and I thank all of you for your support. We have had new members join us, and our meetings have had good programs, with many good speakers. Thank you, Connie!

It is also time to consider some goals for 2006. I have a few goals in mind; among them, continuing to attract new members, and equally important, retaining current members. I would also like to address chapter fundraising. We need to look at what events we can either host or take part in, such as the recent open house at Flabob Airport, and the B-17, to generate funds for the chapter's bank account. Does anyone have any other ideas?

Now that I have been president for a year, I would like to ask, if there is anything in particular that we are either doing or not doing, that you would like to see changed or addressed? Please let me know. Feel free to send me an email, or call me if you wish. I would like to get your thoughts on this. This is your chapter, as I have said before! Are we meeting your needs? What can we do to improve?

If you haven't gotten involved before in the chapter, let me ask, what is holding you back? We are all busy. I would like to ask you to give some thought to getting a little bit involved, or become more involved. Remember, if you give a little, you get a lot back in return! Thanks to all who have volunteered this past year, for all of your efforts! It is appreciated!

Finally, I want to extend a big Thank You to everyone who has helped with the Young Eagles Rally's this year, both the pilots and the ground crew! Young Eagles Rally's for 2006 will be held on a bi-monthly basis, during the even numbered months, starting in February. We always need pilots and ground crew for these events!

Happy Holidays, and until next year,

John

VP's Corner - by Connie Anderson

EAA Ch 7 Dec Program

Traditionally we do not have a formal program for December as it is pre-empted by the holiday Christmas party, chapter yearly awards, and a gift exchange for those that want to participate.

Our latest head count seems to be nearing 50-plus with an excellent selection of food items. We look forward to seeing many of our members with their spouses and friends.

Happy hour will begin at 6:00 p.m. Food serving will begin at 7:30 p.m.

A gift exchange will be held later in the evening which is always a delight. If you wish to participate, please bring a wrapped gift between \$10 and \$15.

***Regards,
Connie Anderson, VP
Programs***

EAA Flight Advisor *by John Mahany*

On Tuesday evening, November 29, Ron Wagner and Dan Johnson, visiting from EAA headquarters in Oshkosh conducted a Sport Pilot meeting for us at AirFlite, as part of the Sport Pilot Tour. We had a good turnout, as I counted 32 people in attendance, of which about 10 were from Chapter 7. Ron told me, before the meeting started, that our meeting was an 'experiment', which EAA is trying, by holding a smaller meeting like ours in a given city during the same week that they have a larger meeting planned. The goal is to use the smaller meetings to try and generate more interest in the program later in the same week. As I write this on Saturday afternoon, December 3, EAA is conducting a larger Sport Pilot Tour meeting at Camarillo (KCMA), where several manufacturers have brought LSA aircraft, and they are also conducting demonstration flights.

Ron told us, at the start of the meeting, that one of his goals for our meeting was to answer everyone's questions concerning Sport Pilot and LSA, so that no one leaves with any unanswered questions. I think we succeeded. Following his opening remarks, during which he gave us a brief overview of the Sport Pilot Program, and Light Sport Aircraft, he opened to floor to questions. He mentioned that there are 22 Certified Light Sport Aircraft in the US, of which only 4 are US built. Then he further broke down LSA into two distinct categories, Amateur Built, and Light Sport. Amateur Built meet the 51% rule, where the builder builds 51%.

He also discussed the 'Consensus Standard'. This is a 'consensus' whereby the General Aviation Industry, has developed a consensus, or agreement, among the manufacturers, as to what the 'standard' should be.

Our questions ran the gamut from medical issues to pilot and aircraft certification. Following Ron's portion of the program, Dan Johnson ran a short video and discussed some of the technical areas. Dan has flown quite a few of these aircraft and writes pilot reports.

All in all, it was very worthwhile. We had a good discussion of Sport Pilot issues, and both Ron and Dan felt it had been a successful program. They both remarked afterwards to me how much they appreciated the opportunity to address us.

I plan to stay in touch with them, and invited them back when they are in the area again.

Later in the week, I received a call from Chad Goodman, a new member who is building a BD-5. Chad's airplane is currently in Oregon, where it is in the process of being completed. We spoke at length, and I will be working with Chad on the planning for his first flight in Oregon, followed by his first flight in the airplane when he brings it down here. I look forward to this! This will be a great opportunity for me to both learn more about the BD-5, as well as a chance to work with someone on their first flight!

That's all for now... fly safely and keep the blue side up!

John ☺

Secretary's Report - Merv Meyer

BOARD MEETING 11/10/05

Present were John Mahany, Chapter President, Connie Anderson, Chapter Vice President, Don Thompson, Chapter Treasurer, Merv Meyer, Chapter Secretary, Mike Sawicki, Chapter Newsletter Editor, Tom Griffith, Chapter Membership Coordinator, Sam White, Chapter Young Eagles Coordinator and Don Myhra, chapter member.

Sam White wants to stay on as Young Eagles Coordinator. He believes that coordination between loadmaster and volunteer pilots is the key to a smoothly run Young Eagles event. Don Thompson said that generating a master list is the first step toward getting kids into ground school prior to their flights. With a paperwork assignment started, certificates can be printed for the Young Eagles who have completed their flights. Don Myhra, who is also a member of Chapter of Chapter 92, said that at Chapter 92 events, the kid's application form is the ticket to ride. The loadmaster collects the forms from the kids. Sam White asked for a flow chart. Don Thompson will send him one via the internet.

John Mahany does not want our chapter's Young Eagles events to conflict with those of Chapter 92. Don Myhra said that Chapter 92 has four, maybe five Young Eagles events in the course of the year. Chapter 7 plans on five a year, in February, April, June, August and October. Sam White informed the Board that in January he will get approval from EAA corporate headquarters for all Young Eagles events to be held during 2006.

John Mahany initiated a motion to publish the Chapter Treasurer's report in the form of a simple statement of expenses in the newsletter. Don Thompson, Chapter Treasurer, said that the money amounts have never been entered into the minutes in the newsletter. Mike Sawicki informed Board members that non members of the EAA have access to the chapter newsletter. Don Myhra said that Chapter 92 published a year-end financial statement which is mailed to Chapter 92 members separate from the newsletter. Connie Anderson said that all the other organizations she belonged to have a full financial report in the minutes. Don Thompson said that at any given moment a chapter member can see the record of any check written. Connie said that it is not necessary to mail out the chapter financial report. Record sheets can be made available at the monthly meetings. The Board members concurred.

Don Thompson stated that Chapter 7 does not have 501©(3) status. Chapter 7 is a non-profit corporation. The move toward 501©(3) status was abandoned in 1999 after the Board decided it was too complicated and expensive.

John Mahany proposes an internal audit by three members of the chapter who are not Board members. Connie Anderson said that once the new chapter officers are installed, an audit is necessary. Don Thompson said that he will have the records ready. Connie Anderson made a motion that John Mahany appoint three chapter members, not Board members, to make an audit report at the January meeting. She then modified her motion to have the audit report given at the February meeting. Tom Griffith seconded the amended motion. The motion carried.

John Mahany wants an inventory of equipment owned by the chapter. Board members concluded that the chapter owns a slide projector, two awnings, two tube carriers for the awnings, refreshment utensils and five folding chairs.

Connie Anderson has contacted the culinary school at Long Beach City College about preparing roast turkeys and bringing them to the meeting on December 8. No price has been set yet. Turkey, soft drinks and rolls will come out of the chapter treasury. Don Thompson proposed a member potluck by alphabetical category. Connie Anderson said that the potluck arrangement did not work out at last year's Christmas party. Food ran short. Don Myhra said that outside of main course and drinks, Chapter 92 members are on their own at their Christmas party. Don Thompson will set up an e-mail conversation among Board members regarding the menu.

MEMBERS MEETING 11/10/05

Attendance: 31

John Mahany, Chapter President, led members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Don Thompson, Chapter Treasurer, gave his report. He will have a full report of the chapter's finances by the end of the year. John Mahany moved that the Treasurer's report be accepted. Louis Bigelow seconded the motion. The motion carried.

Dick Ryan moved that the minutes of the October meeting be approved. Louis Bigelow seconded the motion. The motion carried.

Connie Anderson reported that the Flying Companions seminar, sponsored by the Ninety Nines, was attended by 18, including 6 spouses of Chapter 7 members. The seminar dealt with emergency procedures for non-pilots when something happens to the pilots.

Videotapes are available for check-out on a table next to the officer's table. Louis Bigelow has provided this chapter with data CD's of the 4313 manual. Some are still available at this table.

NEW BUSINESS

Guests: RALPH KRONGOLD and HELENE KRONGOLD, IK Technologies,
program presenters

John Mahany, Chapter President, asked for nominations for chapter officer positions from the membership. No nominations were made. Tom Griffith moved that, since no other candidates were nominated from the floor, the slate of nominees should be approved. Richard Ried seconded the motion. The motion carried. Officers of Chapter 7 are as follows:

JOHN MAHANY President
CONNIE ANDERSON Vice President
DON THOMPSON Treasurer
MERV MEYER Secretary
MIKE SAWICKI Editor of Newsletter

Connie Anderson, Chapter Vice President, thanked Rick Thomas for his contributions to this chapter. Rick is moving to Kentucky on November 27. Rick was host for a home builder's open house and provided project information at a number of meetings. Rick bought a house on 14 acres only a mile from an airport. His hangar

rental at the airport is only \$75 per month. His new home is in southwestern Kentucky, only a 15 minute drive from Lake Kentucky.

John Mahany asked for a show of hands to indicate how many will be at the Christmas party. It appears that there will be, including spouses, at least 40 people at the Christmas party. Connie asked each person to bring a gift to the gift exchange, price range \$10 to \$15. Happy hour starts at 6:30 PM; dinner starts at 7:30PM.

Roland Koluvek, Chapter 7 Technical Counselor, has not to date had contact with a project builder. He is involved in a project himself, a Van RV7A. Engine will be a turboprop, 205 take-off horsepower, with a dry weight of only 188 lb. Cost of the engine is \$29,500. His firewall forward expense will be an additional \$7,000.

John Mahany is in contact with someone in the Stockton area who is looking for a Rutan design based Velocity. He asked any member with information to contact him to relay the information.

Fred Leonhart worked with former member Ray Reynolds on a Cavalier project. Ray wants to sell. The Cavalier is side-by-side two seater low wing monoplane tail dragger. Engine is an O-290. The airplane is 95% complete. The wing is not yet attached to the fuselage. It is based at Chino Airport. Ray wants \$5,000.

Sam White, Young Eagles coordinator, was called away. Don Thompson gave the Young Eagles report. Don told members that there will be five Young Eagles events next year. 29 became Young Eagles at the October event. Don believes that 30 is a reasonable number for a Young Eagles event. Sam White will remain Young Eagles Coordinator, with three helpers. Don commended member Birch Parker for his work as loadmaster at Chapter 7 and Chapter 92 events.

Don gives presentations about aviation in schools in the Long Beach School District.

Don said that the cheapest avgas he has found is at Santa Paula Airport, \$3.31 per gallon. Long Beach Airport price is \$4.20 per gallon and up.

John Mahany told members that a woman whom Chapter 7 sponsored for a class at Cerritos College sent him a thank-you letter. The chapter paid for a class in plastic injection molding.

Connie Anderson told members that she is getting a pilot's license.

Don Thompson said that there is a developing trend of airport management companies renting more and more space at airports to non-aviation tenants. Mike Sawicki said that French Valley Airport management rents only to aviation tenants.

PROGRAM

Ralph Krongold, President and Chief Engineer of IK Technologies, introduced himself and his wife, Helene, who is also a member of the company management. IK Technologies is an aviation oriented company which has been in business for 25 years. Presently the company has designed and is selling mixed numeric and bar graph units called Aircraft Information Monitors. This type of performance monitor has the advantage of informing the pilot of engine performance at a glance, which would be difficult with an instrument panel of all clock gauges. Bar graphs are narrow colored lines which together give an up or down indication next to numbers. Bar graph lines are green, except a red bar graph line is a warning sign, such as low fuel state. This will be noticed at a glance. A yellow bar graph line is a caution signal. Some functions are numbers readouts instead of bar graph lines.

Krongold said that IK Technologies, like most small firms heavy into engineering, does a lot of specialty jobs. He asked members about projects under construction and type of engines to be installed. There is a basic Van RV6 with a Grumman Tiger fuselage, with a 6-cylinder Subaru engine, a BD4 with a Mazda two chamber rotary engine, an RV7A with a turboprop engine, an RV8 with a Subaru 2.5 liter 4-cylinder engine and a Lancair 235 with a Subaru 4-cylinder engine. Krongold said IK Technologies could provide AIM's which would work with all of these different engines.

A check list is built into the AIM's. The Aim display runs off a small data box. In a pusher engine airplane a long cable connects the data box, near the engine, with the cockpit display. The display cases are small, ranging from 6.25" wide, 2.5" high and 1.6" deep for the AIM2 to 6.25" x 5" x 1.6" for the IK2000. The IK2000 unit, AIM 3000 and AIM 4000 show more engine functions than the AIM-1 and AIM-2.

Prices are as follows:

AIM-1 base price of unit is \$1,499 This unit available for 4-cylinder engines only. In addition there is the price of sensors. Sensors connect the unit with the engine. Sensors vary in price from \$700 to \$900, depending on complexity of the engine, or the number of cylinders in the engine.

AIM-2 \$1,499 for 4-cylinder engine, \$1,699 for 6-cylinder engine

AIM3000 \$1,749 for 4-cylinder engine

AIM4000 \$1,999 for 4-cylinder engine; \$2,299 for 6-cylinder engine

IK Technologies can be contacted at (818) 302-0606; e-mail address is <http://www.i-ktechnologies.com>