

EAA CHAPTER 7

EAAviator DECEMBER 2010



EAAviator

EAA CHAPTER 7 ~ LONG BEACH, CA

www.eaa7.org

December 2010

President's Message by Don Thompson

It's here! December has arrived. We are preparing to close another year after participating and sharing in AVIATION. Our chapter members made many changes and progress this year acquiring new ratings, airplanes and projects. We managed five YOUNG EAGLES EVENTS and one AIRPORT OPEN HOUSE. Lots of members logged flight hours attending air events and finding food to eat and destinations in general. A few attended OSHKOSH and AOPA came to our own airport this time.

Ah yes, our meeting this month is "THE PARTY". We will eat and drink a salute to 2010 for what it was as we prepare to meet 2011 head-on at full throttle. I welcome each and everyone of you on this flight. Be seated. Buckle up.

CONTACT! CLEAR PROP!

Don

Honoring Holly

As people come and go from our lives, impressions and memories are formed to forever remain with us. Our Holly managed to make very large contrails through our chapter. She defined the true sense of the word "volunteer" through her actions. Holly did not know how not to give.

Wanting her son, ZACH, to learn more about his interest brought her to us. Seeing our need for a YOUNG EAGLES COORDINATOR to grow our program gave her cause. From that point on we came to know this woman called HOLLY RICHARDS and what she stood for.

We have shared just one time period of her life, the most recent eight years. It was filled with positive energy and participation in life to the max. She taught Zach, and all of us really, how her "spirit" defined what it means to "give of ones self" all the while facing life's adversities and challenges. Her strength of character, defined by her positive caring spirit, paved the road she followed through life. May her "spirit" remain with us and her soul rest in peace. She will be missed by all those she touched.

Don Thompson

Chapter 7 Events

December 9 7:30pm
Chapter 7 Christmas Party
AirFlite LGB

January 13 7:30pm
Chapter 7 Meeting
AirFlite LGB



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Refreshments:

December....Party
January...Don Thompson
February...Scott Walton
March.....John Mahany
April...Jeff Timco
May. .Steve Jensen
June ...Ron Hodge

Hangar Flyin' by Scott Walton, Ch. 7 VP

Happy Holidays to All! Obviously, the "Program" for December is the Holiday Party! Hope to see you all there.

"What's the Plan?" For those who saw my last month's article, I was planning a cross country flight with my family to Novato in the Bay Area. The trip going up north went very well, but the trip back home went even better. I checked the weather prior to leaving Novato the Saturday after Thanksgiving. The forecast was for showers from the north moving southeast across the San Francisco Bay and east to the Sierras. The southern forecast was for clear skies south of Santa Barbara and into Long Beach. The plan was to let the storm pass us by, take off and fly down the coast over the storm as it passed east underneath us and land in the clear at KLGB. We left for the airport at noon and sure enough, the skies were clearing up, just as I had planned. After I took off though, things began to change. The storm did not move east but kept its intensity and moved due south. I weaved my way around a couple of thunderheads then saw a big clear area and came down over the ocean near Morro Bay. Inland looked very bad, but I had my trusty co-pilot, Nick dialing ATIS/AWOS frequencies all along the way. We knew Carmel was VFR, so we pressed on. As we got to Santa Maria, I saw a solid wall of blackness in front of us. My wife looked very scared. I said, "No Worries, Honey, I have a plan" and told Nick to dial in the Santa Maria ATIS. I could see they were VFR, and the ATIS verified that. I called the tower and within five minutes we were on the ground, safe and sound. The moral of this story: Alternate Airports should always be part of the Plan and don't be afraid to change the Plan as conditions change.

So, this begs the question: Why was the flight back better, when we didn't even get back to Long Beach? Well, I fueled the plane and we booked into the Radisson right on the ramp at Santa Maria Airport. We had a nice dinner, watched the USC vs. Notre Dame Game in our room and then watched a movie together while the rain poured outside. The next day, we got up and enjoyed a short, beautiful clear flight home. If we had made it home non-stop, I am sure my two grown sons would have gone out with their friends and the wife and I would have gone back to our daily toils at home. Instead, we had a family adventure together that we will all never forget. I can't help but think that my flight plan was pre-empted by another plan from much higher above. Amen!

Scott



Mark your calendar!

**Chapter 7's next Young Eagles Rally is
Tentatively scheduled for Early 2011!**



by John Mahany, 2007 Master CFI, Chapter

Season's Greetings Chapter 7!

Well, here we are in December. It has been another busy year, as usual, for many of us. After experiencing one of the worst economic downturns in history, the worst seems to be behind us, as the aviation industry seems to be starting to rebound. There is light at the end of the tunnel. But don't tell them that in Wichita, Kansas, which is frequently referred to as the airplane capital of the world. Wichita has been hit especially hard, as several aircraft manufacturers have cut their production way back, and many are out of work there, still. Next year is looking better!

Last spring, we rallied and tried to fight the FAA's latest airspace grab, which of course is the proposed Class 'Charlie' Airspace for Long Beach Airport. For all those of us who fought and rallied to make our voices heard against this ill-conceived proposal, hopefully our efforts will not be in vain. The battle is still on, and the period for comments was extended, but has since passed. It has been reported that six South Bay cities oppose the FAA's airspace expansion proposal. We now wait to see what will happen next.

Long Beach recently hosted the AOPA Summit, which was considered a success.

Attendance was reported to be more than 10,000. There were close to 100 aircraft on display at the Airport Fest, and 500 exhibitors were at the downtown convention center. I took 3 days off from work to be able to have enough time to see it all, and connect with many acquaintances' in the business. I had a great time! I hope you did, as well.

A very important, but unpublicized meeting was held on the day before the Summit officially started. It was billed as a Flight Training Summit, and was hosted by AOPA. It was a gathering of the elite in the flight training business, as approximately 100 of the key players from industry and FAA were in attendance, by invitation only. I learned of this on Friday. A key concern is the high drop-out rate among student pilots. Did you know that 80% of those learning to fly quit before earning their certificate? There are many reasons that have been put forth that contribute to this. I don't have room to list them here. The flight training industry is working hard to address this problem. A follow-up symposium is being planned for May, 2011, in Atlanta, GA.

Probably one of the most popular new products displayed is the Apple iPad, which will be revolutionizing the way we fly. It will have all of the most current VFR and IFR en-route and approach charts that we might need, plus airport information, and more. No more spreading open and folding charts as you fly along towards your destination. The iPad should help to organize us in ways we never dreamed possible. I don't own one yet, but probably will in the near future, as will many of you, I am sure.

As I look through my logbook, I have not flown any new or different aircraft this year. I did get to see Steve Lissman's Coots, at Hemet Airport, that he and his partner are working on. We did start and taxi the Coots, as I reported earlier this year, and I look forward to working with Steve and his partner, on getting them both checked out, when the Coots is ready to fly, hopefully sometime next year.

Fly safely in 2011!

John

EAA Chapter 92 Builder Center is looking for new tenants!

EAA chapter 92 has just opened its Builder Center at Chino Airport. We have a large hangar and have subdivided it into smaller spaces for builders to work on their projects in a stimulating, cooperative environment. We are providing the work areas with compressed air and electricity, which is all included in the rent.

EAA Chapter 92 is currently offering, on a first-come-first-served basis, work space for aircraft projects, including everything from building and restoration, to modifications and maintenance. The designated work space sizes are:

20' X 10' for \$60/month **

20' X 15' for \$90/month

20' X 20' for \$120/month

20' X 25' for \$150/month w/hangar door access **

** Currently unavailable (fully rented); waiting list is available, and encouraged.

EAA members from any Chapter are welcome to join in the future for any joint projects, rentals, or educational workshops. If interested in details pertaining to rental of hangar space, be it for now or in the future, simply contact EAA Chapter 92 to be put on a con-tact list for information.

Yours from EAA 92,

Vince & Alex

AirShow/Fly-In Events



For complete So. Cal Air Show and aviation events [click here](#)

Monthly Events in So. Calif.

Palm Springs Air Museum , Palm Springs CA	Every Sat PM, museum aircraft flown regularly
Chino Planes Of Fame Open House, Chino CA	1st Saturday, 3rd Sunday, west of Cal Aero Dr.
Agua Dulce Airpark, Agua Dulce CA	1st Saturday, and 3rd Sunday
Santa Paula Open House, Santa Paula CA	1st Sunday Aviation Museum of Santa Paula
Apple Valley Open House, Apple Valley CA	2nd Sunday, Antique/classic static
Brown Field Fly-In San Diego CA	2nd Sunday San Diego Flight Museum
Whiteman AP Open House San Fernando CA	2nd Sunday Whiteman Airport Association
Corona Airport, Corona CA	2nd Sunday Antique Aircraft Display/Fly-In
Fullerton Airport Fly-In Fullerton CA	2nd Sunday
Brackett AP Open House, LaVerne CA	3rd Sunday
Zamperini AP Open House, Torrance CA	4th Sunday
El Monte AP Classics Display El Monte CA	Last Sunday/Month



Secretary Notes by Merv Meyer, Chapter 7 Secretary

BOARD MEETING 11/11/10

Present were Don Thompson, Chapter President, Scott Walton, Vice President, George McDaniel, Treasurer, Merv Meyer, Secretary, John Mahany, Flight Counselor, Alex Culp and Don Myhra.

Don told the Board that donations at Wings, Wheels and Rotors on October 24 offset about half the chapter's expenses of holding a Young Eagles event there. The chapter's Young Eagles program is self-sufficient, but Don said the chapter's general fund will help the chapter's Young Eagles program if necessary. There will be no Young Eagles event on November 13; the next event will be Saturday, January 15. Scott Walton proposed temporary help for Holly Richards, Young Eagles Coordinator. Alex Culp said that she will serve as a coordinator between Holly and the members of the Board. Don said that Holly had developed a large network with the Young Eagles website and that the Young Eagles website is well worth the money spent on it. Don said that Holly provided the Young Eagles program with a computer. Don Myhra said that Chapter 92 has a laptop computer which keeps Young Eagles pilot records and provides labels for Young Eagles loadmasters. John Mahany proposed providing the Young Eagles program with a laptop. Don Thompson said that a laptop should not be bought out of the chapter budget, but the board should look for a laptop to be donated to the Young Eagles program.

Alex Culp volunteered to be the chapter coordinator for the annual Christmas dinner on December 9. Scott said that Holly's crew has made most of the decorations for the dinner. Scott will be present to set up for the Christmas dinner.

Don Thompson informed the Board that the EAA B17 visits for 2011 have already been made. Chapter 7 will not be involved.

MEMBERS MEETING 11/11/10

Attendance: 31

Don Thompson, Chapter President, led members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Don informed members that on October 24, at the Wings, Wheels and Rotors show at Los Alamitos, 165 Young Eagles were flown by 24 Young Eagles pilots.

George McDaniel, Chapter Treasurer, gave his report. Alex Culp moved that the report be accepted by the members. Roland Koluvek seconded the motion. The motion carried.

NEW BUSINESS

A guest was introduced:

RICHARD WHITESIDE is a member of EAA Chapter 92.

Election of officers was held:

Don asked for nominations from the floor. There were no nominations from the floor.

The slate of officers is as follows:

PRESIDENT; Don Thompson

VICE PRESIDENT, Scott Walton

TREASURER, Tom Griffith

SECRETARY, Merv Meyer

This slate of officers was approved by voice vote.

Tom Griffith will continue as Membership Coordinator.

Don sent paperwork and payments to national office of EAA. Chapter fee and insurance cost \$200. Filing a certificate with the State of California costs \$20.

A get well card to Holly Richards was circulated among the members.

Don reminded members of the FAA's new rules for re-registering their airplanes. Registration is renewed every three years. Fee is \$5. An N-number is dormant for five years before it is re-assigned.

Don told members that Holly's crew has completed most of the decorations for the December Christmas dinner. Alex Culp is the dinner coordinator and can be reached by e-mail. The chapter provides the turkeys, hams, bread, gravy and drinks. Members can pick up the aluminum party trays at this meeting and bring a potluck dish to the dinner. There will be a gift exchange.

Hal Gosling has a DVD, *Wings Across the Channel*, which he will loan to the chapter library.

Flabob Airport, near Riverside, has an open house the third Saturday of every month.

PROGRAM

Mark Pestana was introduced by John Mahany, Chapter Flight Counselor. In addition to being a NASA pilot/drone pilot, Mark is an artist, who paints mostly aviation oriented pictures. Mark has flown the RQ1 "Predator," the MQ9 "Ikhana" and the RQ4 "Global Hawk." The advantage of UAV's (Unmanned Air Vehicles) is their extreme endurance. The Predator has an endurance of 24 hours, the Ikhana has an endurance of over 24 hours and the Global Hawk has an endurance of 30 hours. The Predator has a wingspan of 49 feet and is powered by a 115 hp Rotax engine. The Ikhana has a wingspan of 66 feet and is powered by a turbo-prop engine. Ikhana is a Choctaw word meaning "intelligent, conscious or aware." The Global Hawk has a wingspan of 116 feet and is powered by a jet turbine engine. The Global Hawk can operate up to 60,000 ft. for 30 hours.

The initials NASA stand for National Aeronautics and Space Administration. Mark works for the Aeronautics part of these initials. Much of his work is done in cooperation with the NOAA (National Oceanic and Atmospheric Administration). NOAA prefers weather observations of at least 24 hours. The Global Hawk flies hurricane storm observation at 30,000 to 40,000 ft MSL. A Global Hawk team numbers 30, including 6 pilots. The Global Hawk is started out on the line by the crew chief. There are two pilot control stations. Only one station is active at any time. The Global Hawk is voice operated; there is no control stick or throttle.

The motor skills of a video game operator are not relevant here. A private pilot license is required to operate a UAV. Inside an airplane a pilot's five senses are involved. At a UAV station only one sense is involved and that not completely. That is the sense of vision, that of a pilot with only one eye. An experienced pilot would understand this and would know how to compensate. There is a 64 page manual. Some operations are more complicated than in a piloted airplane. For instance, operating the IFF transponder identification involves seven steps.

UAV's have been used for fire fighting observation. They are part of Western States Fire Mission. Flight Level 230 is assigned for the entire western United States in Class A airspace. A flight plan must be filed 72 hours before take-off. Emergency landings are at military airfields only. The flight must avoid red zones (high density population areas). In 2009 the fire fighting observations of UAV's was credited with saving 10,000 homes.



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EAA Chapter 7
2259 Roswell Ave.
Long Beach, CA 90815

2010 Officers

President - Don Thompson
(562) 500-0173
DSDT2@cs.com

Vice President - Scott Walton
(562) 989-1523
Tubawalton@aol.com

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

Secretary - Merv Meyer
(562) 423-2289
memjam@worldnet.att.net

Young Eagles Coordinator - Alex Culp
(714) 308-0270
aculp@datahunter.com

Membership Coordinator, Tom Griffith
(562) 434-1861
lu_tom@verizon.net

Newsletter Editor - Brian Ringel
(562) 896-4422
bringel@earthlink.net

E.A.A. Chapter 7 meetings:

2nd Thursday of each month

Board Meeting 6:00 pm

General Meeting 7:30 pm

Location: AirFlite (west side of LGB, south of Wardlow Rd.)

3250 AirFlite Way
Long Beach, CA 90807
(800) 241-3548

Website: www.eaa7.org

EAA Chapter 7 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 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 to be submitted by mail to the address appearing on page 10 or e-mail the newsletter editor. The deadline for submissions is the last Wednesday of each month.