DECEMBER 2000

EAA Chapter Seven Long Beach

President's Message

EAA B-17 Tour is coming to Long Beach & Chapter 7 is the Host Chapter
We have been lucky enough to have been selected as the Host Chapter for The EAA's B-17 "Aluminum Overcast" while on it's tour of California. The dates have not been confirmed but expect it to be around the second week of April. We will need volunteers to help in many ways so now is the time to step up to the plate. Chapter 7 has an opportunity to really shine during this event and I know I can count on everyone to help.

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 web-site 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.

The Young Eagles Event that we held on Saturday November the 11th at Aero-Plex was great with plenty of kids, plenty of pilots and lots of ground support. This is the kind of spirit that I love to see. We also were able to help Mike and Kendle Hanson with the flight for the man in the wheelchair. Please be sure to read the article about this elsewhere in the newsletter. It was a great day for flying.

Our Joint **Christmas Party with Chapter 92** was a great success. I think we have started what will be a new tradition. Lots of presents and fun and a Grand Prize of a ride on the B-17 from Long Beach to San Diego as it goes to its next stop. Chapter 92 did a great job of setting the Christmas Party up and we owe them a lot. I wish we could have been more help in the planning and set up. Next time I will make sure we make it up to them. Special thanks to Charleen and Gary. (Also I am sorry if I messed up your name tag)

Magical Mystery Tour -- Mark your calendars for Saturday February 10th - Meet at Mike Hanson's hanger #10 at Aero-Plex then on to the Tour. No one knows where we will be headed but plan on returning to Mikes hanger about 2:00. Lunch will be served at one of the stops along the way.

I had a discussion with one of the guys from Oshkosh last week about Chapter Events and spending money having them. I explained my reluctance to spend any Chapter money on events that would not benefit the entire chapter. He explained to me that I would never be able to have an event that would attract the entire membership. He explained that we shouldn't hesitate having events simply because we don't want to spend chapter funds, that's what its for. Chapter Events benefit the Chapter as a whole even in its image, it is up to each member to decide weather to attend. If there are not any events there is no choice to be made. An active Chapter will grow and thrive and an inactive Chapter will wither and die. Lets discuss this at the meeting.

We had some sad news last month as we lost two Chapter 92 members. Alan Larsen and Dick Thompson were out flying on Nov 15th when something happened and both were lost. I attended the funeral of Alan Larsen and realized that we all love and enjoy a sport that can at times be very unforgiving. Lets all be careful out there.

George McDaniel

VP's Chat Room

December Program

The year will end on a high note as our own Rick Vaux presents a program on the proper application of safety wire. There is more than meets the eye when it comes to properly safetying the cirital components of your aircraft. Aircraft engines are not noted for their smoothness of operation and vibration can take its toll in loose

bolts and eventually items detaches items required for essential flight.

Other events are in the woorks as well as the raffle for the hand-Crafted model. Other items will supplement the base program.

Share the camaraderie and knowledge with fellow aviators as we put the year 2000 to rest.

Don T.

Secretary's Note Pad

BOARD OF DIRECTORS
Meeting of Nov 9, 2000

Don Thompson, chapter vice president, reviewed with other board members what he learned checking out different locations for the Christmas parties. After reviewing the information on the Lakewood Country Club, the Skylinks Country Club and the Phoenix Club in Orange County, the board decided to accept the invitation of Chapter 92 to share Christmas dinner with them at the Phoenix Club. The annual dinner will be early this year: the only Phoenix Club date available is December 1.

A Magical Mystery Tour was discussed. So far it's a secret.

MEETING MINUTES
General Meeting
Nov 9, 2000

Attendance: 28
George McDaniel, president, opened the meeting by leading the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Woody Fowler, treasurer, gave his report. He informed members that a spreadsheet was available on the Internet (fowlerhb@surfside.net) The motion to accept the treasurer's report carried.

Videotapes are available to check out on a table near the officers' table.

See Woody Fowler for raffle tickets for the scale model of the GB Z racer.

NEW BUSINESS

A guest was introduced
GENE SNYDER is a glider pilot with Squadron 150 of the Civil Air Patrol.
Don Thompson, vice president, recommended sharing space with Chapter 92 at the Phoenix Club for our Christmas party. Members present accepted the recommendation. A show of hands indicated that, counting spouses, 20 would attend the Christmas party.
Mike Hanson, Certified Flight Instructor, reported that Bill Stroud completed a cross-country flight to and from Palm Springs Airport (PSP) through Banning Pass. Tish Hall passed the FAA written test for pilot.
Mike Sawicki, newsletter editor, reported that articles by Rick Vaux, chapter technical counselor and Bill Mnich, chapter flight counselor, are requested by other newsletter editors.
Rick Vaux attended the annual AOPA convention, held here in Long Beach. He checked out the Liberty Aerospace XL2 low-wing monoplane. It has plenty of space for a large pilot. Rudder pedals can be adjusted for a pilot up to 6'5" in height. The XL2 will be powered by a Rotax 912 85 hp engine. The company expects the XL2 to be certified early in 2001.
George McDaniel provided more details on the Magical Mystery Tour. The tour begins with a meeting at Long Beach Airport. Destinations will be project visits. A lunch will be arranged.
Ron Hodge reported that two CAP GLIDERS AT Los Alamitos are up and flying. The Blanik glider will not arrive from the Czech Republic until February.
The election slate is as follows:
PRESIDENT George McDaniel
VICE PRES Don Thompson
TREASURER Woody Fowler
SECRETARY Merv Meyer
NEWSLTR EDITOR Mike Sawicki
No nominations were received from the floor. Fred Leonhart moved that the nominations be closed. Trish Hall seconded the motion. The motion carried. The members accepted the slate as presented.
The scale model of the GB Z racer will be raffled off at the January meeting.
Mike Hanson asked for help in hoisting a passenger with Lou Gehrig's disease into the front cockpit of his Stearman biplane for a flight on November 11. Don Thompson promised to show up with hoisting equipment.
George Pinneo flew his Zenair to the Copperstate Fly-in at Williams Field(CHD) Arizona. Enroute to the fly-in, at Buckeye Airport, AZ, he watched Lufthansa airliners doing touch and go's. Lufthansa is now conducting flight training in Arizona instead of Germany. George's average airspeed enroute was 97 knots. At the fly-in he saw two new Rotax engines on display. The Rotax 912S does not appear to be different from the standard 912, but internal changes boost hp from 85 to 100. The Rotax 914 Turbo has a takeoff rating of 115 hp.
Walt Lane gave a progress report on his Vari Eze. The instrument

panel provided in the kit is impractical to install. Walt copied a panel designed and built by Al Fink with some changes. There are 22 lights in his instrument panel. The amp meter gauge and the clock have their own lights. Walt built a plywood panel first to determine how the instruments fit before he built a permanent instrument panel. He has installed a kill switch for the engine. He is installing an electric gyro which will eliminate the need for a venturi extending from the fuselage. He remembers that removing the venturi from the Turner he once owned increased the airspeed by 5 mph.

PROGRAM

Barry Wainfan did a presentation on stall and spin recovery. The ability to recover from a stall or spin is no longer required for a pilot's license. According to the National Transportation Safety Board database, 23% of homebuilt accidents are caused by stalls and spins. The largest category of fatal accidents (31%) is attributed to failure to recover from a stall or a spin.

Spin and stall characteristics of an airplane are affected by such design features as airfoil geometry, wing planform and wing twist.

It is angle of attack, not too slow airspeed, which brings on a stall. Lift varies with angle of attack. Flow separation from the upper surface of the wing brings on a stall. A stall happens when the wing angle of attack exceeds the wing angle of attack for maximum lift. Airspeed lift = weight when wing is at exact angle of attack (A of A) for maximum lift. This airspeed is the "stall speed" of the airplane. Stall is a function of A of A. An airplane can stall at any airspeed.

Pulling G's in maneuvers increases the effective weight of the airplane, stressing the wing.

Common maneuvers accelerating a stall are turns, pull-ups and sudden pulls(example: snap roll).

Turning increases lift required. A 60 degree turn pulls 2 G's; a 70 degree turn pulls 3 G's; an 80 degree turn pulls 6 G's.

Good stall progression is from wing root to wing tip. An elliptical wing, such as on a Spitfire, is an ideal shape for maneuverability, but an elliptical wing stalls simultaneously from wing root to wing tip. Aileron control is lost. To compensate for this a twist is built into the wing.

In a spin the flight path is nearly vertical. Rotation is sustained and the airspeed is relatively low and stable. A spin is a stalled condition, with high drag and low, constant airspeed.

In a spiral the wing is not stalled. There is low drag and the airspeed is increasing rapidly.

Wainfan recommends spin training flights for student pilots.

The key to spin recovery is stopping rotation. Briskly move the rudder to a position full against the direction of the spin. After a least one half turn briskly move the elevator to full down position. Hold positions of the controls until recovery. For a typical light, single-engine airplane the single most important action is full rudder against the direction of rotation. Pressing the elevator down without pressing rudder against the spin is likely to result in an accelerated spin. After rudder and elevator action regain level flight be careful the next maneuver does not overstress the airplane. A pilot should initiate pull-out from the spin when airspeed increases.

The AIAA (American Institute of Aeronautics and Astronautics) has a useful publication entitled "Flight Testing the Airplane".

In some designs spin resistance is built into airplanes by restricting A of A. Examples are the Ercoupe and the Rutan canards.

A proper wing design provides constant lift and increasing A of A.

One cockpit method of detecting spin direction is to look over the nose of the airplane. Another method is to check rudder pedal resistance. The stiffer rudder pedal is the one to push.

REFRESHMENTS

December . . . . . ?????

INSTRUMENT MARKINGS CAN MAKE YOU OR BREAK YOU

Howdy again, Chapter 7.

I am constantly amazed at all the things homebuilders must accomplish to finish their projects. Welding, gluing, fabric sewing, sanding, painting, riveting, instrument range marking. Oh, O.K., maybe range marking isn't one of the major projects, but it is very important. Here is a review, but I must warn you, THERE WILL BE A TEST!

(1) Airspeed Indicator

a) White Arc- Flap operating range. Low end= Flaps down stall speed, Upper End= Max. airspeed flaps down.

b) Green Arc- Normal operating range. Low end= Flaps up stall speed. Upper End= Max. airspeed in rough air.

c) Yellow Arc- Structural warning area. Low end joins green arc and extends to never exceed Red Line. Permissable speed range in smooth air, but gusts could cause exceeded structural loads.

(2) Tachometer

a) Red Radial Line- Maximum permissable RPM.
b) Green Arc- Max. permissable RPM for continuous operation down to minimum recommended RPM for continuous operation except for restricted ranges.
c) Yellow Arc- Max. RPM for continuous operation up to Maximum RPM
d) Red Arc- Range or ranges where operational speed is restricted, except to pass through.

(3) Oil Pressure Indicator
a) Red Radial Line- Max. or Min. permissable pressures as established by Engine Manufacturer.
b) Green Arc- Normal Operation Range.
c) Yellow Arc- Cautionary ranges indicating potential hazard due to low pressure at idle, overpressure during cold start, etc.

(4) Oil Temperature Indicator
a) Red Radial Line- Maximum or Minimum permissable operating temperature.
b) Green Arc- Normal Operating Range
c) Yellow Arc- Cautionary ranges indicating potential hazard due to overheating, etc.

(5) Manifold Pressure Gauge
a) Red Radial Line- Max. permissable Absolute manifold pressure for wet or dry operation (whichever is greater.)
b) Green Arc- >From Max. permissable pressure for continuous operation down to Min. pressure selected by Aircraft Manufacturer for Cruise power.
c) Yellow Arc- From Max. pressure for continuous operation to Maximum permissable pressure.

...And for all the Helicopter types out there (Me included!):

(1) Dual Tachometer
a) Red Radial Line(engine)- Maximum permissable RPM
b) Red Radial Line(Rotor)- Maximum and Minimum rotor RPM for power off operations.
c) Green Arc(engine)- From Maximum RPM for continuous operation to Minimum recommended RPM for continuous operation.
d) Green Arc(rotor)- Minimum to Maximum normal operating range.
e) Yellow Arc- Engine precautionary ranges.

(2) Torque Indlicator
a) Red Radial Line- Max. permissble torque pressure for wet or dry operation (which ever is greater.)
b) Green Arc- From Max. torque pressure for continuous operation to Minimum torque pressure recommended.
c) Yellow Arc- >From Maximum torque pressure for continuous operation to Maximum permissable torque pressure.

Awww, forget the test. I'm just too tired to write it! I and Mine wish You and Yours the Merriest of Christmases and the Happiest of New Years

Rick Vaux
TC#4130

UPCOMING EVENTS

I was hoping to receive newsletters from the other chapters that we send our newsletter to BUT things have been very skimpy this month. Hopefully they will resume after the holiday season.

Look for the dates of the Pomona Valley Pilots Assn event at Cable Airport. This is generally the second week of January.

Chapter One (Flabob) has their event now moved up to I belive March. Hope to have some info from them for the January issue.

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.

PROJECT VISITS

The chapter is still looking for a volunteer to fill this position. You will receive support from the other officers. A list of members and their projects will be supplied.

YOUNG EAGLES GATHER TO FLAP THEIR WINGS

It is hard to believe we've completed another year of Young Eagles Rallies. Since the Young Eagles files are stored away from my house I don't yet have an exact count of the total flown for the year. I believe we're up around the 100 mark. At any rate, there were a whole bunch of thrilled young aviators exiting the doors of the Aeroplex facilities through the year. I would like to take this opportunity to thank those who made this possible. Our Chapter's ground volunteers were at every event in numbers great enough to make the check-in and flightline

activities go smoothly. Aeroplex and MillionAir graciously granted us their facilities on every date that we requested and provided valuable flightline assistance. Most important, our chapter's Young Eagle pilots provided their aircraft and skills in a safe and competent manner. We had enough pilots at every event so as to facilitate a flight for each Young Eagle that showed and to complete the day's flying at a reasonably early time.

Thanks to all!

Dates have not yet been selected for any 2001 events. I would like to set a date in February but will need to check all event calendars for conflicts.

See you at the meeting,

Darwyn Wolff

Chptr 7 Young Eagles Coordinator

EAA Flight Advisor

So, you're almost done building or restoring that screamin' dream machine, are ready to shift from the "maintenance mode" to the "flying mode" and are wisely looking to become proficient before attempting first flight. Unfortunately, no one in your chapter flies anything comparable to your Mark 1 Turbo Hyper-Max, there's no company demo airplane or pilot available, and you're on your own to locate a suitable airborne "simulator". Don't despair, there are ways to tackle this problem.

First of all, I want to stress that when it comes to brushing up your piloting skills before a first flight and ensuing flight test program, *anything* is infinitely better than *nothing*! This is not to suggest that a few touch and goes in a C-150 is adequate preparation to jump into a Pitts Special, but it's a step in the right direction. If the performance of the new airplane is well outside your experience, the smart test pilot will adopt a build-up approach, starting within the comfort zone and building to the end-point. It may require several steps along the way, but rest assured this is very cheap insurance.

Let's assume you're already well down this path, having established a good baseline of proficiency and are ready for the final step in the build-up process. What characteristics should you look for when trying to identify a surrogate for the Mark 1 Turbo Hyper-Max? In my opinion, there are three broad discriminators that should be applied: the Configuration, the Flying Qualities, and the Performance of the airplane.

Configuration can be broken down into two major elements: internal and external. By *internal* configuration I mean the general layout of the cockpit and control system… Are you looking for side-by-side seating, tandem or a perhaps a single seat? Is it set up to solo from the left seat, right seat, front or rear? Are you in a straight-up or a reclined seating position? Does it have a control stick or a yoke? If a control stick, is it optimized for left hand or right hand operation, center-stick or side-stick. Are your wheelbrakes the conventional toe-operated variety, heel-brakes (like a J-3) or some funky Russian thing with a lever on the control stick?

External configuration… Canard or conventional? Straight or swept leading edge? High-wing, mid-wing, low-wing, or if you're flying a Fokker triplane, maybe one of each! Nosewheel or tailwheel? Fixed gear or retractable? Is the nosewheel or tailwheel free-castering or steerable. Are the mains mounted on nice cushy shock struts, bungies or trailing links, or are they stuck on the end of two steel legs (Thorp T-18). If a tailwheel airplane, is it a short-coupled little bugger (Pitts) or have a longer wheelbase with more forgiving ground handling (Citabria). How 'bout flaps? If you got 'em, try to match the set-up to your own airplane (plain, split, Fowler).

Flying Qualities is a set of attributes that's a little harder to define, but I don't think it's necessary to get into a discussion of breakout forces, damping characteristics, stick force per g, etc. Instead, let's talk in generalities. Assuming yours is a normal, statically stable airplane (I *hope* that's a safe assumption!), is it considered to be a highly responsive, maneuvering type airplane (like an Extra 300, Pitts, One Design), or exhibit a more standard transport-like feel (like most production airplanes)? A good guideline is to try to match the mission of the surrogate airplane with that of your own.

Lastly, Performance. I don't believe cruise performance (speed, range, and endurance) is much of an issue, but takeoff and landing characteristics certainly are. Two major considerations are *wing-loading* and *power-loading*. A high wing-loading (my own rule of thumb for lightplanes is something over 20 lbs/sq.ft) indicates the airplane will exhibit less response to gusts and turbulence, but it also implies (usually) a higher takeoff speed, higher approach speed, and a higher power-off sink rate. If you're used to the "floatiness" of a Champ or C-152, you'll have an entirely different experience with something like a Glasair III and must be prepared for it. Concerning power-loading, my mental dividing line between a

high performance and a normal airplane occurs at around 10 lbs/hp. The vast majority of lightplanes are well above this value (a C-152 checks in at about 15 lbs/hp), and that's where most pilots have virtually all their experience. However, when you go much below 10 lbs/hp (the Pitts S-2B is about 6.5), your hands and feet better be reacting quickly when you open that throttle!

The above discussion is, at best, rather generalized and superficial, but I hope it gives you a reasonable starting point. By all means, if you have any questions or comments, please let me know.

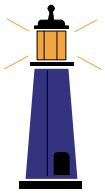
Be careful up there!

Bill Mnich

Plane Cent$

Our 2001 EAA World of Flight calendars are still available. We are offering them at a great price of only $6.50 each. Get several for home, office, garage, and hangar. They will be at the meeting. As an additional pleasure, this year we also have a very limited quantity of the new EAA Ultralight & Light Plane calendar. So now you can choose "regular" or "lite"!

--Woody Fowler



The Safety Beacon

Engine Records

Regarding rebuilt engine maintenance records, how do the terms "zero time," "remanufactured" and/or "reconditioned" differ? Can I assume that a remanufactured engine is a "zero time" engine? Also, can I legally use my engine tachometer readings for recording time-in-service in my maintenance records?

FAR Section 91.421 provides that zero time may be granted to an engine that has been rebuilt by a manufacturer or an agency approved by the manufacturer. When this is done, the owner/operator may use a new maintenance record without regard to previous operating history. The manufacturer or an agency approved by the manufacturer that rebuilds and grants zero time to an engine is required by FAR 91.421 to provide a signed statement containing: 1) the date the engine was rebuilt; 2) each change made as required by an Airworthiness Directive; 3) each change made in compliance with a service bulletin, when the service bulletin specifically requests an entry to be made.

FAR Section 43.2(b) prohibits the use of the term rebuilt in describing work accomplished in required maintenance records or forms unless the component worked on has specific work functions accomplished. These functions are listed in FAR 43.2(b) and, except for testing requirements, are the same as those set forth in section 91.421(c). When terms such as "remanufactured," "reconditioned" or other terms coined by various aviation enterprises are used in maintenance records, owners and operators cannot assume that the functions outlined in FAR Section 43.2(b) have been done.

Federal Aviation Regulations, specifically section 91.417, requires a record of total time-in-service be kept for the airframe, each engine, and each propeller. The regulations also define time in service, with respect to maintenance records, as that time from the moment an aircraft leaves the surface of the earth until it touches down at the next point of landing.

Some owners and operators mistakenly believe that time-in-service devices such as Hobbs or tachometer hour meters may be used in lieu of keeping written time-in-service entries in the maintenance record. While they are of great assistance in arriving at the time-in-service, such instruments, alone do not meet the requirements of FAR Section 91.417.

Security Check

County police patrol our airport. While I was conducting a preflight, a cop demanded that I produce my pilot's license. I did and that ended the matter. Did he have the right to do this since flying is regulated by the federal government, not local police?

Actually, he would have been within his rights to demand to see your medical certificate, too. The FARs require that any pilot holding a pilot certificate, flight instructor certificate, and/or medical certificate present it for inspection"…upon the request of the [FAA] Administrator, an authorized representative of the National Transportation Safety Board, or any Federal, State, or local law enforcement officer."

Chapter Website

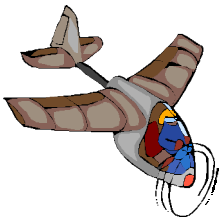
Come see what's new. If you haven't already heard, the chapter has a new website up and running courtesy of our member, Mike Stearns. Mike has added new features and pictures of Airventure 2000, member projects & profiles, and chapter events.

http://www.beegroup.com/eaachapter7

Now we **NEED** your **HELP.** We have very few pictures of projects, finished or under construction, Young Eagles events, picnics, fly-outs. Let show some variety on our site. Bring them (prints & diskettes will be returned) to the meeting Thursday.

This month I was hoping to put my new 1200 dpi scanner to use but my PC motherboard then decided to take a dump. Hopefully we'll have pix of Mike Hanson's special ride on Nov 11.

If you attend any events, Chapter 7 or otherwise and have a digital or 35-mm camera, please submit pictures for printing to the editor.



The Right Seat

John Mahany, chapter member, is a CFI. As a contributor to our monthly newsletter. John is keeping us abreast of the activities of CFI training and how it affects us as general aviation pilots.

Well, another year is almost over. In the rush of activities this time of year with the holiday season here, and all of the additional demands on our time, it is easy to put stuff off, put things on the 'back burner' and then forget about them! Before we know it, it is a new year, and we find ourselves planning everything we want to do for the year. Well, some folks do, at any rate. I want to suggest that during this 'planning' for the upcoming year, that you consider for a moment your flying skills. Make an honest assessment of where they are, where you would like them to be, and consider planning some 'recurrent training' now, to be taken at some preplanned date(s) during the year. If you are current, then consider your proficiency. You may be 'current', but not as 'proficient' as you would like. There might be a skill you want to work on. Are you comfortable with cross-wind landings, or do you avoid flying on windy, gusty days? When was the last time you practiced slow flight or a stall? Probably not since your last BFR! If you are IFR rated, you might want to spend an hour in the simulator. Or else, maybe it's time to go for that next rating, and become instrument rated.

While a Flight Review takes 2 - 3 hours (at least 1 hour of flight and 1 hour ground instruction required), you may want consider participating in the FAA's 'wings' program. This has phases, each phase consisting of 3 hours of flight instruction, taken one at a time, and attending one aviation safety seminar. Completion of each wings 'phase' counts as a Flight Review. As you finish a phase, you submit the form to the local FSDO, and they issue you a certificate of completion. You can photo-copy it, reduced in size, and carry it in your logbook. You probably are more proficient, having had three hours of dual, instead of just one, as a result. This helps you avoid the last minute case of "you wanna take some friends flying next weekend, and you suddenly remember you are not current" as you rush to try and schedule a Flight Review, or an IPC (instrument proficiency check).

If as you read this, you fly professionally, then this is already taken care of. There are some that fly professionally, who have set up a regular schedule of review for themselves throughout the year, on a monthly basis, for example. In this way, they are reviewing one or two aircraft systems or subjects each month, thereby avoiding cramming it into a few days right before their scheduled re-current training session and checkride. This is also a good idea, as kind of an 'ongoing review' for pilots who don't fly often, as well.

John Mahany

562-983-1265
jsmav8@gte.net

NOTAM
Compton Frequency Change

November 30, at 8:00 AM the freq. will change to 123.05

Please note that this will not be shown until the new charts are printed.

Av Humor

One day, the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Cherokee.

Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you make it yourself?"

Our hero the Cherokee pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

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There's a story about the military pilot calling for a priority landing because his single-engine jet fighter was running "a bit peaked". ATC told the fighter jock that he was number two behind a B-52 that had one engine shut down. "Ah", the pilot remarked, " the dreaded seven-engine approach

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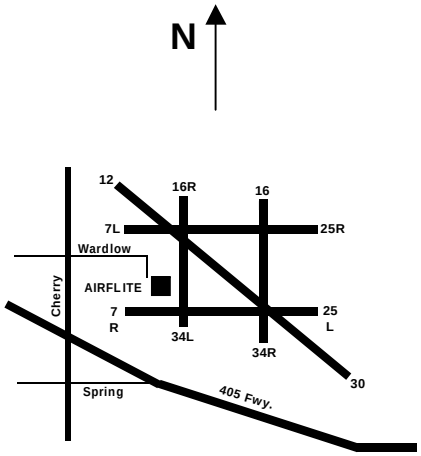
A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"
Student: "When I was number one for takeoff".

Year 2000 Officers

President
George McDaniel
(949) 951-0957
gcmcd@aol.com
Vice President
Don Thompson
(562) 498-0862
110450.3263@compuserve.com
Treasurer
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net
Secretary
Merv Meyer
(562) 423-2289
memjam@worldnet.att.net
Newsletter Editor
Mike Sawicki
(714) 821-5330
allways1@gte.net



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 theis page or my e-mail.

Chapter 7 Newsletter

George McDaniel, President
26442 Naccome Drive
Mission Viejo, CA 92691-4948

ADDRESS CORRECTION REQUESTED