



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

2002 is Moving Fast, Hang on Tight as the Chapter has Big Plans for This Year !!!

Another month has come and gone and it is time to write another article. A lot has happened since the last meeting, beginning on the Saturday after the January meeting. As you know Earl Trimble was in town for a visit, he surprised us at the meeting and gave everyone a great presentation on his Tailwind adventures. Well I thought it would be fun to try and get a few people together and go flying somewhere while Earl was in town so a few of us got together and decided to fly off somewhere. But where??? Well Jim Wolf suggested Apple Valley so off we went with a stop at Chino for breakfast at Flo's. After eating breakfast I always check the bulletin board in the hall for planes for sale. I noticed a 172 for sale and called on it as we walked out the front door. The man that answered told me it was in the hanger just inside the gate from Flo's so we stopped and looked at it. We got the info on the 172 and then got back on our trip to Apple Valley. You can read Mike's article and see the pictures elsewhere in this newsletter. I think we need to do a lot more of these fly out things. I had a great time and got to go somewhere I had never been.

I could not get that C-172 out of my mind. I just really thought it was a good buy and I started pestering Don that we should buy it. So we are in the process of buying it, thanks to Don and Bill Stroud. A partnership is being formed. Hopefully by the time you read this we should have it tied down at LGB. It looks like we will have a 4-way partnership with Bill Stroud and Don Myhra joining the fun. Don and I are joining the Civil Air Patrol and we plan to keep the plane at the CAP ramp. Woody has been having all the glider fun for too

long so I plan to go help him. Also Woody informed me that the CAP has just taken delivery of a brand new Maule that is to be used as a tow plane.



On another note Matt has been accepted to The Air Academy this year. I was starting to get a little worried when I hadn't heard anything back from Oshkosh.

We also have a Young Eagles day scheduled for March 16th. We have 30 -35 Boy Scouts scheduled to fly and get their Aviation merit badge. Please put this date on your schedule and try to come help.

Well enough of this, I will see you at the meeting.

VP's Chat Room

By Don
Thompson

February Message

To start with I must report that we do have a program for Thursday night. Our speaker will be Robert Fornesi from the Planes of Fame Museum at Chino, CA. Robert is a resident of Clairmont, CA; and is a docent at the museum. He will be speaking on the history of flight from 1890-1914. Powered flight by man did not occur until 1903 but there was much research done prior to that memorable date.

This has been a very active past twelve months for me. I was able to secure the engine from Birch's Q-2 for my KR-2. I plan to make this a one seater that will have sufficient speed and economy. George and I secured a low-time C-150 at Flabob and are in the process of restoring much of the control systems at the present time. Always keeping an eye open for good deals, our recent excursion to Apple Valley included the always venerable stop at Flo's for breakfast. George and I were sharing a C-152 for the trip. Exiting Flo's. George noticed an ad for a local based C-172 with an O-300 engine for sale. A quick inquiry pointed us in the direction of the hangar immediately beyond the gate at Flo's to return to our plane, how convenient. A cursory inspection discovered that it was IFR-equipped, fairly low-time, recent engine overhaul, and livable interior. A quick check with the bank and the price was agreed. We are currently awaiting a title lien search that should be concluded shortly.

If you have leads or information on a topic of interest to our members, please contact me to follow-up for a program schedule. Tel: 562 / 498-0862.

Membership Dues

For the past three months we have been sending reminders that membership is due for the year 2002. If you have not yet renewed, please do so at your earliest convenience.

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 was supplied with the newsletter for the past two months. Please mail or bring to the meeting on Thursday, February 14th.

**Secretary's
Note Pad**

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of January 10, 2002

Woody Fowler, Treasurer, presented Board members with two proposals for banking \$6,000 of

the chapter's treasury. One proposal is to invest the money in a six-month Certificate of Deposit with the option of withdrawing \$1,000 every month. The other option is a twelve-month CD with the option of withdrawing \$1,000 every other month. Tom Griffith moved that the six-month option be approved. Rick Vaux seconded the motion. Board members approved the motion.

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

MEETING MINUTES

**General Meeting
January 10, 2002**

Attendance: 36

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

OLD BUSINESS

Woody Fowler, Treasurer, gave his report. To date 37 members have paid their dues. George Pinneo moved that the Treasurer's report be accepted. Doug Porter seconded the motion. The motion carried.

Dick Ryan moved that the minutes of the December meeting, as printed in the newsletter, be approved. Robert Powelson seconded the motion. The motion carried.

George McDaniel presented certificates of awards to members who were not present at the Christmas dinner. Certificates were presented to Woody Fowler, Chapter Treasurer and Young Eagles pilot, Rick Vaux, Chapter Technical Counselor, Mike Stearns, chapter Webmaster and Young Eagles pilot, and Tom Griffith, Chapter Membership Coordinator and Young Eagles pilot. A special certificate of recognition was presented to Birch Parker, as chapters volunteer of the year.

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

NEW BUSINESS

Guests were introduced:

NILS EYTON member of EAA Chapter 222, Sweden. He has built a Lancair. He spends two months of every winter in California.

PROGRAM

EARL TRIMBLE is back from Canada. He is a former newsletter editor of Chapter 7.

AL PAPLIA brother of member Tony Paplia

TOM TURNBULL has taken delivery on a Van RV7.

LOUIS BIGELOW

CHARLENE and JOE WILEY of Chapter 92. Charlene is a former newsletter editor of Chapter 7.

John Mahany, Chapter Flight Counselor, told members that he will have photos of Ken Rice's "flying car" in March. This experimental aircraft is at Mojave Airport.

Mike Sawicki, Newsletter Editor, told members that Chapter 96 now has 160 members, 64 of which joined since the chapter acquired a hangar at Compton Airport. Security has been increased. Pass Gates 10-17 have been welded shut. Barbed wire has been installed along a three-mile perimeter.

Barnaby Wainfan's Facetmobile is presently at Compton Airport.

Mike thanked Jim Wolf for his product review of Ivo props in the newsletter. Mike asked for more survival stories, like Bob Hartunian's no-radio approach to Long Beach Airport. Mike thanked Don Myhra for his photos of the Christmas dinner.

Don Thompson, Chapter Vice President, is contacting two prospects for future programs at meetings.

Skip McConnell, former Chapter President, still has his project in Southern California. The project resembles a Piper Super Cub. It has a Mazda RX7 rotary engine, with prop reduction gearing. The project is 65% complete, with 90% of materials necessary for completion on hand. Tools are for sale. Project sale price is \$4,000. This amount is well below the money invested in the project. Don asked anyone interested in buying the project to contact him.

Darwyn Wolff, Young Eagles Coordinator, stated that the March 16 event date is tentative until the February meeting. He then will need to know who pilots and ground crew will be for the event. He will then circulate a list for volunteers.

Dwight Carruthers located a tool for de-burring rivet holes in Hot Springs, AR. This tool is available by catalog from Yard in Wichita, KS.

Walt Hill brought a photo album of his Vari Eze under construction and completed. A keel is attached to the belly of the fuselage.

Woody Fowler has AOPA membership applications. He told chapter members joining AOPA will contribute to general aviation's political clout. Dick Ryan told members that there is a 5% deduction from charges on an AOPA credit card.

Earl Trimble, now in Brampton, Ontario, told members about the adventures and misadventures when he and Tom Griffith flew his Tailwind from Chino Airport to its new home at Brampton Airport. Leaving Palm Springs Airport there was an engine heating problem, but they were able to continue to the next destination. Over Arizona the engine exhaust stack broke. What could have been the most serious problem was discovered toward the end of the flight. On the ramp, at Jackson, MI, Airport, Tom noticed a hole in the prop spinner. One of the bolts holding the prop in place had worked loose and punctured the spinner. EAA members at the airport gave Earl's Tailwind hangar space and provided tools to make the repair.

Brampton Airport is owned by the Brampton Flying Club. There is a large heated hangar. Workshop inside, and an attached clubhouse. With 136 members, Brampton Flying Club is the largest in Canada. 45 members have projects in progress and 47 have completed projects. Membership is \$110 per year. Hangar fee is \$35 per month, \$45 with key to clubhouse. Air traffic control is privatized in Canada. There is a \$60 annual charge to users with small private aircraft.

Landing speed of Earl's Tailwind is 60 knots. Without flaps stalling speed is 48 kts. It cruises at 165 kts at 2550 rpm; the prop will not exceed 2600 rpm. With two occupants and a full tank of fuel climbout speed is 100 kts; rate of climb is 1500 fpm. Earl encountered heating problems with the engine. He determined that overheating was because exit holes in the cowling were too small.

Nils Eyton told members that Sweden has about the same size and north-south and east-west dimensions as California. There is just one EAA chapter in Sweden (222) but it has 800 members from all over the nation. Of these members 300 have completed projects and are flying them. There are 250 projects underway. Because Sweden has just 8,000,000 inhabitants flying is less restricted than in other parts of Europe. The EAA members police themselves; they are their own FAA.

Cost of aviation fuel is the equivalent of \$2.40/gallon. This is much cheaper than automobile fuel, which about \$4.00/gallon. The higher cost reflects road tax.

VFR night flight is permitted in Sweden. In most of Europe it is prohibited. Nils told members that Bjorn Andreasson's kit designs are still available in Sweden through Bjorn's widow. Nils built his Lancair 235 in about five years. He has flown other airplanes in the States.

REFRESHMENTS

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

"The safest way to double your money is to fold it over once and put it in your pocket."

--Frank M. Hubbard



M. S. D. S. Material Safety Data Sheet by Rick Vaux, TC4130

Howdy again, everyone.

How many of y'all have heard of MSDS? The abbreviation stands for **Material Safety Data Sheet**, and a manufacturer of any chemical compound is required to develop an MSDS for that compound and make a copy available to the purchaser.

Let's take a look at the eleven (11) part MSDS for Methyl Ethyl Ketone or M.E.K. At one time, this solvent was used for nearly everything, from cleaning nicotine stains to cleaning hands. It is very effective, but, after reading the MSDS, a lot more caution should be taken than we have in the past.

Part:

(1) **Identification**-- Includes chemical name, manufacturer, manufacturer phone numbers including emergency numbers, product I.D. synonyms, and this Emergency overview (for M.E.K): "Danger. Extremely flammable liquid and vapor. Vapor may cause flash fire. Harmful or fatal if swallowed. Harmful if inhaled or absorbed through skin. Affects central nervous system. Causes irritation to skin, eyes, and respiratory tract."

(2) **Hazardous Ingredients**--Methyl Ethyl Ketone 99-100%

(3) **Physical Characteristics**-- Physical state, boiling point, specific gravity (.81 for M.E.K. It will float on water, which has a specific gravity of 1.0), vapor density (2.5 for M.E.K. It is heavier than air, which has a vapor density of 1.0), appearance, odor, and others.

(4) **Fire and Explosion Data**-- Flash point (16degF. for M.E.K. Below 100degF. considered flammable), fire and explosion hazards, extinguishing media, fire fighting instructions.

(5) **Reactivity Data**-- Conditions to avoid (stability), incompatible materials, hazardous decomposition products (CO₂ and CO may form when heating M.E.K.)

(6) **Health Effects First Aid**-- Inhalation, skin, eyes, ingestion, and exposure effects with first aid for each, health conditions aggravated by exposure, and misc. toxicological information.

(7) **Personal Protection**-- Airborne exposure limits, ventilation system, eye, skin, and respiratory protection.

(8) **Spill--Leak--Disposal**-- Spill/leak steps, and waste disposal methods.

(9) **Storage and Handling.**

(10) **Shipping and Labeling.**

(11) **Disclaimers and Comments** -- Manufacturer disclaimer, ecological information, environmental toxicity, and regulation information.

Whew! I realize this has been rather dry reading, but from it we can learn;

a) M.E.K is hazardous to breathe, ingest, or use to wash that paint over-spray off your hands.

b) M.E.K is lighter than water and will float on it. This means water cannot be used as a fire extinguishing agent. CO₂, dry chemical, or foam must be used for fire suppression.

c) M.E.K. is 1 1/2x heavier than air. M.E.K. vapor can travel along the ground until it reaches an open flame, causing a flash fire.

d) What first aid materials should be immediately available.

e) Information needed by emergency and medical personnel.

All in all, the MSDS makes important reading, and since they are available at no cost to the consumer, should be a part of your shop data.

Well, that's about it for now, Troopers. I'll bring a couple MSDS to this month's meeting for show and tell.



by
John Mahany
CFI

This past week the Soaring Society of America held their annual convention in Ontario. On Wednesday evening the Soaring Safety Foundation had a seminar which I attended. It was very worthwhile. The soaring community faces many of the same challenges that we in the 'power' community face. The Keynote speaker was USAir Captain Robert Sumwalt, who is also an active sailplane pilot.

The gist of his comments are that airline threat and error management can translate to soaring, and I will relate them to the kind of flying that we do. As Captain Sumwalt correctly pointed out, there are obviously similarities and differences in our flying, in the equipment we fly, and in the way that we train. But in an interesting comparison of airline and glider accidents, which was used in this study, as they were broken down

by phase of flight, the study shows striking similarities. The percentages were similar in the take-off, cruise, and approach and landing phases.

What stuck me the most was in the relatively new approach that the airlines have adopted, which is a change from when I was an airline pilot myself a few years ago. In response to the age-old question, how do we reduce accidents? The new answer, which reflects contemporary thinking, is to train pilots to better manage 'Threats and Errors'. This is a change from the past. The old way of thinking has always been to avoid mistakes, by eliminating human error in the cockpit. This contemporary thinking acknowledges that we are only human, and that we are prone to make mistakes. One of Captain Sumwalt's slides quoted the Roman Emperor Marcus Tullius Cicero, who said; "To err is human". So, the new focus is become 'how do you effectively manage error?' The answer, in part, is to become aware of threats! Ask your self, before you get into the airplane to fly, what are the things that can bite you on this flight? Start to think about, and talk about, those things that are different about this flight. As an example, three things to think about might be;

- I haven't flown in a while
- A new aircraft
- A strong crosswind

This mode of thinking now puts these 'threats' in the pilot's "mental RAM" and makes them readily available for retrieval.

On a different subject, I spoke with KP Rice late last month, and he thinks he will be ready to get out and begin the test flight process on his flying car later this month.

Apple Valley Adventure



**Chapter Fly-Out
January 20, 2002**

Sunday morning the air was crisp and sky was clear, a near perfect day for a fly-out. Earl Trimble, former EAA Chapter 7 editor, was ready to head back to Canada the next day.



Many chapter members were anxious to see Jim Wolf's new RV-6 so what better excuse but to call for a fly-out.

With limited possibilities it was decided that Apple Valley would be a good choice. Earl partnered up with Tom Griffith, Don and George shared a C-152, while Trish Hall and I joined Bob Stroud in a Piper Archer (see inset).

ETD was scheduled for 0800 hrs but technical delays made 0915 hours more of a reality. Don and George were still in transit on the road when the Three Musketeers climbed aboard the PA-28-181 and called for clearance and taxi. After a very brief flight we were calling for landing instructions on 25-R at Chino with parking at Flo's. Taxiway construction required some careful maneuvering but we managed not to get caught in the open ditch.

We waited on Don and George but by the second sitting call we felt it best to grab a seat when we could. The usual cycle groups were there on Sunday morning



with some show cars of Edsels and a rare Ford HT convertible.



Breakfast was the usual excellent faire at Flo's and who can resist their excellent biscuits and gravy. Watch that weight and balance on our next leg. As we exited Flo's, George noticed a local ad on the bulletin board for a C-172H. Inquiry found that it was located right on the field in the hangar at the airport gate. The aircraft was down for maintenance but the exterior and interior both seem to be reasonably sound. Power is an O-300 (145 hp) Continental. Panel is IFR. The exterior needs to be simonized with a bit of elbow grease but the for the most part a very pleasant and comfortable flying machine. I had hopes of having a picture but will leave that for next month's edition. Currently appraised at nearly \$10K over purchase, it was an excellent purchase. Paperwork

is in progress and I'm sure you will hear more at the meeting.

By now the sun is mid-day and we press on. We taxi to Jim Wolf's hangar but, alas, we find it closed and we assume they left for Apple Valley already. A quick call for clearance and taxi to 25-R with downwind departure and we grasp the view of the valley floor leading to Tejon Pass. It felt good to grab the controls for a while. There was little signs of snow except for the Wrightwood area. Traffic on I-15 was light and the rail lines wound through the passes with a single freight train. Soon the desert valley came into view as we each tried to be the first to visually spot APV. Bob kept us on course with his Garmin 195 color display.



Upon landing, Tish spotted Tom's C-172 on the ramp as Jim's RV was hidden by the other planes on the transient ramp area.



The airport restaurant was a bustle of activity. Fortunately Tom, Jim and group arrived and had a table. It was a tight fit since every other table in the place was occupied. As the others finished lunch, and we still having full tanks from Flo's, Jim mentioned some facts about his RV-6. Cruise speeds are well above the 200 mph mark, the wheel pants have added considerable speed, and he is now looking to add other equipment to his panel.

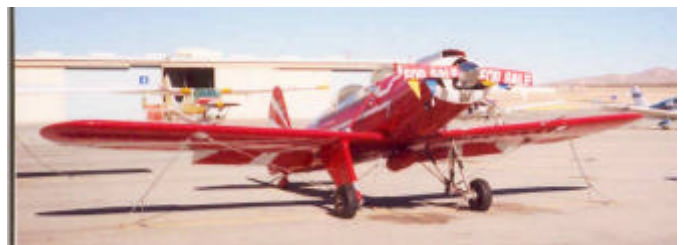


If the wheel pants seem large, you have very good eyes. Jim installed the newer style wheel pants which

enclose the brake system. Here Jim hams it up for the camera with his version of "Kilroy".



Airport hopping finds many rare treasures which you don't normally find in the local papers. On the ramp at APV was a Ryan conversion to an opposed engine rather than the rare five-cylinder radial. There was a



"For Sale" banner on the prop but no one in our group showed interest in purchasing. It was no approaching 1330 hours and thoughts were on the return trip. Don and George opted for the direct route back to LGB while the "Three Musketeers" decided to view the area at Fallbrook. The runway at Fallbrook is much like a carrier deck without the arresting wires. It sits on top of a hill with the taxiway recessed on the west side. Hangars and permanent outside parking is accessed by a series of paths leading down the west side of the hill, much like Laughlin, NV. There on the transient ramp I



spotted a pristine C-182 (260-hp Turbocharged) with a canard control on the cowling. There was no one around to ask why the modification was added but we each guessed that it might be used for flying in mountainous regions where power and control are needed. Departing Fallbrook at approximately 1430 hrs, Trish took the front seat for the flight home along the

coast. We passed over Oceanside airport, just south of the Camp Pendleton USMC training base. Activity was quiet for a Sunday afternoon. Arrival at LGB was close to 1500 hrs as the plane was scheduled for another pilot.

Total tach time was 2.0 hours for our Sunday excursion. It helped to renew the urge for Trish and I to get our medicals and BFR reviews current. Thank you Bob for our safe return and we hope to plan more trips such as this.

Product Review

ANR Headset Conversions

By Igor Gamarra, Ch 7 Member

This column is reserved for any members that would like to tell us about some of the aviation products they have first hand experience with and pass this on to fellow members and flyers.

That Noise in your Ears Before and After an ANR Conversion

During my early flight training days, in the early 70's, I saw no reason why anyone would want to wear headsets. I thought, doesn't a pilot want to hear how the engine sounds at all times? Wouldn't he/she want to hear any irregularities?

As an Air Traffic Controller, I would anticipate the words/conversation in the next transmission and therefore, didn't really feel the need to hear the radio oh so closely. It was only during (civilian) IFR training that I began using a headset every time I flew. My Air Force instructors would verbally coordinate with me, continuously, via the intercom. During these sessions, I learned how uncomfortable headsets were, while wearing sunglasses. I finished each flight with a sweaty set of ears and a headache. I resolved to fix the problem with molded ear-pieces, connected to plastic tubes and attached to a pencil mike, which clipped to my sunglasses. It cured the headaches and seemed to work very well.

One Christmas, in the early eighties, I received a David Clark headset as a gift from Mike Sawicki (who says there's no Santa Claus!). It was a military version, with a helicopter attenuating microphone (P/N 12510G-11). The headset worked well, but clearly put excessive pressure on my ears. I continued to use the headset on every flight, with good results.

At some point, Mike suggested that we upgrade our headsets with ANR (Active Noise Reduction) from a company in Amarillo, Texas, Headsets Inc. (1- 800 - 876 - 3374). My headset would be the 'guinea pig'. A few holes would be drilled into the headset and a conversion

kit added. If I liked the results, he would upgrade his as well. With the kit in hand, I carefully reviewed the detailed, color coded instructions. I began the conversion, making sure each step was correctly followed, before moving to the next. The instructions had several wiring variations, depending on the David Clark model you're installing it on. I followed every detail.

After taking the headsets completely apart, drilling out the irreversible holes, running the added wires, changing out and adding parts to the inner cups and putting it all back together as instructed, it came time to test out the headset and my work. Mind you, I have never previously had a noise-canceling headset on before, so I had no idea what to expect. I flipped the power switch on after installing a new 9V battery and the results were indeed surprising.

NOTHING HAPPENED! Nada, Nix, Zip! Absolutely no difference was had with it on or off. I could not believe it! I had triple checked every step, I was sure of it. I just didn't know what to make of this, so I contacted the company to inquire about what might have happened. Surprisingly enough, I found myself talking to the owner of the company in his best Texan accent. We went over all I did and sure enough, he could only conclude that I had a peculiar model that might require a different wiring approach.

He offered to check my work on the unit if I sent it to him (at his expense!) and he would locate the problem and get back to me. I sent it to him. After examining the unit, he assured me that I had done everything correctly, but this particular model had to be wired a little differently than all the others. He fixed the unit, said he would update his instructions for all future units and within a week, I had it back in my hands!

Again I prepared to test the headset, hopefully with positive results. I put on my modified headset with new Gel pads, which by the way, are absolutely essential for this system to work properly. They are also the difference between a headache and real comfort when used with pad socks. They really make a substantial difference.

At home in my living room, pads installed, headset on, battery in, television blaring, and then I flipped the switch... I heard instant and total silence! A noticeable and dramatic difference was heard when the system was turned on. The results were just as spectacular when used in an airplane. Truly an effective answer to comfortable, clean communications, without unnecessary noise distractions. When used in the plane, with the engine on, it clearly cancels out needless noise and makes for a much more relaxing trip.

However, It does require that both cups maintain a complete seal around your ears. While in flight, if you

break the seal, you will immediately hear the difference and have a much less effective response. A few years ago, during a flight to Oshkosh, Wisconsin for the annual EAA event, the battery died on a flight leg. It seemed like the longest leg of the trip!

I have had this conversion for a few years now and am very glad I had it done. I highly recommend the company, Headsets Inc. They are responsive to any problems that you may have, and competent and willing to help you. The ANR upgrade is a necessary and substantial improvement to your headset and one that I recommend you invest in. It clearly will let you drop the noise, and enhance the pleasures that flying brings.

Goliath

Can He Take On and
Conquer
Continental &
Lycoming

The following comments were listed on the LML (Lancair Mail List) regarding the proposed Goliath diesel engine used in the Diamond Star D-40. At altitude it would provide higher horsepower and better fuel economy.

On Jan 27th, Rudolf Winter wrote:

Let me explain, why the diesel is so important for the European world.

Here in Germany, the Av-gas price is about \$5.5 per gallon. Diesel is about \$2.6 per gallon.

Our O-320 uses about 8.5 gallons per hour. The diesel engine about 4.8 gallons.

At 200h per year you will burn av-gas for about \$9,350. Diesel would be \$2,496. Savings are \$6,850 a year. Also, having the TAE Diesel instead of for example the O-320 nearly **doubles** the endurance of your plane.

The two planes, in which this engine is undergoing certification in the moment are faster, needing less runway and cheaper with the diesel.

The price of the engine is only \$20,000 And last but not least, it has a **TBO of 3,000h** and a **GUARANTEE** of 1000h or two years.

Things to think about...

P.S. Savings with the the USA fuel prices would be about **\$2,370**.

if everything goes right with the installation of this engine in our **C-172N** (which starts end of February) you will see us at **Oshkosh**. :-)

Yes, you can use 'car' diesel and/or Jet-A1 the engine is already certified for both fuels. It is basically a Mercedes auto engine with a gearbox using the common rail

technology. That means, that most of fuel, which is going through the injection pump is used for cooling it and is pumped back to the fuel tank heating them.

OAT of up to -22F should be no problem in flight without any additives.

I know of one guy who is intending to use this machine in his 320.

Weight of the diesel engine including gear etc. is calculated to be **382 lbs.**, the O-320 weight is **374lbs**.

Opposing viewpoint will be published next month.

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.

Feb 17. Hawthorne, CA. WW-II Air Combat Expo, Western Museum of Flight, Hawthorne Airport, CA. Ctc 310 / 332-6228.

AOPA President Phil Boyer: Town Meetings
Dates; All Start at 7:30PM* Meetings
Click below for meeting details Meeting Type
February 25, 2002 San Bernardino, CA PTM
February 26, 2002 Irvine, CA PTM
February 27, 2002 Los Angeles, CA PTM

Mar 1 – 3. Casa Grande, AZ. 44th Annual Cactus Fly-In, Casa Grande Airport, Contact John Engle at 480 / 987-5516.

March 2. Chino, CA. Axis Aircraft & Pilots of World War II, The Air Museum "Planes of Fame", 909 / 597-3722.

Mar 23. Riverside, CA. 10th Anniversary Airshow 202. 9 a.m. to 4 p.m., Riverside Municipal Airport, 909 / 683-7263.

March 22 – 24. Corona, CA. SportAir Workshop for Van's RV series of aircraft. For more information or to register for any EAA SportAir Workshop, call 800 / 967-5746 or visit <http://www.sportair.com>

Apr 5 – 7. Casa Grande, AZ. 7th Annual Southwest Stearman Fly-In. Ctc LeRoy Peterson 480 / 641-7467 eves., Terry Emig 520 / 836-7447 (days).

Apr 6. Chino, CA. Strategic Air Power, The Air Museum "Planes of Fame", 909 / 597-3722.

Apr 7 – 13, Lakeland, FL Sun 'n Fun EAA Fly-In. For more information, call 863 / 644-2431 or visit the web at <http://www.sun-n-fun.org>

Apr 8 – 10. Lakeland, FL. EAA Sun 60 / Sun 100 Air Races, 800 / 824-1930.

Apr 25 – 27. Palm Springs, CA AEA Int'l Convention and Trade Show, 816 / 373-6565. Hundreds of manufacturers of avionics, instruments, airframe and test equipment along with shop owners, managers and technicians will be coming to the 2002 convention. The 45th Annual Convention and Trade Show is dedicated to providing the avionics industry with the chance to participate, network and extract valuable information to prepare convention-goers to do business in the new millennium. There will be hundreds of ideas presented at informative sessions offering more than 25 hours of learning opportunities in just three days.

Sep 6-8, 2002. Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. Date moved to 2002 as the transfer from military to civilian authority will not be completed in time for 2001 date. 925/676-2114. www.gwfly-in.org

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

Be sure to check out the culinary delights available at the newly remodeled Wings Café at the APV Terminal Building. Owner and delightful operator Lydia DeMaio recently informed me that she bakes her pies and cakes right there at the restaurant with her own lily white hands, and from scratch, no less! Her sticky buns look good, too. No Betty Crocker assistance for Lydia, by golly. Check out her daily specials, too!

Lynda's Food Shack at the Hesperia Airport is now open. Open for dinner 1700-2100, I don't know what the early hours are, but presumably 0700-1500.

So-Cal Corner

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events. Newsletter editors: please direct your snail-mail exchange newsletter to: 6710 Via Irana, Stanton, CA 90680-1921 or e-mail to: always1@gte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Air Academy plans moving right along. Recvd info on local courses. See copy at meeting. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Good report on fire and nomex apparel. Check their contest to name unusual planes.

EAA Chapter 14. Brown Field, San Diego, CA. New web-site under construction. Large 17-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 96. Torrance, CA. Hangar is full. Nearly 60 new members since acquiring hangar. Great job! <http://www.geocities.com/ea96>

EAA Chapter 92: Orange County, CA. Looking for a new place to meet. New blood and lots of plans for 2002. Very active schedule planned. Let's wish them well. Web site: <http://www.eaa92.org>

EAA Chapter 40. Van Nuys, CA. Word is that Van Nuys Expo 2002 is back on or at least a good possibility. That chapter hangar still has potential. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. WELCOME! Received the newsletter. New editor, new format, LOOKS GREAT! Home of Harmon Rockets.

EAA Chapter 1000: Edwards AFB, CA. Those airport police are on the prowl again. Very interesting newsletter. Flew 500 YE for Year 2001. Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

At this time I want to thank all the participating chapters. We look forward to other chapters joining the exchange. I wish I could publish all the interesting articles I read in the various newsletters.



**The Eagles
Nest
Scout Program
March 16**

**By
Darwyn
Wolff
YE Coord**

The Chapter 7 Young Eagles does not have any current plans for the month of February. Plans are being made for a large group on **March 16th**. We look forward to your participation to make this the best year ever in Chapter 7 for the Young Eagles program.

EAA has now exceeded its 750,000th Young Eagle flights. We are well on track to reach our goal of one million Young Eagles before the celebration of the birth of flight in November 2003.

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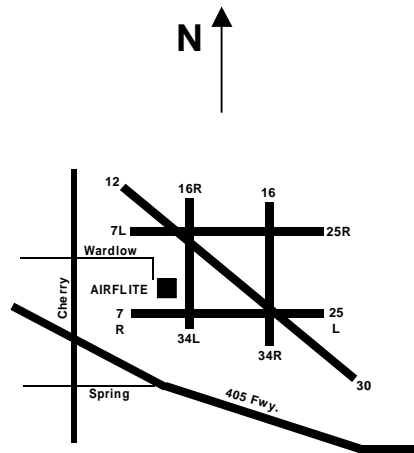
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area.

Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site:

www.beegroup.com/eaachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

EAA Chapter Seven exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 7, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$12.00 per year payable to the Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or my e-mail.



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**