



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

I received a call from Oshkosh about hosting the B-17 again this spring. I was surprised because I was told that Chapter 96 (Torrance - Compton) was asking for the chance to be the host. I questioned the gentleman about the fact that I was sure that they wanted to be the host Chapter and that we had been fortunate enough to have been the host for the past two visits to the west coast. He explained to me that the Long Beach stop had been so successful and handled so well that he really wanted to continue coming to Long Beach. I asked him to check and see if Torrance would like to host the tour stop at Long Beach with our help and he again explained to me that we had done such a great job that he needed us to do it again, and we could get Ch.96 to help us. I explained to him about the taxi way and runway remodeling going on and that I will need to get permission from the airport and find out the status of the runways and taxiways. As it stands now we are checking with the airport manager and AeroPlex to try and get permission to host the B-17 again. I have emailed back and forth with Steve Densmore at Ch. 96 and they will help us host the B-17. So if everything works out we will be very busy again. For the new members that didn't get a chance to experience the B-17, you are in for a treat. I will bring the scrap book from the last visit to the meeting so we can show some of the new members what a lot of fun we had.

I was lucky to be able to ride with Alexander Whatley (CAP friend and new Ch.7 member) to the Oceanside Airport Open house last Saturday. It was my first ride in a 180, what a fun ride. It really jumped off the runway, and climbed like crazy. It was a great day, about 7 planes flew out of LGB and met up for breakfast in Oceanside. The local high school band was setting up to play and the local pilots and families were getting ready for breakfast. We all joined the Oceanside Airport Association for the very reasonable sum of \$10.00 which goes to a good cause - keeping Oceanside Airport open. This is an airport with the small airport feel, and it is being encroached upon by all fronts. I certainly wish them luck and will support them in any way I can. It was a great flight - thanks Alexander.

Last month it was brought up in the meeting that we need to get back to more homebuilding as this is the "Experimental" Aircraft Association. I will try to start leading us in that direction again. If you or someone you know is currently building a project please let me know. I would like to set up some more site visits of builders in action. If you have parts or plans that you can bring to the meeting, please bring them for others to see. I'm sorry if we've strayed slightly and I will try to get us headed in the right direction.

Enough for now, see you at the meeting...

VP's Chat Room

By Don
"Crash"
Thompson

Program -- Feb 12, 2004

Welcome to 2004! Let's all make this year as good as 2003 was. We should plan to enjoy participating in our meetings; Young Eagle days, fly-outs, summer picnic day and our own Christmas party this year.

Last year we managed a wide variety of program topics. Let's keep our eyes and ears tuned for ideas and people who can supply the New Year 2004.

February will be the second part of the presentation by John Marushak. A pilot since 1964, he has earned private pilot S.E. and M.E. instrument ratings. Now with 4000 plus hours' flight time, he owns and flies a 1963 P Bonanza that's well equipped and highly pampered. John will share some of his flight time with us - the return trip from South America. This meeting will be about the return trip. A long-time EAA member, active in Civil Air Patrol, who goes to Mexico regularly, John is the active type of pilot lots of us other pilots strive to be.

BE THERE - BE IN THE KNOW!

2004 Membership Due

It happens to be that time of year again to renew membership. Get an early start and eliminate the hassles of having your newsletter discontinued after March 2004. We are looking forward to another exciting year of programs and activities in 2004.

Chapter 7 continues to be one of the lowest rates for membership, just **\$12.00**. Considering the amount of information and excellent articles by our contributors, this is a major bargain for members.

I urge you to renew early so you do not miss a single issue. An application form is included again as in past months. Please mail or bring to the meeting on Thursday, February 12th. If unable to attend, mail your check payable to "EAA Chapter 7" with \$0.37 postage to: Woody Fowler, EAA Chptr 7 Treasurer, 11449 Anticost Way, Cypress, CA 90630-5429.



Technical Counselor

At this time the chapter does not have a designated technical counselor. Until such time that we find a replacement for Chuck Newcomer, I will try to fill this section with articles from various publications and other sources.

Chapter 7 Newsletter Editor



by
John Mahany
Master CFI
Member, Ch 7

Greetings, fellow EAAer's!

Any of you who also read the Long Beach Flying Club's newsletter might recall my article on 'glide speed' that ran in two consecutive issues (!), November and December. Only one reader challenged me on the subject of glide speed, and disagreed with my suggestion/technique to increase your airspeed when gliding into a headwind. I welcomed the challenge! It is also nice to get some feedback! This technique of increasing speed while in a headwind is a commonly used technique in gliders, and noted aviation author Barry Schiff discusses this in his book, *Proficient Pilot*, on pages 67 and 68.

I went back to my sources, and in fact sent an email to Barry, asking him to elaborate on this technique of increasing glide speed when in a headwind situation. Barry's response to me was, "I'm surprised at ____ for not knowing about the need to adjust glide speed in a given wind condition. Just ask him what he would do if he were gliding into a headwind equal to his true airspeed. If he did not increase airspeed, his glide path would be exactly vertical. He wouldn't go anywhere." Barry went on to say, "There are a wide variety of publications that prove the need to adjust glide speed in

a wind." Finally, he said, "Tell you what, have ____ touch base with me, and I'll set him straight. And keep the faith. You are right, and ____ is not." Thankyou, Barry, for help in setting a friendly disagreement.

Our friend KP Rice, builder of the flying car, called me recently, to tell me of another successful flight he had, where he climbed to 1000' and stayed aloft for five minutes! Things went well, and he has some more work to do, and a few more adjustments to make before his next flight. I asked him about possibly speaking to us at a chapter meeting, and he has agreed to, possibly in a few months. Stay tuned!

I recently received a call from an EAA 'national' member living in this area, who is not a member of a chapter, but who has built an RV-6A, which is the tricycle gear version of the RV 6. He was looking for a flight advisor for his first flight. Ironically, he is also a CFI and he has experience teaching in RV's, but he has not built one, nor had a first flight, himself. Thus, I got the call. I told him that I had limited experience with RV's, myself, but would do what I could to help him. I then put in a call to EAA at Oshkosh, to see if there were any flight advisors in the area with more RV experience, and I also called chapter member, and RV6 builder and pilot, Jim Wolf. EAA headquarters got back to me with a list of flight advisors having RV experience. And Jim was able to offer a wealth of tips and information on the first flight in an RV, based on his own experience. Thanks again, Jim! When I got back to this member, he had already managed to get in touch with one of the flight advisors that the EAA office had given me, and things were taken care of. I hope his first flight went well!

A friendly reminder to all who fly out of LGB to check NOTAM's before you taxi and fly, because of the construction in progress on the airport! Things are changing frequently!

This past week, a student and I flew the new 'Mini-Route', that goes right over LAX at 2,500', using the SMO VOR and the 128 Radial. The Mini-Route is now available 24/7, weather permitting. It went very smoothly, both ways. This is not yet shown on the Los Angeles Terminal Chart. It should be listed on the next chart cycle, in July. Weather conditions need to be at least; ceiling 3,000', and visibility 3 statute miles, at HHR (Hawthorne), LAX and SMO (Santa Monica), in order to fly the mini-route.

We departed LGB, then picked up the SMO ATIS *before* calling HHR tower. We called HHR tower at the 405 & Harbor Interchange, which is shown as a VFR Reporting point on the LA Terminal Chart. We requested the 'Mini Route', and HHR asked us what our destination was, and told us to proceed to TRW, which is just southwest of HHR, and due south of LAX. Upon reaching TRW, HHR then assigned us a transponder

code, and handed us off to LAX tower. LAX tower then issued us a clearance into 'B' Airspace, and onto the Mini-Route, northbound, at 2,500. A few miles north of LAX, we were finally handed off to SMO tower, who simply told us to descend to enter a left downwind for 21. You do talk directly to a LAX tower controller, on the helicopter frequency, 119.80. We listened to the SMO ATIS *before* calling HHR, because it would be too hectic, and things would happen too quickly, trying to listen to ATIS on a second radio, while doing all of this, in such a short time. It only took 15 minutes, from LGB to SMO. To take the mini route after departing SMO, simply request the mini route from SMO Ground Control, and they will coordinate it, and will give you an appropriate clearance. You then advise SMO Tower that you will be using the Mini Route, and they will issue an appropriate turn after takeoff to get you going.

There is a web-site depicting the Mini Route www.awp.faa.gov/fsdo/laxLTA0301.htm

Fly safe, and keep the blue side up!

John ✍

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.

Mar 27: Riverside, CA. Riverside Municipal Airport Airshow 2004. Ctc 909 / 682-1771 or fax 909 / 686-2415.

Apr 14-20: Lakeland, FL. 30th Annual EAA Sun 'N Fun Fly-In. Ctc 863 / 644-2431 or <http://www.sun-n-fun.org>

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: **22380 Rios Ave., Perris, CA 92570-9265** or e-mail to: allways1@verizon.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Darlene Heller stepped down as chapter president & newsletter editor due to pending surgery. Best she take care of her health & come back even stronger. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Miss receiving their newsletter. Maybe again soon.

EAA Chapter 14. Brown Field, San Diego, CA. Chris Puntis getting close to finishing his Sonex. Ocotillo Well fly-out Mar 26-28. Bus trip to Chino Museum in May. CFI Dayton Smith to offer ground school classes. Interesting & colorful 12-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

EAA Chapter 40. Van Nuys, CA. Meet at Whiteman A/P 3rd Sat. 9 a.m. Great turn out for their YE event in Dec at VNY. Forming chapter hangar at Whiteman. Air fair scheduled for Whiteman Sep 2004. Working on their 501-c-3 status. New website: <http://www.eaa40.org>.

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

EAA Chapter 92: Orange County, CA. Starting October 2003, meeting moved to Chino airport, first Saturday. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Great tiem had by all at the annual Christmas party moved to Alpine Village this year. Active chapter looking for progress in 2004. Hangar still full of projects. Some space available. Web site: <http://www.eaa96.org>

EAA Chapter 71. Bakersfield, CA. They're back! Well, they were for a while. Hope to hear from them again soon. Home of Harmon Rockets.

EAA Chapter 224, Alhambra, CA. Meets third Tuesday at El Monte airport admin bldg. 8 p.m. Viewed Neiuport 11 & Lancair projects. Bud Coombs working on his Spencer Aircar project. Bob Chase purchased an Earth Star ultra-light which was topic of program (Dec 03).

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects moving right along.

EAA Chapter 527, Santa Barbara, CA. Great newsletter, see copy at the meeting table. Great activity in chapter.

EAA Chapter 1000: Edwards AFB, CA. Mtg held at Flight Test Museum. The Chapter Project Police raided the Chapter One open house to spy on the projects there. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1279: Murrieta-Temecula, CA. French Valley Airport. LastSunday of month, 2 p.m. Terminal Bldg. Open House sponsored by local Economic Development Agency was success. Great exposure to gain new members. Lots of projects in the pot. Next mtg Jan 26. New web site: <http://www.eaa1279.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.

Classified Section

Nuts, Bolts, Engines, Planes & T'ings



Champion Aircraft - 1958 Tri-Champ

1958 Tri-Champ model, Champion Aircraft Co. White with two-tone blue trim. Always hangared. Stits cover. Tandem seating. C-90 engine 594 hrs SMOH. TTAF 2490. Cruise 100, stall 38. **True showman quality. \$29,900.** Contact Dwight at 714 / 828-7027.



For Sale: 1977 GRUMMAN TIGER
AA5B HANGARED AT EL MONTE.

My partners and I purchased this plane, N81041, from the original owner in 1984. This wonderful aircraft has been to Sun 'n Fun and EAA Oshkosh and all over the west. A great cross country plane as well as an economical local flyer capable of full loads. It will outperform any production aircraft in its class: 180 hp SEL fixed gear & prop. **New Tigers cost \$219,000 !**

This aircraft has less than 3100 TTAF and less than 1100 SMOH, Century IIB Autopilot, Dual NAV/COMs, Glideslope and ADF. This **SUPER FUN, High Performing and LOW COST** 4-seat airplane can be yours for **ONLY \$59,900**
Contact: Woody Fowler **714-897-6566** or e-mail me at fowlerhb@surfside.net

'69 Grumman Yankee, AA-1, 150-hp engine up-grade, less than 400 SMOH, overall package rated 8 out of 10. Was IFR certified, can easily be recert'd. Fresh annual 10-03 Extensive annual, 6 new control cables, new brake pads, etc. Financial setback forces sale.

\$26K FIRM. Located at Whiteman Airport. Bill at 818 / 990-2748.



The Eagles Nest

by Darwyn Wolff

With my present work schedule I will be working most Saturdays for the foreseeable future. This presents a problem in that I may not be able to officiate at certain scheduled Young Eagles rallies. I would most likely be able to help with the planning and organization prior to the rally dates if someone could take over to officiate at the rallies. Let's discuss this issue and attempt to resolve it at this month's Chapter meeting.

In view of this schedule issue, no rallies have been planned at this time. I am, however, considering a March 13th rally if we can get enough interest from pilots, volunteers and a prospective coordinator at the next meeting.

Let's help keep up the momentum of the Young Eagles Program. Come out to the meeting, volunteer and make a positive difference in the future of aviation.

See you at the meeting.

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

[Leonardo da Vinci](#) (1452 - 1519)

OAA 100th Anniversary Fly-In Breakfast

Chapter President, George McDaniel, did not let the fact that their C-172 was down for an annual inspection and managed to "thumb" a ride to the Fly-In Breakfast to celebrate the 100th Anniversary of the Oceanside Airport. It seems he also engaged the support of the local Long Beach CAP membership to lend a hand.

Alexander Whatley provided the wings with his C-180. George was impressed with its performance, now to work on that tail-dragger endorsement.



Alexander Whatley's Cessna 180



A pair of Kachinas were on hand. I believe they are based at OAA and are part of a combat flight school and also used for aerobatic training.



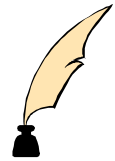
Thank goodness they had the coffee on and done before the pancakes. Gotta have that mornin' java.



Anyone see the fella behind the lens ?

Secretary's Notepad

Submitted by
Merv Meyer
Chapter Secretary



BOARD OF DIRECTORS Meeting of Jan 8, 2004

Frank Gaggia, chapter member, proposed to Board members about starting a tool crib to encourage more building projects among chapter members. He said that Chapter 92, to which he also belongs, has a roster list of members with tools to lend. He, Woody Fowler and Darwyn Wolff rent 1200 sf of shed space. They have enough space to house a tool crib. George McDaniel, Chapter President, asked Frank to present his proposal to members.

Don Myhra told Board members that the goal of the Young Eagles program is 100,000 new Young Eagles this year.

Mike Sawicki, Chapter Newsletter Editor, said that 65% of chapter members receive their newsletter by e-mail.

The Board put a hold on Young Eagles events.

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

MEETING MINUTES General Meeting January 8, 2004

ATTENDANCE: 37

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, was unable to make the meeting. He e-mailed the Treasurer's report. Don Thompson, Chapter Vice President, took cash for membership dues, Tom Griffith, Chapter Membership Coordinator, took checks for membership dues.

Bob Powelson moved that the Treasurer's report be accepted. Doug Porter seconded the motion. The motion carried.

John Mahany moved that the minutes as read in the newsletter be approved. Birch Parker seconded the motion. The motion carried.

Videotapes are available for check-out. They are located on the table next to the officers' table. Louis Bigelow has

provided the Chapter with a number of data CD's of the 4313 manual. Some are still available at the video table.

NEW BUSINESS

Guests were introduced:

JOHN MARUSCHAK, program presenter

HOLLY RICHARDS

TOM POLLEY, owner of Ray's Flying Club, Fullerton Airport

Tom Griffith, Chapter Membership Coordinator, distributed badges to members. He recently got a card from Thailand from former member Don Peterson.

John Mahany, Chapter Flight Counselor, told members that the control tower at Ramona Airport, scheduled to be operating as of December 25, still has not commenced operation. He said that aircraft accidents during the past three months have been well above average. He mentioned one particular accident, in which pilot and passengers were all killed in a crash on Catalina Island. The aircraft was enroute to Catalina Airport (AVX). On a missed approach the airplane crashed into the side of a mountain ; point of impact was about 2100 ft AGL. If the missed approach procedure had been followed the airplane should have been 3200 ft AGL, clear of terrain.

John is in the process of renewing his CFI license.

George McDaniel told members that for the time being there will be no Young Eagles events.

Don Thompson, Chapter Vice President, called members' attention to an article in the Chapter newsletter, reviewing events of 2003. He asked members who are pilots to notify him if they have seats available for fly-ins. He said the chapter will definitely have a Christmas party this year. Don flew into Flabob Airport, Riverside, on December 17 for the ceremony observing the 100th anniversary of the Wright brothers flights. Approaching Flabob he encountered a Santa Ana wind condition, but not the turbulence which comes with it. At least 25 aircraft flew in for the event. There was a half-scale replica Wright Flyer on display. Three new buildings have been completed on the airport. Mike Sawicki, Chapter Newsletter Editor, said that a mural of Kill Devil Hill will be painted on the wall of one of the hangars.

Frank Gaggia proposed that the chapter get back to its roots, home building aircraft. He volunteered space for a tool crib inside space he, Woody Fowler and Darwyn Wolff are renting. He will e-mail a questionnaire to determine what tools are needed and what tools are available for loan. Frank will set up an inventory control. His shop is on Garden Grove Boulevard near a Highway 91 ramp.

Tom Griffith gave members news of former chapter member Bill Newby, who has moved to Santa Paula. Since moving to Santa Paula Bill he built a house. He is completing a Christavia Mark 4 four-seater high wing monoplane. Instead of the wood and fabric wing called for in the spex, he built an all metal wing. Tom helped him install the wing. Bill had installed and cowled a Ford V6 engine when he found out that he could not get insurance if he used an automobile engine. Bill removed the Ford engine and installed an O-470 engine, take off hp is 225. The new engine is now cowled.

Sam White, chapter member and president of Ray's Flying Club, told members that Ray's Flying Club has been served an eviction notice by the city of Fullerton. Because the notice was improperly served, the club has a stay until the end of the month. The club has hired an attorney. He asked chapter members for financial support. An attorney for the EAA has provided guidance in filing a complaint with the FAA. Sam introduced Holly Richards to the members. Holly told members that she has spent many days on filing complaints with the city of Fullerton. She said that the City is in flagrant violation. She is working with Ray Garcia of the FAA. The FAA is to serve as a mediator.

Member Scott Walton asked why the city of Fullerton is in violation. Holly said that the City has accepted rent but still proceeded with eviction. She said that the city of Fullerton has established a reputation of pushing out small operators. She has filed a complaint with the FTC regarding interference with business.

Sam White said that the club needs \$5,000 in legal funds to fight eviction.

Tom Griffith noted that the club's lease ended and tenancy is now on a month to month basis.

Mike Sawicki provided refreshments for the members' meeting.

PROGRAM

John Maruschak showed a video, complete with sound and music, of a flight which he and another pilot took, in a vee tail Bonanza, down to South America and back. This is the first video, which films the flight from Pompano Beach, Florida to Buenos Aires. The flight began November 6, 1993 and after a number of stopovers they arrived in Buenos Aires on November 26. Landings in the Caribbean were made at San Juan, Puerto Rico, the Bahamas, Martinique, Trinidad and Grenada. Approaching Martinique they encountered a tropical wave, with heavy rain and microbursts. Otherwise the weather was fair, and they had no difficulty flying the legs of the flight VFR. Prevailing winds were easterly. Over South America, they got clearances easier by flying along the coast of Brazil, Uruguay and across the Rio Plata to an airport reasonably close to Buenos Aires. They remained in Buenos Aires for two weeks, John's co-pilot is from Buenos Aires.

At next month's meeting John will show the rest of the flight, southward to Tierra del Fuego and then northward up the west coast of South America.

REFRESHMENTS

February Call George

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

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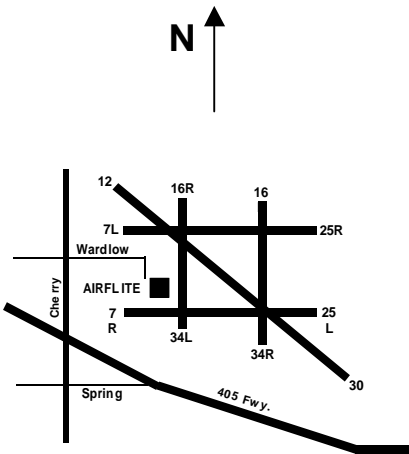
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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.eaa7.org

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 Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or my e-mail.



Chapter 7 Newsletter

George McDaniel, President
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**ADDRESS CORRECTION
REQUESTED**