



Long Beach , CA
AirFlite Aviation Terminal
Third floor lobby

Meeting 2nd Thursday of the month
7:30 p.m.



The Leader In Recreational Aviation

President's Message

by John Mahany, CFI

Greetings Chapter 7 members!

The January meeting turned out well in spite of a last minute glitch with a speaker. We improvised and things turned out well.

Upcoming events include the years first Young Eagles Rally this month on February 10. They will be held bi-monthly for the rest of the year. Following that, in April the B-17 will be over in Torrance on the 13th, 14th and 15th. Next year it will return to Long Beach. In July we will have our annual trek to Oshkosh for AirVenture. If you have not yet attended AirVenture, you owe it to yourself to attend, one time, if you can. Regardless of your interest, there is literally something for everyone there.

We have had two new members join the chapter at our January meeting. Please welcome Mike Laurent and Linda Abrams. Mike is interested in building an RV-7. If anyone can help Mike with any suggestions or advise, please do so. Linda is the owner of an Ercoupe, which she keeps at Torrance. We now have 3 members who own Ercoupes. Linda has graciously agreed to tell us about her Ercoupe at a future meeting.

We asked for nominations for the EAA Air Academy for this summer, and so far, have Nick Walton as a candidate. If anyone in the chapter knows of any other promising young people, between the ages of 8 and 18, who have a strong interest in aviation, whose parents are chapter members, please let us know.

We are looking for submissions to this newsletter from any of you who care to share anything of interest to the chapter. Pictures, as well, are appreciated.

The Portraits of Hope Project that we

VP's Chat Room

by **Connie Anderson, Ch 7 VP**

Our February meeting is just a few days a way. We were supposed to have Bill Newby do a program on his Christavia-IV plane and what he went through to build it. Bill was out putting it through it paces when he experienced sever flutter. At the time, Bill was going approx 145 knots. Bill commented that he read his manual and was able to bring the plane in for a safe landing by immediately reducing power, pulling back on the elevator and reducing airspeed.

Bill did an inspection of the plane and found his ailerons were damaged beyond repair. Thankfully, Bill is still with us and he will at a later time come to our Chapter meeting and share with us his experience and how he saved the plane and most of all, himself.

Program — Feb 8, 2007

Marty Noonan who was to be our speaker in January has step up and said he will do his program on the WAAS GPS system (Thank You Marty).

Thanks to Chapter members stepping up and volunteering to do programs or giving me names of prospective speakers. I am lining up what should be some interesting programs for our future meetings.

Start clearing the winter cobwebs from your cockpit as we plan for a possible weekend fly-out in April. Details to follow. Join us again for Marysville in late June.

Don't forget to remember your loved ones on Valentine's Day. If you know some one who lives alone, send them a card just to let them know someone remembered them and cares.

See you at the next meeting, bring a friend.

Connie

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Wanted: Roving reporters.

Been to a fly-in lately, taken a trip, been to another chapter meeting. Take your camera, we'll do the rest. A short telephone interview and we can compose a great feature that your fellow members will enjoy.

Aircraft of the Month



What in blazes is it? Found on a graphics program disk. Looks to be an early Honda mated to a very large pterodactyl style frame. Guess?

(Cont'd from Page 1)

President's Message

told you about last year should be getting ready to display students' art work around the airport control tower in the near future. Keep an eye out for that. Long Beach is the only airport in the US to be involved in this project.

Since it is still early in the New Year, please give some thought to possibly getting involved, or more involved with the chapter this year. It is your chapter, and we need your input.

See you at the meeting!

John

If there are no dogs in Heaven, then when I die I want to go where they went.

-Will Rogers



by John Mahany
EAA Ch 7 Pres
2005 CFI-ASC
Pacific Region

First, I would thank a Chapter 7 member for a suggestion for this article. I appreciate it! For any of you who would like me to address any particular subject, please let me know. I am trying to serve you as Flight Advisor.

There is an excellent bi-weekly e newsletter that I highly recommend; <http://www.overtheairwaves.com> It's FREE! There is a lot of good information in every issue. Check it out!

A quick update on Chad Goodman and his BD-5 project...he hopes to be able to make his first flight early this summer. It has been several months since he has flown. His proficiency has slipped. Now he needs to get back in the air and practice, sharpening basic flying skills, and becoming proficient again, in preparation for his first flight.

A recent airline accident that occurred on take-off surprised many of us in the business. How could a professional airline crew take-off on the wrong runway? What could have gone wrong? I am familiar with the aircraft type that was involved in this, because when I worked for SkyWest Airlines, I was an aircraft dispatcher and dispatched the Canadair Regional Jet.

When the cockpit voice recorder tapes were recently played in the media, I was amazed, but not really surprised by what I heard. The airlines employ a technique called 'sterile cockpit', which ironically, is designed to prevent just this kind of occurrence. This technique is employed by many GA pilots, and all pilots should use it. It does tend to be abused. If you are not familiar with the term, it simply refers to no unnecessary conversation in the cockpit during what are referred to as 'critical phases'

of flight. Only essential conversation pertaining to the safety of flight is permitted. For airline and other professional crews, there are four critical phases of flight. You can probably guess. They are taxi, takeoff, flight below 10,000' except during cruise, and approach and landing. You might be surprised to see the 'taxi' phase among the critical phases of flight, but that is exactly where the problems started for this crew. There were many different factors that all fell into place, unfortunately, including construction on the airport. In the predawn darkness, it would be easy to become confused. They certainly were. For professional flight crews, most checklists are run while the aircraft is parked, so that while under power taxiing to the runway, both pilots can be heads-up, with good situation awareness, airport taxi diagram in hand, navigating the maze of taxiways and runway crossings, looking out and around for other aircraft, etc. At a busy airline hub, there are numerous distractions and it can take both pilots' full attention to get to and from the runway safely, avoiding the dreaded runway incursion.

This crew, while 'professional', was not acting professional. The First Officer was not there, mentally. He was discussing everything else but the flight. His head was not in the cockpit. Did they even set their 'Heading Bugs' on the assigned runway, as a reminder? We will never know. The heading bug is a small, movable 'rectangular marker' on the Horizontal Situation Indicator (HSI), which is the big airplane equivalent of the DG that is in the airplane you fly. Any aircraft equipped with an auto-pilot has a heading bug, so that you can use it to set a heading for the auto-pilot to fly, or put it on the assigned runway heading for takeoff. There are different techniques for setting the Heading Bug, and this is the one I personally prefer.

What can be learned from this accident? There are many lessons here. One thing that I can pass on from my work as an instructor at Flight Safety, where I work with pilots, both professionals and owner/pilots, is that we all tend to become complacent after so many hours and so many uneventful flights. This is human nature. Every pilot has to address complacency, and work to avoid it. Professionals know this, and have developed methods and techniques for dealing with it, often on a personal level. Everyone has their routine. The key is to be consistent, and not become rushed. This is when bad things tend to happen.

Our airplanes are generally well maintained, and the days of frequent engine failures are a thing of the past, fortunately. We have to remind ourselves, before each flight, that something might go wrong on this flight, the engine might fail on this takeoff, and we have to be mentally prepared for it. But, how many of us really are? That is something for each of us to think about. Professional flight crews conduct a briefing before each take-off, discussing and reviewing the applicable departure procedures, as well as appropriate emergency procedures. They have a plan. We can learn from this and do the same. Do you?

John



The Eagles' Nest

by
Holly Richards
EAA Chapter 7
Young Eagles Coordinator

Dear Chapter 7 Members and Spouses,

I will open with a loving valentine wish, be blessed and know that you are loved!

Gentlemen, don't forget to get your sweetheart something special, and know your wives did not pay me to say that!

We are excited to remind you that our next YE Rally is scheduled for Feb 10, '07. I am reporting with excitement, 32 signed up Scouts and Young Eagles to date. We will have the great pleasure of the Civil Air Patrol Squadron 153 of Los Alamitos assisting us in this event. They too would like to fly, which will bring our numbers to approximately 42 flights. One of our New Year goals . . . EXPAND the numbers, we are doing it!

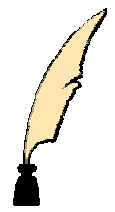
We really need all the pilots and ground crew help possible to make this a spectacular event. We will have a light lunch available for all the helpers and pilots. Please come prepared to have a great time! Lots of give-aways for the kids! I'm excited, how about you?

LET'S FLY!

Holly

Secretary's Notepad

by Merv Meyer, Chapter 7 Secretary



BOARD MEETING — Jan 11, 2007

Present were John Mahany, Chapter President, Connie Anderson, Vice Present, Don Thompson, Treasurer, Merv Meyer, Secretary, Mike Sawicki, Newsletter Editor, Holly Richards, Young Eagles Coordinator, Tom Griffith, Membership Coordinator, Don Myhra and George McDaniel.

John Mahany wants a constant flow of income through the year, accomplished through fund raising activities, so that the chapter treasury is not dependent on single events like the visit of the EAA B17. He suggested a fund raising activity at Flabob Airport during the annual open house there. Mike Sawicki told the Board that the visitor volume was much higher at Chino Airport than at Flabob.

John proposed making Birch Parker, charter member of the chapter, an honorary member. Don Thompson noted that honorary members cannot vote on chapter matters. Don Myhra proposed a change in the chapter bylaws to permit honorary members voting.

Tom Griffith wants a program at the annual Christmas party. Connie Anderson, coordinator of the party with Mike Sawicki, said that the time was tight. It might be necessary to cancel the gift exchange to allow time for a program.

(Cont'd on Page 5)

User Fee Alert

by Mike Sawicki, Ch 7 Newsltr Editor

Chapter 7 Members & Lovers of Aviation



This is not the time to sit idle and hope that others take the initiative to battle the upcoming proposals of aviation user fees. The word is out, the lines are being drawn, and the battle for our right to enjoy aviation begins NOW. The airlines have been lobbying the FAA on all sides, convincing the newly placed puppets of the Bush administration that their sad economic plight is a direct result of the burden placed on them by GA aircraft.

Yes, the fiscal budget is another step in debt due to several factors. Loss of revenue stems deeply from airlines declaring bankruptcy due to gross mismanagement. Pilots, flight attendants, ground personnel and mechanics have all been asked to give up a good portion of their earnings so the airlines can survive. When do you hear of management taking cuts to the same degree?

Even members of the FAA are jumping ship with the news by Marion Blakely, FAA Administrator. It was announced within 48 hrs. that Russ Chew, FAA's highly regarded COO, was moving onto other pastures. It is a bit unusual for someone at that level not to announce where he intends to settle next.

President Bush's recently released budget calls for GA user fees. You can rest assured that EAA, AOPA, NBAA will be passing information to members as readily as possible. Act upon it when you get it, not a second later. The aviation industry is complaining that there is a shortage of pilots for the future. Where will they get them if they stifle the means to attain that goal? Will they deplete the Air Force Reserves?

We have a workable system that is fair. We are not out gaining revenue from our flights. Just the opposite is happening as we volunteer our time, planes, and fuel to promote the Young Eagle program. It is the youth of today that will be the pilots of tomorrow. I need your help in this battle to preserve our GA rights.

Below are listed the two U.S. Senators from California:

Write and tell them just how you feel regarding the proposed general aviation user fees.

Barbara Boxer (D-CA), 112 Hart Senate Office Bldg., Washington, DC 20510 Tel: 202 / 2224-3553
Web Form: <http://www.boxer.senate.gov/contact>

Dianne Feinstein (D-CA) 331 Hart Senate Office Bldg., Washington, DC 20510 Tel: 202 / 224-3841
Web Form: <http://www.feinstein.senate.gov/email.html>

I am in the process of researching other public officials and how you can voice your opinion via mail or e-mail. If you have information regarding officials in your area, please forward this to me for dissemination to the rest of the chapter members and our mailing list.

Classified Section

Nuts, Bolts, Engines, Planes & Things



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. Not SLA qualified.

Price Reduced. True showman quality.

\$29,000. Contact Dwight at: 714 / 828-7027

O-290G Engine \$800 unconverted

FOR SALE: Cavalier SA-102.5 Homebuilt aircraft, 95% + complete. This is a fast two-place, side-by-side low wing with a 125 hp Lycoming O-290 D which cruises at 140 mph on just 5-6 gph. Hangared at CNO.

Asking \$4,000 for quick sale.

For details contact Fred Leonhardt, (714) 870 4855



One piece wing section, trailer not included



Fuselage with engine, trailer not included.

Good visibility, spacious cockpit with ample baggage capacity, excellent range, great economy & speed



* Calendar of Events *

Mar 10: El Centro, CA. Blue Angeles demonstration team.

Mar 31: Riverside, CA. Annual airshow, aerobatics, vendors, etc. Ctc 951 / 682-1771
www.riversideairshow.com

Mar 31– Apr 1: Pt. Mugu NAB, Ventura County, CA. Thunderbirds demonstration team.

Apr 17-23: Lakeland, FL. 33rd Annual Sun 'n Fun Fly-In. For info see www.sun-n-fun.org

Apr 20-22: Ocotillo Wells, CA. EAA Ch 14 Fly-out. For info see this newsltr.

May 19-20: Chino, CA. Planes of Fame Airshow. Ctc 909 / 597-3722. www.planesoffame.org

If you are aware of any upcoming shows or chapter events not listed here, please forward information to me at always1@verizon.net

2007 Membership Dues

Payment of dues for **FY 2007** will be due soon. Please see the Chapter Treasurer, Don Thompson, at the meeting to renew your membership.

Past members receive cover sheet only to remind them of the meeting and events. Printed lists of the membership will be available to members attending the meeting. If you receive your newsletter via e-mail, please send a request to always1@verizon.net and I will be sure to send you a copy of the membership list. It will be supplied in Adobe format.

Chapter 7 continues to have one of the lowest rates for membership, just **\$12.00** annually.

I urge you to renew so you do not miss a single issue. An application form is available from the Chapter Membership Chairman, Tom Griffith. Please mail or bring to the meeting on Thursday. If unable to attend, mail your check payable to **"EAA Chapter 7"** with \$0.39 postage to: Don Thompson, EAA Chapter 7 Treasurer, 2259 Roswell Ave., Long Beach, CA 90815-2512.

We ask that you complete the new form in this newsletter so we can update your information for our files.

George McDaniel moved that the board set a budget for the Christmas party. Connie Anderson seconded the motion. The Board approved the motion. Don Myhra said that preparations for the Christmas party should commence six months in advance, for consideration of the budget and possible entertainment.

Don Myhra said that Veterans' Day at Flabob in November would be an opportunity to raise money for the chapter. Connie said that setting up for this event would be risky because of the weather that time of year. Don said that the money would be good if the weather was VFR.

Holly Richards wants to widen the appeal of the Young Eagles, including Cub Scouts and middle school students. Bonnie and Rachel at Signature Aviation are Holly's contacts for Young Eagles events. Holly was contacted by Rachel regarding the Young Eagles event of February 10 at the Signature ramp. Rachel asked Holly to fax copies of Young Eagles insurance to her. Holly will comply. Connie recommended to Holly an organization of former military pilots called Afterburners, which has speakers who show how preparation for missions applies to everyday life. Holly told Connie to contact this organization. Don Thompson will contact EAA Oshkosh regarding radio controlled flight as a Young Eagles event.

Don Myhra wants the Board to recommend at the members meeting that the members approve Nick Walton as a candidate to the 2007 Air Academy in Oshkosh. Connie noted that Steve and Nick did not participate in chapter activities before and after they were honored with appointments to the Air Academy. Connie recommended Zack Richards, who has helped at all Young Eagles events and is active in the Civil Air Patrol. Don Thompson said that Zack is not eligible to return to the Air Academy until 2008. Holly said that Nick Walton works with Squadron 153 of the Civil Air Patrol.

Don Thompson said that it never has been a policy that the students who were sent to the Air Academy were required to participate in chapter activities. All that is required is an interest in aviation only. Steven, who was previously awarded an Air Academy billet retains a strong interest in aviation and is going into the Air Force. George McDaniel said that it is important that a kid is excited by aviation, not necessarily a chapter participant, but it desirable that a child of a chapter member gets to the Air Academy.

Connie said that Kelly has been active at every Chapter 92 Young Eagles event. She would recommend Kelly for the Air Academy. Don Myhra who is also a member of Chapter 92 has asked this chapter for input for an Air Academy candidate. Don Myhra asked Connie to contact Kelly's parents, to see if they would permit her to go to the Air Academy. Don Thompson said that the Board should ask members at the members meeting to present candidates for the Air Academy.

GENERAL MEETING — Jan 11, 2007

Attendance: 39

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

OLD BUSINESS

John Mahany thanked Connie Anderson and Mike Sawicki for their preparation of the Christmas dinner. Connie thanked Scott Walton for roasting the turkeys for the Christmas dinner.

Don Thompson, Chapter Treasurer, gave his report. Don wants the chapter not to spend more than what is raised at special events. John reminded members of the money the chapter

saves by having a rent-free meeting place, thanks to Toyota. Don told members that chapter dues haven't been raised in 25 years. Roland Koluvek moved that the members accept the treasurer's report. Don Myhra seconded the motion. The motion carried.

Videotapes are available for check-out at the nearest table to the officers' table

NEW BUSINESS

A guest was introduced, LINDA ABRAMS is a new EAA member. She is a licensed pilot who recently resumed flying. In September she bought a 1946 Ercoupe 415C. There are now three chapter members who own Ercoupes. John asked Linda to present a program about flying the Ercoupe at a future meeting.

John asked members for nominations to the Air Academy. Don Thompson nominated Nick Walton. Don Porter nominated Zack Richards. Zack is not eligible for the Air Academy until next year. Nick Walton was present at the meeting and told members that he wanted to return to the Air Academy.

Connie Anderson, Chapter Vice President, asked members to report to her on progress on any of their projects.

Tom Griffith, Chapter Membership Coordinator, had badges for recent members.

Holly Richards, Young Eagles Coordinator, has 28 listed for the Young Eagles event on Saturday, February 10. Linda Abrams wanted to know if the new category Light Sport Aircraft could be used for Young Eagles flights. John said that he would ask EAA Oshkosh.

George McDaniel told members that John Mahany got him time in a Cessna 42 flight simulator at Flight Safety Aviation. George said that it was challenging and realistic even to the sensation of motion.

PROGRAM

Connie informed members that the program presenter, Marty Noonan, was unable to make it up from San Diego. Chapter members put together a program.

John Maruzak projected pictures on the screen which he had received on the internet of low level flights of military aircraft over Manhattan.

Doug Porter described sharpening machine shop files by electrical charge. The file is dropped into a plastic container filled with muriatic acid. A 5 amp charge, positive to negative, current flow sharpens the file in about 5 minutes. Doug told Mike Sawicki, Newsletter Editor, that he would give him information on this procedure to print in the newsletter.

Zack Lammers has completed his fifteenth glider flight at Los Alamitos. He described his most recent flight.

John Mahany showed a DVD by the FAA Flight Standards Office on flight risk management. Private aircraft fatalities are seven times auto fatalities and 49 times airliner fatalities. 85% of general aviation fatalities are caused by failure of risk management.

REFRESHMENTS

February Arnold Frerking
March Don Thompson
April Tom Griffith
May Lowell Larson



2007 Chapter Membership Application

Please complete and return this with your payment so we can update our files

Chapter membership dues are \$12.00 / yr. Please help us to verify your personal information. Members with e-mail will receive the chapter newsletter and membership list via e-mail for their review. Members without e-mail can request copies of the chapter membership at the meetings. Return the completed form to the Membership Chairman, Chapter Treasurer, or any Chapter Officer.

MEMBERSHIP PROFILE

Name (Last) _____ (First) _____ (MI) _____

Address (Street) _____

City _____ State CA Zip Code _____

EAA Member No: _____ Anniv. Month : _____ E-mail: _____

Tel (home): _____ Fax: _____ Cell: _____

FAA Ratings: Student Private Pilot Commerical CFI CFII
 VFR IFR Muti-Engine Tailwheel Glider
 SEL (Sgl Eng Land) Seaplane / Amphib. Other (Specify) _____

Airplane _____ Project _____ Status (%) _____

Kit / Plans _____ Status (%) _____

Experience / Equipment / Advise / Help / Use / Loan, etc. _____

Interests / Favorite Meeting Topics _____

Suggestions _____

Spouse / Other: _____



Year 2007 Officers

President - John Mahany
(562) 983-1265
j.mahany@charter.net

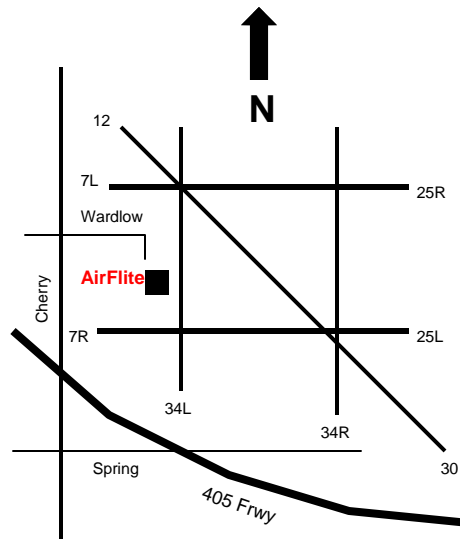
Vice President - Connie Anderson
(951) 940-8091 or (c) 318-1900
ca_4re1@verizon.net

Treasurer - Don Thompson
(562) 498-0862
DSDT2@cs.com

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

Newsletter Editor - Mike Sawicki
(714) 343-4547 (cell)
always1@verizon.net

Young Eagles Coord - Holly Richards
(714) 521-6117
holly0608@hotmail.com



EAA Chapter 7
meets on the **second Thursday** of
each month at **7:30 p.m.**

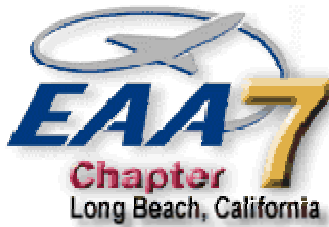
We meet at the **AirFlite** facility on the Long Beach Airport. **AirFlite** is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **AirFlite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor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

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

Web-Site: <http://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 e-mail to newsletter editor.



Michael Sawicki, Editor
22380 Rios Ave.
Perris, CA 92570-9265

**ADDRESS CORRECTION
REQUESTED**