

EAA CHAPTER 7

EAAviator February 2011



EAAviator

EAA CHAPTER 7 ~ LONG BEACH, CA

www.eaa7.org

FEBRUARY 2011

President's Message by Don Thompson

As I write this note to our membership, I think about how privileged we are, as adults, to have developed a "means of survival" that allows us to live and thrive in Southern California. Reflecting about last week's weather across our USA nation gives me cause to be ever so grateful to live here!

Take our Young Eagle event for January 2011. The weather was so perfect. We had a great event to start this New Year. Our Young Eagle team continues to evolve its program with new leadership and new ideas to work with. We are always looking for the next group to show them what aviation can mean to them.

We will have lots of aviation to share with each other this year. Come to the meetings and bring a friend. Congrats to Al Gibbs. He's gone and bought himself an airplane!

On a final note, it is time to begin considering potential candidates for the Air Academy. We would like to hear from the membership with their nominations for the Academy.

See you all soon.

Don

Hangar Flyin' by Scott Walton, Ch. 7 VP

I don't know about you, but I am finding that as I get older, I am more involved extra-curricular activities than ever. I guess they just build up on a person, like artery plaque. My wife has threatened to get me a t-shirt with "Stop Me...Before I Volunteer Again" written on the front. I find that I must really budget my time to balance my varied interests. The thing that I have discovered most useful lately, is finding out what I specifically like most about a certain activity and use my limited time to concentrate on that part of the activity.

Confused? Allow me explain. Flying or aviation, or whatever you want to call it, is different things to different people. For example, in EAA alone, we have the Young Eagles program, Builders Support, Light Sport Program, the B-17, and Airventure at Oshkosh, just to name a few. Then there are the so many other organizations, Flying Samaritans, Civil Air Patrol, Skylarks, The 99's, Quiet Birds, and on and on... It can be overwhelming to say the least. We make our decisions to join or not join organizations based on our interests and what aviation is to each of us personally. I would love to join all these programs, if I had the time. I don't even have time to do all the stuff in EAA that I would like. I was starting to get very frustrated until a little voice in my head told me to just fly. Then I found my peace.

I have finally come to this realization: My favorite thing to do is fly solo cross country. Last week, I flew the Cessna 172 out to Yucca Valley near Palm Springs. This week, I headed to Death Valley in the Cessna 150, but it got too cold and bumpy so I landed in Hesperia, got fuel and a cup of coffee and came back. No one else in the plane, no flight following; just me and the sound of the engine and the beautiful view as the scenes changed around me. Not even one plane landed at either airport the whole time I was there. Pure Zen. Folks asked me, "Why are you going THERE? Are you trying to build hours or going for a commercial rating?" Nope, that is what I love to do. I use the airplane to get away from it all. I also love building and working on planes, and I like instrument flying, but I think I have found that they are all steps to get me to that spot I really want to be. You wonder how I sit next to Don in our monthly meetings while he goes on and on about whatever? I am always dreaming of that solo cross country.

What is aviation to you? What is it you enjoy most? Whatever it is, find it and do it. Don't let anyone else tell you that you should be doing something else.

You'll get to the other stuff, if you have time.

Scott

Chapter 7 Events

February 11 7:30pm
Chapter 7 Meeting
AirFlite LGB

February 24 4:00pm
Space Shuttle Discovery Launch
Cape Canaveral, Florida

March 10 7:30pm
Chapter 7 Meeting
AirFlite LGB

March 12 8:00am
Young Eagles Rally
ESCAP Flight Line LGB



Inside this issue:

Hangar Flyin' page 2
Younger Eagles page 3
Flight Advisor page 4

Refreshments:

February.....Scott Walton
March.....John Mahany
April.....Jeff Timco
May.....Steve Jensen
JuneRon Hodge



Mark your calendar!

Chapter 7's next Young Eagles Rally is scheduled for March 12th 2011!

Hello EAA Chapter 7,

Status: SUCCESS!

What makes 'success' at a Young Eagles rally?

- 1) Nobody died, received serious bodily injury, or was emotionally scarred.
- 2) The Young Eagles flown had FUN!
- 3) The families of the Young Eagles had fun, too!

Let's work at adding more of these "!!!!" to each successful rally by improving the experience for our volunteers, participants, and guests!

A HUGE THANK YOU TO EACH AND EVERY VOLUNTEER!!!!!! Thank you to all our pilots who came out and flew Young Eagles including John Cheng, Martha Elser, Julie Gissel, Tom Griffith, Jason Johnson, George McDaniel, Eric Owens, Matt Shope, and Mike Stearns! Martha Elser and Julie Gissel flew their first Young Eagles Rally! Congratulations ladies! Also, Matt Shope, one of our own Young Eagles, just flew his first Young Eagles Rally, too! Thank you as well to the priceless help and support of our Ground Crew, including Analisa Alt, Trevor Brown, Drake Christensen, Jennifer Culp, Arnold Frerking, Al Gibbs, Dylan Gibbs, Jarred Gienapp, Sharon Gonzales, Steve Gonzales, Jean Gurnee, Kendle Hanson, Mike Hanson, Rebecca Harrison, Nate Legaspi, John Mahaney, Cheryl McDaniel, Hunter McDaniel, Merv Meyer, Don Myhra, Jack Orr, Ken Parnham, Matthew Parnham, Nathan Parham, Suzanne Parnham, Diane Stewart, Stan Sviatek, Darwyn Wolff, and a tremendous THANK YOU to our AIR BOSS Don Thompson!

There were some speed bumps throughout the day, but each of you handled them marvelously and kept things running smoothly! Don't ever be afraid to speak up at the very moment you feel uncomfortable or need some relief with another volunteer there to help! Your feedback from the January rally has been reviewed and is much appreciated! Let's incorporate some of these items into our future events.

Also this month, I was in the area so I visited the Van Nuys EAA Chapter 40 at their Young Eagles Rally and pancake breakfast with the San Fernando Valley 99's and the Aviation Explorer Post out at Whiteman Airport. They had a great location for their event, with a shady grass area controlled by a fence so guests had a clear understanding of where they could be. Their Young Eagles Coordinator is a terrific lady and I look forward to sharing with her more about their program and ours.

With our program, there're a few things I need to share with our chapter membership. I took on this job in January and have worked on it every day since then. There are a few items I am trying to finish up for Holly, however, and have been working with the Young Eagles Office to accomplish this. There are approx. 240 original Young Eagles Registration Forms that were not turned in to the Young Eagles Office from both 2010 and 2009. Holly was very sick this last year, and at times the year before. I don't think anyone in our chapter new these forms were not getting submitted. Many of these forms did not have pilot information on them outside of a signature –which has been quite a challenge! I have spoken with the Young Eagles Office about the situation, and they have told me they'll do their best to have our pilots and young eagles credited in the national logbook, but that because these items were not in by the point they needed them of their current year, the \$5 credit per young eagle flown may not be credited to our chapter. I will pass on any updates on this as things progress.

A 'General Planning & Discussion Meeting' is going to be set soon, so be on the look-out! This is intended for us to come together and discuss the Young Eagles program in our chapter and where we see it going for the 2011 year. This is a casual get together, meant for us to share openly and respectfully in a group environment. **Complaints are not allowed!** Instead, we will discuss *items for improvement*, ideas and goals. (Be sure to bring your 'thinking cap'!) Your opinions, ideas, and suggestions count –and I hope you'll join us to share! Our chapter is a family within a community, and it's important for us to work together to accomplish our common purpose. Every chapter operates their Young Eagles program differently, and we all have something to contribute as individuals to the group cause.

Let's make this a fun year for our Young Eagles, and for all our members who volunteer!

Alex Culp
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by John Mahany, 2007 Master CFI, Chapter

Greetings Chapter 7!

The FAA has announced a new program that EAA's new president Rod Hightower mentioned in the January 2011 issue of Sport Aviation. The new program is the FAA's "Transforming 5-Year GA Safety Plan". In case you missed it or haven't read it yet, here are some of the highlights.

Quoting Rod; "The FAA's Flight Standards General Aviation and Commercial Division is managing this transformation strategy with broad support from FAA leadership, including Administrator Randy Babbitt. The FAA is convinced that the current GA fatalities per year is unacceptable and that the aviation community has largely failed to improve this rate."

The FAA's goal is a 1-percent reduction in the fatal accident rate per year. The accident prevention strategy has three main elements:

1. Identifying risks (data analysis).
2. Reducing risk through training and outreach (mitigation strategy).
3. Working jointly across the GA community.

Later in the article, Rod touches on some of the upcoming changes that the FAA is considering, to accomplish their goal of reducing the fatal accident rate. Quoting again;

"In addition, the FAA will refocus and standardize its FAASTeam safety initiative throughout the country and will use the existing resources within aviation groups such as EAA.

The FAA believes a sizable segment of the pilot community is not receiving safety information or is ignoring it. The agency wants more aviation community outreach and engagement. That includes the "alphabet groups" such as EAA and AOPA, manufacturers and type clubs, aviation insurance providers, and the aviation academic world."

I look forward to learning more about this new program as the details continue to emerge.

On a different subject, I am hoping to fly a Lancair this year, with a pilot whom I met last year at a safety seminar in Orange County. I have flown a Glasair, and am interested to compare the two. I will tell you about that in an upcoming issue.

Congratulations are in order for Matt Shope, on earning your Commercial Pilot Certificate!! Good luck, as well, as you prepare for your CFI checkride!

This got me to thinking about my own initial CFI checkride, and preparation for it, which was back in 1979 and early 1980. I took my initial CFI checkride and earned my CFI on January 31, 1980. Ok, so that's 31 years ago! More than 30 years of flight instruction later, and I am still learning. There's always something new. I love sharing what I have learned with others who want to learn. I have probably learned as much from some of my students, though they were not aware of it. I still consider myself to be a 'student' of flying. That, for me, is part of what keeps it so endlessly interesting.

I did this back in Chicago, IL, where I learned to fly, flying out of Midway Airport where I trained for my Instrument Rating, as well as my Commercial and CFI Certificates. This was during a brief period of time when there was no airline service at Midway, if you can believe that. Checking my first log book now, the aircraft I flew for my CFI checkride was a Cessna 172RG.

Speaking of logbooks, I am on the last page of entries in my current logbook. I am wondering whether I should get another paper logbook, or go digital and log my flight time online now. As I write this, I have not decided yet. I should probably ask you, how many of you still log all of your flight time? This varies among pilots. Some log all of their flight time, and some only log what they need to stay current. I still log all of mine. I want to be able to look back and see what I have done.

Fly safely

John

STAYING CURRENT

-Eric Owens-

As most of you know, EAA Chapter 7 member and Young Eagles Coordinator, Alex Culp, leads a study group each month. We meet on the third Friday of the month in the same place as our monthly chapter meeting (Airflite, 3rd floor) from 4-6pm. Sitting down and discussing or hearing a lecture about aerodynamics, weather, airspace, rules and regulations, and other aviation topics is not always the most exciting way to learn. Knowing this, Alex came up with the idea of an aviation-themed Jeopardy game and asked if I could put it together. I enthusiastically agreed and immediately went to work.

As I began to determine what topics and questions to use, I ran into a predicament. The people that participate in the study group have a wide range of experience. From commercial pilots and flight instructors, to student pilots and individuals that have not even started their flight training, I knew it was going to be difficult to find the right balance in content. Since most people in attendance are normally student pilots, I decided to make the questions as basic as possible, but made sure they still presented a challenge, each round progressively becoming more difficult. I also tried to make it so the questions explained the answer without giving the answer, so as to better help the learning process.

The beginners did an excellent job in answering the basic questions, but what I found interesting was that some of the more seasoned pilots in attendance had forgotten a lot of the basic knowledge they had learned throughout their training. Basic things such as ATC light signals, airport beacon lights, the width of victor airways, and FAR Part 91 regulations had been forgotten as time passed and the knowledge was not used. I too realized, in preparing for my CFI checkride, that I had forgotten some valuable material as well. It was also discovered that the FAA has added training areas in aeronautical decision making that were not previously taught, such as "hazardous pilot attitudes."

The point is, just because we get a rating or we have been flying for many years or we have made our three takeoffs and landings in 90 days, doesn't mean we should forget the basics. Don't wait until your biennial flight review or instrument proficiently check to brush up on forgotten information. And don't just refresh yourself on the knowledge you received when you first got your rating back in the 1970's. Just because you are current in the airplane, doesn't mean you are current in the knowledge. Take some time, do the research, and see if any additional information has been released...it might just save your life!

Be smart. Be safe. Stay Current. Blue Skies!

AirShow/Fly-In Events



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

Monthly Events in So. Calif.

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

Secretary Notes by Merv Meyer, Chapter 7 Secretary**BOARD MEETING 1/13/11**

Present were Don Thompson, Chapter President, Scott Walton, Vice President, Tom Griffith, Treasurer, Merv Meyer, Secretary, John Mahany, Flight Counselor, Alex Culp, Young Eagles Coordinator and Don Myhra.

Don Thompson told the Board that at the beginning of every year the Chapter President sends in forms to the EAA national office in Oshkosh. Chapter 7 buys one million dollars insurance for \$177. The chapter fee is \$50. The Chapter Status Report and Young Eagles Coordination Form are sent to the national office. The Chapter Renewal Agreement has two pages of rules. Consent to the rules is signed by one chapter officer. The operation guidelines and bylaws are in the main chapter book which is in the possession of the chapter president.

There is optional insurance coverage. Two million dollars insurance would cost \$400. Three million dollars coverage would cost \$700.

National EAA has announced the Peter Berger Challenge Fund. A fund would be established exclusively for EAA chapters. Each chapter would contribute \$100 to the fund. If all chapters contributed this amount it could total \$100,000. Peter Berger would match funds up to \$100,000. The fund would be exclusively for EAA chapters, but the money would be spent at the national level, and local chapters would get nothing back. The Board voted not to participate.

John Mahany and George McDaniel brought the Board's attention to an article in Aero News where an airport owner praised the EAA's Young Eagles program, but questioned the ability of this program alone to get more people into pilot training. John agreed with the article. George said that there should be a program specifically aimed at getting more student startups in pilot training. George will e-mail the article to interested chapter members.

Don Thompson said the list of activities prohibited to EAA chapters would be worth a program presented to chapter members.

Don said that to remain within budget the chapter should send just one candidate to the Air Academy per year.

Alex Culp, the new Young Eagles Coordinator, reported to the Board. She had ordered and received more Learn to Fly brochures. Next month she will discuss the Holly Richards Memorial Scholarship application which she has prepared. She is putting together a Young Eagles manual for future Young Eagles coordinators. She has prepared a form for feedback from Young Eagles volunteers. The form includes comments, suggestions and complaints. She has prepared a form to document gate entry at the ESCAP line of visitors and Young Eagles participants. Tom Griffith proposed that there be a responsible adult to serve as security gate keeper. The Board approved an adult gate monitor for EAA events.

Paul Poberezny's Christmas letter is on the officers' table.

The Board agreed to sell EAA 2011 calendars at near cost (\$10).

Don said that the EAA B17 will not be returning to Long Beach Airport. Checking out Hawthorne Airport as an alternate B17 site will require chapter teamwork.

Don said the ESCAP line is not suitable for chapter activities other than Young Eagles events. Alex suggested the Jet Flite line for chapter activities.

Scott Walton suggested that an increase in membership dues be on the agenda for 2012.

In the next two months Alex will check with other EAA chapters for the best available Young Eagles website.

MEMBERS MEETING 1/13/11

Attendance: 30

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

OLD BUSINESS

Tom Griffith, Chapter Treasurer, gave his report. Arnold Frerking moved that the report be accepted. Steve Gonzales seconded the motion. The motion carried.

DVD's, videotapes, books and manuals are available for check-out at a table near the officers' table.

NEW BUSINESS

Guests were introduced:

MERRILL SCOTT is a member of EAA Chapter 96. He owns a Cirrus.

RON WILLIAMS is a member of Chapter 96. He told members that in a hangar rented by Chapter 96 at Compton Airport there is space available, there is electricity and machine tools are available.

Don Thompson told members that he had received a document from national EAA which listed approved and not approved chapter activities.

John Mahany, Chapter Flight Counselor, asked members for input on articles he contributes to the newsletter.

Alex Culp, Chapter Young Eagles Coordinator, gave her report. 32 Young Eagles are signed up for the event on January 15. Pilots and ground crew, there



are nine volunteers. She will be mailing Young Eagles pilot certificates to EAA national. Don said that there will be seven Young Eagles events in 2011. Don said that the 2011 Air Academy program has already been printed. Each Young Eagles pilot cert is still worth five dollars and Young Eagles certs go a long way toward paying for a candidate's trip to the Air Academy. Don will be asking other chapter presidents for any YE certs their chapter can spare. Tom Griffith is taking money for membership dues and for T-shirts with the chapter logo. Caps have been ordered but have not yet arrived.

Don informed members that Becky Parker, wife of member Birch Parker for 65 years, passed away.

Member Darwyn Wolff recently went to the aircraft model show at Ontario Airport. There were indoor radio controlled flights of electric powered models. Outside there were unusually large powered models, up to quarter scale. Since efficient electric motors have come into use, there are almost no limits to what designs can be RC flown., even multi-engine designs. Check with Darwyn for future RC events.

Don told members to pick up the EAA 2011 calendars they had ordered.

John Mahany had a large poster of a B17 to give away. Mike Hanson claimed it.

John informed members that Congress is still considering user fees. User fees would make general aviation prohibitively expensive except for wealthy individuals. There is a flyer on the officers' table with instructions on who to write or e-mail in opposition to user fees.

Eric Owens took photos of the new Gulfstream G650, which flew into Long Beach Airport on January 11. He will contribute photos to the newsletter.

Don informed members that Jim Thigpen, the air boss of the Wings, Wheels and Rotor event in October, wants to increase promotion of the young Eagles flights. Don wants to provide the air boss with more photos taken at Young Eagles events. Brian Ringel, chapter newsletter editor, made a movie which is still on the YE website. Don would like Brian to make an updated movie.

Scott Walton has read the FAA report on the crash which killed Woody Fowler. The fatal crash was caused by the structural failure of the wing due to fabric separation from the wing. On the crosswind leg of a landing approach Woody's airplane, a Challenger tandem two-seater LSA, experienced structural failure when the wing fabric tore away from the wing. The loose fabric ballooned out, causing huge drag on the wing. The wing collapsed, the pilot lost control and the airplane went into a near vertical dive.

PROGRAM

Scott Walton introduced **Ron Hodge** and **Don Myhra**, who are chapter members and also active members of the **Civil Air Patrol**. Scott believes that the Civil Air Patrol is the best kept secret in aviation. He started with the CAP at the age of 14. His first airplane ride was in a Piper Cub operated by the CAP. Don Myhra is a deputy commander of CAP Squadron 41. There are three missions of the CAP based at Los Alamitos Reserve Training Base: Aerospace education Cadet program training with gliders (Squadron 153) Emergency services (search and rescue and disaster relief) (Squadron 150) The CAP was founded on December 1, 1941. It is an auxiliary of the United States Air Force. CAP airplanes based in California are part of the California Wing. A Cessna 182, Cessna 206 and Schweitzer 233 gliders are based at Los Alamitos. Rental of the Cessna 182 is \$37/hr dry.

Don is working on a mission pilot rating to participate in search and rescue and disaster relief missions.

Membership is \$87 for the first year. There is a background check. After the first year membership is \$79/year. The CAP intends to convert all their cockpits to glass panel. To join the CAP the e-mail contact is civilairpatrol.com The CAP is looking for more members to get involved in glider training. There is ground school and check rides in a Cessna 182. The check ride is an annual requirement. Don is a qualified pilot to administer check rides. Dues and uniforms are tax deductible. California Wing airplanes can fly out of state with special permission. The Air Force pays for search and rescue missions. On search and rescue and disaster relief missions the CAP pilot wears a nomex flight suit.

Ron Hodge has been in the CAP glider program since 1975. Glider tows at Los Alamitos are on Sunday, 10Am to 4PM. An airborne launch to 2000 ft AGL is \$30. A winch launch is \$10. Two gliders are available. The winch is to be reinstalled this year. Flight training is 10 flights with a 360 degree turn and a check ride with Ron Hodge or Ron Allen. The certificate is issued by an FAA examiner. Ron said that, unlike a license, a certificate does not expire. A medical exam is not required. The airport at Tehachapi also has glider launches. Here an airplane tow to 4,000ft AGL costs \$86.

Ron's longest flight was five hours and six minutes after an automobile launch. There is ground school with flight training. The training manual is the Glider Flying Handbook. Ron wears a parachute for night flights, high altitude flights, cross country flights and aerobatics. Ron invited chapter members to CAP Squadron 41 meetings. Contact him by telephone or by e-mail for times and directions. Ron said that Woody Fowler of our chapter was very helpful to the glider program. Don Myhra said that private certification requires, after solo, 10 hours involving 360 degree turns. 20 hours of flights involving 360 degree turns is required for commercial certification.



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FEBRUARY 2011



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E.A.A. Chapter 7 meetings:

2nd Thursday of each month
Board Meeting 6:00 pm
General Meeting 7:30 pm
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EAA Chapter 7 Non-Profit Declaration and Legal Disclaimer

EAA Chapter Seven exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 7, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$12.00 per year payable to Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged to be submitted by mail to the address appearing on page 10 or e-mail the newsletter editor. The deadline for submissions is the last Wednesday of each month.