



# Chapter Seven *Long Beach*

## President's Message

It is already February, time is flying by and before I know it Mike is bugging me for my article for the newsletter. I have been stuck on a project at work that I started before Christmas, it was supposed to only take 2 weeks and it is still not complete. I have been pulling my hair out with this one. I'm sorry if this is a little short this month; I will get back on the ball as soon as I finish the project I am stuck in the middle of.

### The EAA B-17 Tour

I just received the information packet on The B-17 Tour and it is going to be great. We will have our work cut out for us; there is plenty to do in getting ready. With the information packet I now have, we can start some serious planning. Tom Griffith has agreed to be the B-17 Public Relations Chairman, who else among you will step up and fill the rest of the Chairman positions. We need a B-17 Flight Experience Chairman and a B-17 Tour Volunteer / Equipment Chairman. The Flight Experience Chairman is possibly the most important volunteer and will be working directly with the Headquarters staff. The Flight



Experience Chairman also will be the local contact for basic information and to sign people up.

The B-17 Tour Volunteer / Equipment Chairman is responsible for recruiting volunteers to assist with:

1. Set-up and take down of tables, chairs, signboards, etc.
2. B-17 Aircraft Ground Tour Operations that include Admissions and General Tour Safety and Security of the immediate ramp areas
3. Distribute EAA Membership & Young Eagles Information
4. Merchandise Sales

We will also need lots of other volunteers on a daily basis so everyone will have a chance to get involved. The B-17 will arrive in Long Beach on Monday April 9<sup>th</sup> between 4:00pm and 5:00pm with the press flight and tours shortly after arrival. On Tuesday, Wednesday and Thursday mornings flights will begin as scheduled depending on weather and the number of flights booked. The ground tours will begin around 2:00pm and continue until 6:00pm except on Thursday, as this is departure day.

The B-17 will be coming to Long Beach from Palm Springs, I think it might be fun to fly over and check out how things are set up there so we might be a little more prepared. I think it could be a fun and informative flight.

I will have plenty of information to pass out at the meeting. In the meantime check out the EAA B-17 web site [www.b17.org](http://www.b17.org)

### Magical Mystery Tour

Don't forget Saturday February 10<sup>th</sup> is our Magical Mystery Tour, plan on meeting at 8:00am at Mike Hanson's hanger at AeroPlex on Spring Street. (I will have maps at the meeting for anyone that doesn't know where Mike's hanger is.) We have 3 or 4 project visits scheduled depending on time. Plan on returning to Mike's hanger around 2:00pm.

### Young Eagles Coordinator Changes

As announced at the meeting our Young Eagles Coordinator, Darwyn Wolff, has accepted a job and will be moving. Don Thompson and I had lunch with John Mahany, we twisted his arm, begged and pleaded until he finally agreed to take over the Young Eagles Coordinator position. This is in addition to the new Flight Advisor Position he has recently accepted due to our current Flight Advisor, Bill Mnish, moving to Washington. We have a Young Eagles Event scheduled for Saturday February 17<sup>th</sup> 9:00am at AeroPlex and will need help. I will not be in town so you won't have to put up with me running around telling everyone what to do. If you have ever helped out at a Young Eagles Event please come help support John in his new position.

See you at the meeting..

George McDaniel

"Do not wait for ideal circumstances, nor the best opportunities; they will never come."

--Janet Erskine Stuart

# VP's Chat Room

## February Program

Program Notes – The fight is on at Hawthorne Airport. The city is working with a developer to turn the airport into a shopping mall. Our guest speaker will be Mr. Don Knechtel, who will give us current information on the front line fight. Hawthorne isn't the only airport under the stress of closure. As aviation advocates, we should all take a strong interest in this story.

I appreciate the program ideas members have given. Please continue to call with your ideas and areas of interest for more programs!!!

Don T.

### STORY TIME:

The radio wx man said good wx was at hand for the next few days so a call to the FBO secured a C-152 for the next a.m. Being an early riser got the a.m. rag read out of the way and the flight bag into the car. Diane and I found our way to the ramp. Listened to ATIS while making the preflight, then called departure before climbing into the seats.

The long taxi to 25L at Delta puts us in line to go. Tower said cleared and we roared towards Santa Paula. Keeping a steady number on the airspeed dial put us at 4500 for the corridor without any zig-zags. (Diane doesn't weigh as much as George does!) Clean, clear air leads us NW.

A call on unicom goes unheeded until we round the hill for a downwind to Rwy 22 at Santa Paula. Then a voice says the winds favor Rwy 04. OK!! I broadcast I'm on final for 04 and just move left a little. Some bumps and flaps and we touch down, just like the book says. Not much going on on the ramp. We breakfast at the café, then make the walk to see what Screaming

Eagle has for sale. A fresh, perfect J-3 Cub for 25 K was a real looker.

We used 04 to depart and a few bumps later had us at 3500 and set for the corridor again. Simple and sweet air, airplane and U.S. currency made for a great Sunday a.m. excursion.

The most memorable part of the event was Diane asking how George and I fit into this small airplane with the doors closed?? She felt we were pretty snug! I told her the airplane was made for good friends and wives.

Don

*Secretary's  
Note Pad*



## BOARD OF DIRECTORS Meeting of Jan 11, 2001

George McDaniel, chapter president, told board members that the dates for the stay of the EAA B17, Aluminum Overcast, have been set. The B17 and crew will be in Long Beach April 9-12.

Tom Griffith will coordinate public relations for this event. It was proposed that, to determine who would ride in any seats over, a drawing of names of individuals working the ramp should be held. This would be subject to the approval of the B17 crew. This proposal was not put to a vote by the board.

Woody, Fowler, chapter treasurer, told board members that it is time to ask Young Eagles pilots to contribute their flight credits toward the chapter scholarship fund.

## MEETING MINUTES General Meeting Jan 11, 2001

Attendance: 39

George McDaniel, chapter president, led the members in the Pledge of Allegiance to the Flag.

## OLD BUSINESS

Woody Fowler, treasurer, gave his report. The motion to accept his report carried.

The minutes of the December 14 meeting were accepted subject to one correction. The name of the B17 coming to long Beach is the Aluminum Overcast, not the Aluminum Cloud.

Videotapes are available for check-out on a table next to the officers' table.

## NEW BUSINESS

Visitors were introduced ROB FRIEDENTHAL is a commercial pilot with an A & P license. He is interested in building an RV. He was informed that there are several RV projects in this chapter, so he will have plenty of input.

ROSCOE BUTCHER

BOB POWELSON is returning to this area from Oregon.

George McDaniel called members' attention to the January newsletter which gives the dates in April when the B17 tour will be in Long Beach. Days for chapter members working the ramp will be long. B17 flights will be in early morning and late afternoon. In between there will be ramp tours of the B17. There is no host ramp yet for the visit of the B17.

Referring to the Pacific Flyer, Mike Sawicki, newsletter editor, informed members that the fly-in at Flabob Airport in Riverside will be the last Saturday and Sunday in February (24 & 25).

Tom Griffith, membership chair, distributed membership cards.

George McDaniel informed members that the Magical Mystery tour will be on Saturday, February 10. The tour will start from Mike Hanson's hangar at 8:00 AM. Mike's hangar is No.11, located at Aero Plex, off Spring Street west of Redondo Avenue. There will be four project visits.

Bill Mnich, chapter flight advisor, will be moving to Seattle. John Mahany will now be chapter flight advisor.

George McDaniel gave certificates to:  
 Skip McConnell  
 Tish Hall  
 Mike Stearns, chapter website editor and Young Eagles pilot  
 Dick Ryan, Young Eagles pilot

Woody Fowler plans to go to Sun and fun in Lakeland, Florida (April 8 to 14). He is looking for two or three other members going to Sun & Fun to share expenses camping and renting a car. Contact him at (714)897-6566, internet (fowlerhb@surfside.net). George McDaniel asked Woody for a report after he returns.

Darwyn Wolff, Young Eagles coordinator, asked for volunteers for the Young Eagles event on Saturday, February 17. He asked members to locate more rides. Darwyn will be moving to San Luis Obispo. He will set up the event, but he is not certain if he will be present on February 17.

Mike Sawicki, newsletter editor, recommended "aero-news.net" to members connected with the internet. This is an internet site developed by Jim Campbell and funded by Ted Turner. It has aerospace and general aviation news provided by AOPA, EAA and other aviation sources.

Sue Lance, widow of long-time chapter member Joe Lance, donated the GB Z model. Mike Hanson had the winning raffle ticket for the model. \$78 from the proceeds of the raffle went to the

EAA Air Academy scholarship fund.

## PROGRAM

Members discussed their building projects, exchanging information.

Jim Wolf's RV6 is near completion. He has installed a Lycoming IO360 engine modified to produce 227 hp. After completion he will transport the RV6 to Chino Airport.

Frank Gaggia had the fuselage of his Storm assembled in December. He has since taken the fuselage apart and is about to reassemble it. To date he has worked 162 hours on the fuselage. The Storm is a metal airplane. This means that all drilled holes in the fuselage must be de-burred before the fuselage is reassembled.

Rick Vaux, chapter technical counselor, said that metal aircraft can stay outside in the weather for years without corrosion, unlike fabric and composite aircraft.

Don Thompson said that aircraft built of composite material can be protected from corrosion by applying an ultraviolet (UV) blocker before painting the fuselage.



Don Herzstein is working on a 4-seater Rutan Cozy canard airplane. The fuselage is 80% to 90% complete. He is working with two partners. The seats are installed. The instrument panel is designed around a GPS screen. The wing is installed. The winglets

have not yet been attached to the wing tips. The strakes, triangular lifting surfaces which are faired back into the leading edge of the wing, have not yet been installed. Don bought a Lycoming IO360 engine from Aerosport of Canada. Maximum hp is 190. A redundant battery system is installed. This 4-seater Cozy is being built inside a 12' by 18' shop.



Tish Hall's birthday is today. There was a birthday cake and members sang "Happy Birthday".

## REFRESHMENTS

February.....Ray Reynolds  
 March.....John Mahany  
 April.....Merv Meyer  
 May .....Tom Griffith

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 "Keep away from people who belittle your ambitions. Small people always do that, but the really great make you feel that you, too, can become great."  
 --Mark Twain



CAN YOU  
 READ  
 YOUR OIL  
 ???

(Ed: My apologies for not printing the correct article last month. I now confirm the downloaded copies when received.)

Happy New Year everyone, Rick here again with a new

installment of : "Aircraft...it's a sickness." Let me see a show of hands, How many of y'all maintain an Oil Analysis Program on your aircraft engines, transmissions, or gearboxes? Come on, put'em way up. Wow! Looks like I have some explaining to do!

Oil analysis is the evaluation of lubricating oil and any contamination that is present in a sample. It can be performed on any component lubricated by and oil bath or closed lube system.

Did I hear someone ask; "What is involved in testing an oil sample?" Good. Let me try to explain the process and along the way, provide some other useful information.

Oil analysis is only part of an oil monitoring program. Particle analysis and filter analysis are also included. I'll take them one at a time.

(1) Oil Analysis:

a) Viscosity- Measures the thickness of the sample against new oil specifications. Helps determine condition of oil and is an indicator of water contamination and oxidation.

b) Water content- Detects water content greater than 1%

c) Spectroanalysis- Tests oil for metal content and additives. Checks 19-23 elements (depending on type of tester used) and reports them in Parts Per Million (ppm). Used to check for bearing or bushing wear in the form of copper, lead, or tin. Also looks at dirt levels in the form of silicon. Oil additive package can be identified and evaluated. Note: Spectroanalysis will not detect particles in oil larger than 5 microns (25 microns=.001")

(2) Particle Analysis:

a) Particle count- The most important test for filtration efficiency. Measures all particulate in oil greater than 5 microns. Including dirt, carbon, metals, fiber, etc. Can determine size, quantity, distribution, and identity of elements found.

(3) Filter Analysis:

a) Used to determine system cleanliness, predict component failure, and determine the source of contamination (internal or external.)

b) Checks particles picked up by the filter or screen, usually 25-100 microns in size (40+ microns for standard screen.)

O.K, we have covered some of the tests done on an oil sample/filter, so let's look at how a sample program is done:

(1) As oil analysis is based on trends established over time, oil samples should be done at each oil change.

(2) Run engine or component to bring oil to normal operating temperature.

(3) Be sure to let about a quart of oil drain before taking a sample. This will limit contamination from the bottom of the oil sump.

(4) Never take a sample out of the drained oil container.

(5) Cut open the old oil filter and inspect for contamination.

(6) You will receive a written report from the testing facility for each sample sent in. If you have more than one engine or component being tested make sure the reports are kept in a separate file so trends and especially spikes in particle counts are attributed to the correct component.

Let me cover a couple more things, and I'll let you go for another month.

(1) If you find particles of something in your oil filter or screen, you might try these tests to determine what it is:

a) Does the particle feel hard? If not, it could be fiber from external sources, like rags.

b) A strong magnet will indicate ferrous metal such as steel.

c) Magnesium will flare when exposed to fire.

d) Tin will melt when exposed to fire.

e) Aluminum will fizz when dropped in Muriatic Acid.(HCL)

(2) A good oil sample program should find problems before they end in catastrophic failure, but, if

your filter shows a large amount of metal contamination, GROUND the aircraft until the source is determined.

Finally, oil sample kits cost from \$13-\$20. If you change oil and filter at 25hr intervals (which I highly recommend!) it will cost you an extra \$52-\$80 per 100 hrs. I think this is cheap insurance, don't you?

Well, they've released me to wander around the neighborhood again, troopers. See you at the meeting.

Rick Vaux  
TC 4130

## 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 10.** Long Beach, CA. Mike Hanson's hangar at AeroPlex, 3333 E. Spring St. 8:00 a.m.-2:00 p.m.

**Feb 17.** Long Beach, CA. Young Eagles Event, Chapter 7, AeroPlex, 3333 E. Spring St. 9:00 a.m. Sign up at the meeting. Volunteers needed.

**Feb 24-25.** Riverside, CA. Chapter One (Flabob) Annual Open House. Excellent renovations to the runway and taxiway. Pray for dry weather and plan on a very good time. Great food and plenty to see after the winter projects break out.

**Mar 2-4.** Casa Grande, AZ. Cactus Fly-In. Ctc John Engle 480/987-5516 or on the web:

[www.americanpilot.org/cactus](http://www.americanpilot.org/cactus)

**Mar 4.** Santa Paula, CA Fly-In & Swap Meet. Vendors welcome. Ctc 805/525-5893.

**Mar 24.** Riverside, CA. Airshow 2001. Riverside Municipal, ctc 909/683-7263.

**Apr 8-14.** Lakeland, FL ctc: 863/644-2431. On the web go to: [www.sun-n-fun.org](http://www.sun-n-fun.org)

**May 4-6.** El Cajon, CA. CAF Air Grp One "Wing Over Gillespie" WW-II Static Airshow. Ctc Marti Davis 619/561-3100 or on the web: [www.EaglePro88@aol.com](mailto:www.EaglePro88@aol.com)

**May 5.** Rubidoux, CA Great Vintage Aircraft Fly-In sponsored by EAA VAA-Chptr 33. Ctc 909/780-7021.

**Mar 23-24-25.** Ocotillo Wells, CA. EAA Chapter 14 "Fun In", Ocotillo Airport (L90) just SE of Borrego Valley. Camping/RV. No facilities. Motel nearby. Cal John 858/277-2054.

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.



**YOUNG EAGLES**  
**FEBRUARY 17th**

The arrangements for our February 17th Young Eagles event are coming together. Aeroplex has OK'd the date and I will be getting the event form on it's way

to Oshkosh shortly. I may even be able to officiate the event if work doesn't require me to be at the San Luis Obispo office or on the road. My job still has me working at the Irvine office probably well into February. As of this time we still need planes and their pilots, lots of Young Eagles and as many ground volunteers as would like to join in the fun!

So go out and get some Young Eagle candidates via friends, neighbors, social groups, youth groups etc. and lets see what we've accomplished by the Feb. meeting.

So long for now,  
Darwyn

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"A speech is like a love affair. Any fool can start it, but to end it requires considerable skill."

--Lord Mancroft

## Ode to the Spell Checker !!

Eye halve uh spelling chequer, It came with my pea sea, It plainly marques four my revue, Miss steaks eye kin knot sea.

Eye strike a key and type a word, And weight four it two say, Weather eye am wrong oar write, It shows me strait a weigh.

As soon as a mist ache is maid, It nose bee fore two long, And eye can put the error rite, Its rare lea ever wrong.

Eye have run this poem threw it, I am shore your pleased two no, Its letter perfect awl the weigh, My chequer tolled me sew.

Chapter 768  
February 2001

"The men who have done big things are those who were not afraid to attempt big things, who were not afraid to risk failure in order to gain success."

--B. C. Forbes



Well gang, this is my final newsletter input as your chapter Flight Advisor, as I'm moving to Seattle in early March. The reason for the move is that my upwardly mobile wife, a corporate attorney for Boeing, was offered a fantastic promotion that was just too good to ignore, so we're pulling up stakes and headin' north. It was great flying the GII and GIII for the past year, but I'm anxious to pursue some exciting new opportunities in Seattle that have even greater potential. Now, if I could just find a hangar for my T-18!

Your new designee to provide his advice and assistance as the Chapter 7 Flight Advisor is John Mahany. I know he'll do a great job and I'm sure you'll give him your full support. I regret not being able to make more of the chapter meetings, but my company seems to have an uncanny ability to book trips on the second Thursday of each month! Believe it or not, with one exception I've attended every chapter meeting when I've been in town. That exception was last month when my wife, who is already working in Seattle and coming home only on weekends, was able to return on a Thursday evening. I hope you'll forgive me for that! For our February meeting, I'll be in Seattle on a house-hunting expedition.

I can't let you go without a quick review:

Remember the concept of the *Management Reserve*... the idea that as PIC, you've always got to stay ahead of the airplane and maintain the reserve capacity to deal with the unexpected. Your primary job is to be the *Risk Manager* for you, your passengers, and your airplane. It is largely your decisions that determine the outcome of any given flight, and your risk management skills are

what keep you one or more steps ahead of any potential problem.

As you prepare for first flight on a new, restored or modified airplane, remember the three pillars of success for any flight test program: the *Plane*, the *Pilot*, and the *Plan*. It is absolutely essential that you take the proper steps to prepare each of these things adequately before you seriously consider flying. And finally, remember the goal of all your test flights: **No Surprises!** If you carefully *Plan the Flight* and *Fly the Plan*, I think you'll be pleasantly surprised at how smoothly and predictably everything will come together.

It was a privilege to be a member of Chapter 7. You've got a wonderful and talented group, great leadership, and I hope to hear more about you guys and gals in the future. Good Luck, and Fly Safe!

Bill Mnich

### **COMMENT PERIOD ON HOMEBUILT CERTIFICATION AC ENDS FEB 22.**

The FAA is accepting public comments on Advisory Circular (AC) 20-27E, covering the certification and operation of amateur-built aircraft, through Feb. 22, 2001. AC 20-27E, an upgrade of AC 20-27D, became necessary when FAA order 8130.2 was updated to the "D" edition last year.

Several representatives of the FAA were at EAA headquarters in December and worked with EAA Government Relations staff to finalize several elements of the AC.

See the complete copy of the proposed AC. (2.3MB .pdf document) at:  
<http://www.eaa.org/communications/eaanews/AC20-27E.pdf>

"You learn to build your roads on today, because tomorrow's ground is too uncertain for plans, and futures have a way of falling down in mid-flight."  
--Veronica Shoffstal

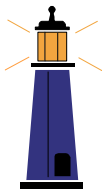
## **Plane Cents\$**

Our 2001 EAA World of Flight calendars are still available. We are offering them at a great price of only \$6.50 each. Get several for home, office, garage, and hangar. They will be at the meeting.

Membership fees are due at the first of January. We do allow for three months grace period. Please bring your account current as soon as possible. If unable to attend the February or March meetings, mail to me at:

11449 Anticost Way  
Cypress, CA 90630

--Woody Fowler



### **SPEED DEMON or HOG WASH**

### **Wax and Go Faster ? NOT !**

*A friend of mine, an aircraft owner like myself, swears that the use of teflon wax reduces drag on his airplane. He says he can detect an increase in airspeed after the use of the substance. I argue that he's imagining things. Is it possible to reduce aerodynamic drag by using a special wax?*

Substances purported to be "super waxes" have appeared with some regularity over the years. It appears that there is a mythology about aircraft waxes that holds out the hope that somewhere or somehow there is a surface finish which will render an airplane impervious to drag.

The total drag of the airplane is made up of a number of components, some of which are unavoidable if the airplane is to stay in the air. Induced drag, for example, is a necessary part of the generation of lift. It would have a

certain minimum value whether the surface was rough or smooth.

Other drag components which are independent of surface finish are engine cooling drag, interference drag, and form drag (which is due solely to the shape of the airplane as "seen" by the air). None of these will be directly reduced by surface finish improvements.

The major remaining drag item is skin friction. This component of drag is influenced strongly by surface conditions. It is also a large part of the drag of most airplane and is, therefore, a likely candidate for efforts to reduce drag. Unfortunately, waxes do not help much in reducing skin friction from the viewpoint of the air (even though the surface may feel a lot smoother to us when we run our fingers over it). Even though there is no generally accepted method for specifying the surface conditions necessary to maintain laminar flow, tests have consistently shown that polishing or waxing does not significantly reduce the drag coefficient of well sanded and faired surfaces. This is not to say that cleaning and the application of a good wax will do no good at all. If it does nothing more than remove the bugs and grime from the leading edge of the wing, it will have done some good. The general aviation pilot who wants to improve the performance of an airplane should make sure that the paint is smooth and not aged to the point of feeling akin to sandpaper. Any good surface wax or polish designed for your airplane's finish should help preserve the paint and provide a smooth surface.

Aviation Monthly  
February 2000

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To have a reason to get up in the morning, it is necessary to possess a guiding principle. A belief of some kind. A bumper sticker, if you will."  
--Judith Guest

"The stupid neither forgive nor forget; the naïve forgive and forget; the wise forgive but do not forget."  
--Thomas Szasz

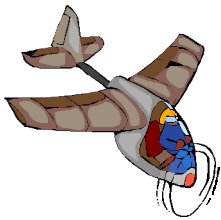
# Chapter Website

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

We need your photos, digital or prints to add to our site. Thank you.

<http://www.beegroup.com/eaachapter7>

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"Never desert your own line of talent. Be what nature intended you for, and you will succeed."  
--Sydney Smith



## The Right Seat

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

Did you know that there is a handy 'rule of thumb' that you can use to figure the crosswind component without using your flight computer, when you are flying on those windy days? It is sometimes referred to as the '5-7-9 rule', and these numbers work when the wind direction is either 30, 45 or 60 degrees to the runway. Simply stated, if the wind is 30 degrees to the runway, you take 50% of the wind speed, or the wind velocity multiplied by .5. If the wind is 45 degrees off the runway, then you multiply the wind speed by .7, which is 70%. If the wind is 60 degrees to the runway, then you take just about all of the velocity,

or multiply by .9, which is 90%. This is easy enough, and I use it often myself. I first read about it a few years ago in a CFI newsletter put out by the AOPA Air Safety Foundation.

It is probably worth mentioning that when you are checking the oil quantity level on pre-flight, when you are finished, only tighten the dipstick **finger tight!** There is *no* reason to try and get it really tight. It will naturally tighten, during the course of the flight, as the engine warms up and the metals naturally expand, thereby allowing the cap to 'tighten' more. After you shutdown the engine and it cools down, the metals then contract, which further tightens the cap. Now, the next pilot will need a good pair of pliers to loosen the oil cap. Speaking of pliers, do you carry any simple tools in your flight bag? As an example, a multi-purpose tool like a Leatherman, or a good pocket knife is handy, although a pocket knife won't help with a tight oil cap.

If, in the course of doing your pre-flight, you find that you need to move the propeller for any reason, be sure to move it **'backwards'**, or counter-clock wise. This will prevent the impulse magneto coupling from engaging, thus preventing the engine from accidentally turning over.

When tying down the airplane, a half hitch knot a few inches from the tie down ring on the wing, followed by another half hitch knot six to twelve inches further down the rope, works well. I am sure we have all seen a variety of knots used. Having tie-down ropes in good condition also helps. There have been a few times when I have found an airplane either not tied down, or just loosely tied down.

Also, when securing the aircraft after a flight, please put the gust-lock back in the control column, or in a Piper, run the seatbelt through one side of the Yoke. This item

seems to be overlooked more often. As the airplanes are not always parked facing into the wind, this prevents damage to the flight controls when the wind blows over the aircraft from the back of the side.

John Mahany

562-983-1265  
[jsmav8@gte.net](mailto:jsmav8@gte.net)

# Av8r News

**Stay Tuned for More Info on AIR-21.** We just may have to have you writing to your Congressmen again soon.

AOPA President Bush to Reconsider OMB's FAA Cuts The Aircraft Owners and Pilots Association is asking President George W. Bush to reconsider a decision to cut the Federal Aviation Administration's budget.

"Such an action would erode flight safety and delay much needed upgrades in our national aviation system," wrote AOPA President Phil Boyer in a February 2 letter to the President. "We can't imagine a more shortsighted decision."

AOPA has learned that the Office of Management and Budget is ignoring congressional mandates in preparing FAA's budget for next year. According to Congressional sources, OMB has cut over \$300 million from the \$6.1 billion that Congress directed, through the Aviation Investment and Reform Act (AIR-21), be spent on improving airports and modernizing the air traffic control system.

Aero-news.net 2-5-01

Check this web site:  
<http://www.aero-news.net>

## Lancair Goes Hot Air

The latest version of the Lancair IV-P is powered by a Walthers turbo-prop. The firewall forward installation is approximately \$100K and conversion kits another \$8,000.

## Not That Long Ago

I was talking to my Dad about current events the other night. I asked him what he thought about the shootings at schools, our (uh, previous, ed.) immoral President, the computer age and just things in general.

He replied: "Gee, let me think a minute... I was born before television, penicillin, polio shots, frozen foods, Xerox, contact lenses, Frisbees and the Pill. There weren't things like radar, credit cards, laser beams or ball-point pens. Man had not yet invented pantyhose, dishwashers, clothes dryers, electric blankets, air conditioners, and he hadn't walked on the moon. Your Mom and I got married first - then lived together. Every family had a father and a mother, and every kid over 14 had a rifle that his dad taught him how to use and respect. Until I was 25, I called every man older than me 'sir'; and after I turned 25, I still called policemen and every man with a title, 'sir'. Sundays were set aside for going to church as a family, helping those in need, and just visiting with your neighbors. We were before computer dating, dual careers, day-care centers, and group therapy. Our lives were governed by the Ten Commandments, good judgment and common sense. We were taught to know the difference between right and wrong, and to stand up and take responsibility for your actions. Serving your country was a privilege and living here was a bigger privilege. We thought fast food was what you ate during Lent. Having a meaningful relationship meant getting along with your cousins. 'Draft dodgers' were people who closed their front doors when the evening breeze started. And time sharing meant time the family spent together in the evenings and weekends - not condominiums. We never heard of FM radio, tape decks, CDs, electric typewriters, artificial

hearts, word processors, yogurt, or guys wearing earrings. We listened to the Big Bands, Jack Benny and the President's speeches on the radio. I don't ever remember any kid blowing his brains out listening to Tommy Dorsey. If you saw anything with 'Made in Japan' on it, it was junk. The term 'making out' referred to how you did on your school exam. Pizza, McDonald's and instant coffee were unheard of. We had 5 & 10 cent stores where you could actually buy things for 5 and 10 cents. Ice cream cones, phone calls, rides on a street car, and a Coca Cola were all a nickel. And if you didn't want to splurge, you could spend your nickel on enough stamps to mail a letter and two postcards. You could buy a new Chevy Coupe for \$600, but who could afford one? Too bad, because gas was 11 cents a gallon. In my day 'grass' was mowed, 'coke' was a cold drink, 'pot' was something your mother cooked in, and 'rock music' was your grandmother's lullaby. 'Aids' were helpers in the Principal's office, a 'chip' meant a piece of wood, 'hardware' was found in a hardware store and 'software' wasn't even a word. We were not before 'the difference between the sexes' was discovered, but we were surely before the sex change, 'Billy' having two mommies, and pornography in a family home and at newsstands. And we were the last generation that was so dumb as to think you needed a husband to have a baby. No wonder people today call us old and confused, and there is such a generation gap. And I'm only 53!

Did you dig that, Son?

Chapter 768 Newsltr

## 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 exchange newsletter to: 6710 Via Irana, Stanton, CA 90680-1921 or [always1@gte.net](mailto:always1@gte.net)

### Chapter 1

#### (Flabob Airport, Rubidoux, CA)

Open House scheduled for Feb 24-25. Many airport improvements to runway and taxiway. Arrive early and see balloon launches and unique aircraft.

### Chapter 14 (San Diego)

Year-end awards banquet: Jan 13 at Bali Hai. Retired Navy test pilot "Trish" Beckman as speaker. Chapter fly-out to Ocotillo Wells, see "Calendar" section. 16 page newsletter, look for it on table. Lots of sale items. Can access on web at : <http://www.eaa14.org> Weekly open house at Brown Field. Chapter due \$25/yr. Newsletter now bi-monthly to cut cost.

### Chapter 92 (Orange County)

<http://www.eaa92.org>

Next meeting, Feb 7, Los Castillo Restaurant, 7:00 p.m. 15061 Beach Blvd., Westminster. Joint venture of having the Christmas party with Chapter 7 was a success. Looking forward to the same in 2001. YE event 2/10/01 at Chino. Looking for new meeting place: Mission Viejo, Tustin, Fountain Valley to name a few. Feb speaker: P-61 pilot, Bud Anderson. Chapter flew 220 YE in Y2K, Woody Fowler flew 40 of them. Christmas party 2001: Dec 14.

### Chapter 96 (Torrance, CA)

<http://www.geocities.com/ea96>  
Third Wed. of month, Torrance air-

port Admin. Bldg. Eight aircraft attend fly-out to French Valley plus one drive-out, Dick Woods. Hopes of having a chapter hangar. YE flown in Y2k: over 340. Nearly 2,500 YE flown since 1994. Next YE event is Mar 10, Hawthorne.

**Chapter 275 (Lompoc, CA)**

Loss of member Timothy Lucero to cancer on Jan 17. Meeting held in hangar of Maureen De Necoche, bulding a Zenith CH-801. Jerry Kurtz donated 6 cases of premium av oil (makes sense, sailplanes do not use oil). 3 new members.

**Chapter 286 (North San Diego County)**

<http://www.geocities.com/ea286>

Speaker: Craig Sherman, pilot for American Airlines and Glasair III owner.

**Chapter 527 (Santa Barbara)**

<http://www.citabria.westmont.edu/ea>

Meeting second Thursday of month. President Dorchen Forman is recuperating at home. Chapter is hosting EAA B-17 on April 26-28. CAF B-17 visiting SBA on May 15-22. Great account by Terry Honikman of his trip to Ely in his Stemme motor glider.

**Chapter 768 (Apple Valley)**

Lots of classified ads. In the area, check Lynda's Food Shack at Hesperia airport is now open. Check the "Wings Café" at APV.

Dues are \$24 per yr. Looking into possible hangar under "Public Benefit Lease". Feb 21: part of APV booth at Victorville business fair.

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We receive other newsletters via snail-mail which can be viewed on the chapter information table. Looking for parts, engines, tools, airplanes, kits, help; it's closer than you think in one of the newsletters we receive monthly.

**Look for this section to expand as we get additional newsletters from other chapters.**

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**CUT HERE ( Submit to Treasurer or Membership Chairman )**

This is the second month of chapter membership renewal. Membership dues remain at only \$12.00 per year. Please help us to verify your chapter information. Members with e-mail will receive the chapter membership list via e-mail for their review. Members without e-mail can pickup copies of the chapter membership at the February & March meetings.

Name (Last) \_\_\_\_\_ (First) \_\_\_\_\_ (MI) \_\_\_\_\_

Address (Street) \_\_\_\_\_

City \_\_\_\_\_ State CA Zip Code \_\_\_\_\_

EAA Member No: \_\_\_\_\_ Anniversary Month: \_\_\_\_\_ E-mail: \_\_\_\_\_

Tel (home): \_\_\_\_\_ Fax: \_\_\_\_\_ Business: \_\_\_\_\_

FAA Ratings: Student  Private Pilot  Commercial  CFI  CFII   
VFR  IFR  Multi-Engine  Tailwheel  Glider  Jet   
SEL (Sgl Engine Land)  Seaplane / Amphib.  Other (Specify) \_\_\_\_\_

Airplane \_\_\_\_\_ Project \_\_\_\_\_ Status (%) \_\_\_\_\_

Kit / Plans \_\_\_\_\_ Status (%) \_\_\_\_\_

Experience / Equipment / Advise / Help / Use / Loan, etc. \_\_\_\_\_

Interests / Favorite Meeting Topics \_\_\_\_\_

Suggestions: \_\_\_\_\_

## Year 2000 Officers

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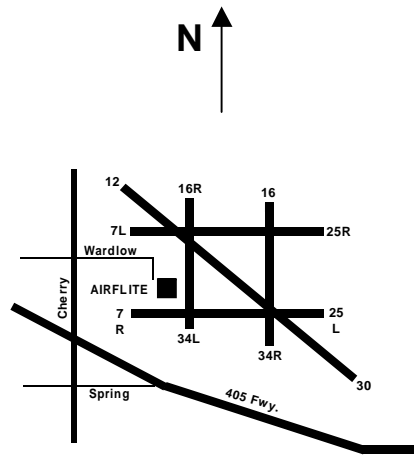
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## Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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](http://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**