



Chapter Seven *Long Beach*

President's Message

Another month has come and gone and it is again time to write another newsletter article. We had 12 Chapter 7 members show up at the Boeing facility in Huntington Beach last month for a tour of the composite facilities that make rocket bodies and other aerospace composite parts. This has to be the most advanced composites facility around and if you missed the tour you missed a great opportunity to see things you might not ever get a chance to see again. This was the second time in the last few years that Bob Hartunian was kind enough to be our host and I really appreciate the effort he takes to show us all the latest and greatest at Boeing. Bob has been involved in high tech composites from the beginning and is one of the most knowledgeable composite experts anywhere. No wonder he is building a composite plane. Thanks again Bob.

Our Young Eagles Event was rained out last month but a bunch of us sat around for a couple of hours talking and eating doughnuts. We will be attempting to have a Young Eagles Event on Saturday the 14th of July. More info at the meeting.

It is still not too late to make plans for Oshkosh next month. I have made my reservations and will be flying in to Milwaukee and driving in from there. It would be great to have a few more

members show up, let me know if you have any questions or need help in planning. By checking the Internet for discount airfares and sharing expenses it can be very affordable.

Mike Sawicki was able to make a trip out to Flabob for the 1st Flabob Air Academy last Sunday, please be sure to read his report elsewhere in this newsletter. This is a very worthwhile cause and we all need to support it in any way we can.

See you at the meeting...

George McDaniel

VP's Chat Room

June Program

This month our program will consist of a presentation by Liquid Cooled Air Power. Located right here in southern California, they have been behind the scenes for years developing a liquid cooled version of the ever popular IO-360 and IO-540 (Lycoming).



Not only is there better efficiency of the engine capability but the aerodynamics of the aircraft can be improved.



You have to hear it for yourself. If you are considering an engine for your aircraft or are flying presently, you owe it to yourself to see the new developments LCAP is bringing to the general aviation market.



With further adeui, I will close on this subject to say that I look forward to a very interesting meeting.

Definition of courage: "Grace under pressure."

--Ernest Hemingway

Secretary's Note Pad



BOARD OF DIRECTORS Meeting of May 10, 2001

Board minutes will be available at the general meeting.

MEETING MINUTES General Meeting May 10, 2001

Attendance: 35

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

OLD BUSINESS

There are two corrections to the minutes of the April 12 meeting. Tom Wathen, not Tom Watson, bought Flabob. Don Abrams, a Chapter 92 member, not Don Thompson, rode to San Diego aboard the EAA B17.

Woody Fowler, chapter treasurer, gave his report. The report was accepted by the members present.

Mike Sawicki, newsletter editor, told members that EAA chapters at other B17 destinations did not do as well as Chapter 7. The day before the B17 was scheduled to land at San Bernardino International Airport, the airport authority demanded \$1,000 and a percentage of the take. The B17 was diverted to Redlands Airport. Despite being at Palm Springs Airport on a weekend, the B17 only had enough passengers for four flights. Except for Long Beach, there was no local press coverage. Dick Ryan commended

the Long Beach Press Telegram for timely coverage of the B17 visit here.

NEW BUSINESS

Guests were introduced:

HANS WITTEN obtained a pilot license in 1968. In recent years he has been more involved in sailing than flying. He was an EAA member and intends to become active again. He offers computer help to chapter members.

AL WENDELBO was an engineer on the DC2 restoration project. He wrote the corrosion prevention plan. The DC2 is in Boeing's Building 41A. The restoration crew hopes the Dc2 will be ready to fly to Oshkosh in July.

BRAD HALE built and is flying a Dragonfly. The Dragonfly is a side-by-side two-seater canard design.

CHUCK NEWCOMER is a new member. He has an A & P license.

Don Thompson, chapter vice president, told members that he has twice approached Air Flite staff about presenting them with a gift of appreciation, since Air Flite provides this chapter a meeting place free of charge. He got no response. He made a motion to present Air Flite with 50 new chairs, if accepted by Air Flite. George Pinneo seconded the motion. The motion carried.

Bob Hartunian proposed that a portion of the treasury surplus be used to buy tools and other equipment which members could share on their projects. Rick Vaux, chapter tech counselor, suggested creating a list of members with tools to loan. Bob Hartunian said that the list would be acceptable. George McDaniel will bring the list to a future meeting.

Woody Fowler gave Young Eagles pilot certificates to Michael Carr, Mike Hanson and Tom Griffith. They donated their Young Eagles flight credits to the EAA Academy scholarship fund.

Mike Hanson moved that the chapter contribute whatever it takes to send Matt McDaniel to the EAA Air Academy. Tom Griffith seconded the motion. The motion carried.

Al Gibbs brought the horizontal stabilizer of the RV9 he is building. The stabilizer appears to be close to completion.

George McDaniel told members about Boeing's Pacific Center Project, which involves tearing down aviation buildings on the west side of the airport and replacing these buildings with commercial structures for sale. It turns out that not all the new buildings will be commercial; homes will be built for sale. Building homes this close to the airport is strongly opposed by the California Pilots Association. George was appointed by the CPA to be their Long Beach Airport representative. According to the information he has, Boeing will not require an airport vicinity disclaimer from home buyers.

PROGRAM

Mike and Kendle Hanson took delivery on a three-seater, two cockpit Waco in Cape Cod, Massachusetts. They flew the Waco back to Long Beach. Mike showed slides of the flight. The flight covered 2350 nautical miles.

Woody Fowler showed slides of the Sun 'n Fun fly-in in Lakeland, Florida. Of special interest is a 7-cylinder radial engine, whose designer hopes to bring into production.

REFRESHMENTS

JUNE Mike Hanson
JULY Bill Stroud
AUGUST Merv Meyer
SEPTEMBER George McDaniel
OCTOBER Woody Fowler
NOVEMBER John Mahany



Conformity Inspections

What to Do And How

O.K., troopers of Chapter 7, let's continue the Conformity/Condition inspection we started last month. As you remember (I'm glad someone does!), we covered the powerplant and cowls. This time the airframe is inspected and then back to the engine once more.

First, repeat after me; " FAR part 43 appendix D, FAR part 43 appendix D, FAR part 43 appen.... " As we learned previously, this Part and Appendix covers the:" Scope and Detail of items to be included in Annual and 100 hr. inspections". As we also learned, this means us.

Using appendix D as a guideline, feel free to modify or add to it for your specific aircraft. Just be certain to cover all the areas completely. There are many items to check for each aircraft component group, but the inspection should , I feel, have a flow instead of jumping from one place to another. What follows has worked for me. Again, feel free to modify this procedure to suit yourself. Note: Aircraft left or right is always looking from tail forward. I start forward of the firewall, on the left side of the engine, checking all components on that side, including firewall, mounts,

etc. Moving forward, I check propellor, and components, and then move to the right side of the engine. Since I'm on the right side of the fuselage, I start the airframe inspection there. I check from top to bottom of the fuselage skin, windshield/canopy, nosegear, and belly to approx. aircraft centerline, being sure to overlap somewhat to prevent missing anything. If the main gear is forward of the wing, the right side is inspected now.

We've arrived at the right wing. If you own a low wing aircraft, get your creeper or cardboard, and you high wing people, get as big a ladder as needed. On either type aircraft, I like start at the inboard/top side of the wing, checking the wing mount area as far aft as I can reach, and then move outboard along the wing leading edge to the tip, being sure to check for broken fasteners, corrosion, unusual wrinkles, etc. Work around the tip checking flight controls, hinges, pushrods, and structure accessible from the top. Now, continue moving inboard and check aft wing mount area.

Alright! You low wing guys, who have been snickering in the back, it's your turn! Throw that cardboard under the inboard wing/fuselage area, and again repeat after me; "I'm saving a lot of money, I hope the doctor bills aren't too bad." Inspect the entire bottom right wing mount area, and move outboard, checking in all access panels for flight control components, structural problems, electrical wiring problems, etc. If the main landing gear is under the wing, I check that now. Be sure to check all flight control hinges, pushrods, and balance weights as you move toward the tip. High wing guys need to check the same things and include any strut mounts at top and bottom.

The right wing is now finished and my inspection continues aft on the right side of the fuselage to the tail.

At this point, I inspect the tailwheel (or skid on a trigear aircraft), the right horizontal stabilizer, elevator, rudder, followed by the left side elevator, stabilizer, fuselage, and wing. I save the cabin and cockpit until last, inspecting aft to forward including under the floorboards, panel, and the aft side of the firewall.

Here's a couple of tips I meant to add at the beginning, but, if you've stayed with me this far, I'll mention them now:

- (1) Always carry a clipboard and write each discrepancy as you find it. Do Not rely on memory.
- (2) (2) Carry a piece of YELLOW carpenters chalk to mark these discrepancies. It cleans off easily, and really stands out against any paint color except , of course, YELLOW!

Now, when all the problems I found have been corrected, the aircraft is closed up and the engine is run to determine satisfactory power output (static and idle RPM), magneto operation and drop, fuel and oil pressure, cylinder head and oil temps, and any oil/fuel/hydraulic leaks that are present.

There is only one more thing to do, FINISH THE PAPERWORK! Make sure you show what maintenance you performed in the airframe and engine log books, and sign for the inspection in both. I'm looking outside at a glorious spring afternoon. Let's go fly!

Rick Vaux
TC4130

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.

June 16: Columbia, CA. 35th Annual Father's Day Fly-In. 209/533-5685.

June 23-24: Aviation Expo 2001, Van Nuys, CA. Stacy Geere (818)909-3529.

June 30: "Warbirds at Cable" Fly-In, Cable Airport, Upland, CA. 909/751-1131.

July 24-30: EAA Airventure 2001, Oshkosh, Wittman Regional Airport. 920/426-4800.

July 29: Mustang - Wings & Wheels Display at Museum of Flying, Santa Monica, CA. 310/392-8822.

Sep 7-9. Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. 925/676-2114. www.gwfly-in.org

Sep 22-23. Flabob Airport, Rubidoux, CA. **Chapter One** Annual Open House Rain Date. See So-Cal Report. 909/682-6236. New annual period to get away from the February raindrops.

Sep 30 - Oct 3: Santa Monica, CA. British Wings & Wheels. Museum of Flying. Santa Monica, CA. 310/392-8822.

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

Oct 20-21: Edwards AFB, CA. Annual Open House. Wendy Youman 661/277-7811.

Nov 10-11: El Monte, CA: Air Fair. Gabe Lopez. 626/444-7739.

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.

"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



YOUNG EAGLES

JUL 14th

Well, the weather didn't cooperate for the scheduled Young Eagles event in May so how about trying again in July? The Saturday immediately following the Chapter 7 July meeting will be July 14th. I'll start the planning and paperwork for that date. We should know by the meeting if it's a "go" for that Saturday.

In the mean time look for prospective Young Eagles and make plans to fly or help out with the ground duties while, of course, having a great time.

So long 'till then,

Darwyn Wolff
Ch 7 Young Eagles Coordinator



How well do you know the electrical system on the airplane

you fly? Recently, when I taxied out to the run-up area with a student, in a Cessna 152, I noticed that the ammeter indicator was pegged to the right, which indicates an excessive rate of charge, which is an abnormal situation. We referred to the electrical malfunction checklist, and returned to the tie-down area and shut the airplane down. The check list for this calls for turning the alternator off, as well as turning off all non-essential electrical equipment, and (in flight) landing as soon as practical. We also cycled the alternator switch off and on a few times, to see if we could reset the alternator control unit, but that had no effect. As we taxied back, we also smelled something burning, but could not determine what it was. After we shut down the airplane, we got out to inspect the aircraft, but could not find anything or see anything that was burnt. I then tried to restart the engine. This time, when the master switch was turned on, the ammeter indicated normally, but then the engine would not start. I later learned that the starter had burned up, after we had started the engine, and caused a short-circuit, which resulted in the excessive rate of charge in the alternator, thus the indication of the ammeter being pegged at plus 60 amps. I took advantage of this situation to turn this into a lesson on the electrical system, and possible malfunctions with it.

John Mahany 562-983-1265
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"If you don't know where you are going, how can you expect to get there?"
--Basil S. Walsh

Flabob Air Academy
Wathen Foundation & EAA Aviation

The Wathen Foundation and the EAA Aviation Foundation have combined resources to establish the FLABOB Air Academy with its

first program that was held on Saturday, June 3 and Sunday, June 4.

I manager to attend the Sunday event after and found the whole operation to be very encouraging. It was a real delight to see the youngsters going through the various stages of the Academy program.

There were several stages:

- Introduction
- Young Eagles Flight
- Rib Construction
- Hot Air Balloons & Parachutes
- Navigation

The enthusiasm exuberated by the members of EAA Chapter One was extraordinary. I was greeted as one of the family. Naturally Ray Stits offered me an application to join Chapter One. Membership is growing at the rate of nearly 30 members per month, and they are not all the \$1 specials.



Ray Stits walking in with another batch of YE's (you had to see the smiles on their faces).



This is the first of nineteen (Yes, 19!) new buildings planned for the Flabob Airport. This unit was used at the construction site for Academy students to construct a model airplane rib. Jigs were provided by EAA-HQ.



Hot air balloons were constructed from dry cleaning protective bags and weighted on one end with a nut or washer. Heat was provided by hair dryers.

Just west of Turner's hangar was an area used for demonstration of parachutes. Targets were designated by hoola-hoops.



Excuse the miscalculation of my photo, but trust me, there is a parachute up there. Did not expect the strong arm of some of the younger volunteers to reach such heights.



Arrangements were even made for the handi-capped.



A good time was had by all. Plans are being made for a second session in August.

I encourage all of you as EAA members to consider participation in this activity. It reminded me of my days in A&P school at Northrop University (now there was a great school).

This is not just a Chapter One event. It is something that belongs to each and every EAA member in southern California. Join me in August to help with the next group of Academy students to attend the EAA Air Academy West. It is your Academy. Become a participant and learn the delight of helping these young aviators get a start on their career.

My apologies for such a short newsletter this month but schedule and vehicle problems were not on my agenda. - - - - Mike Sawicki

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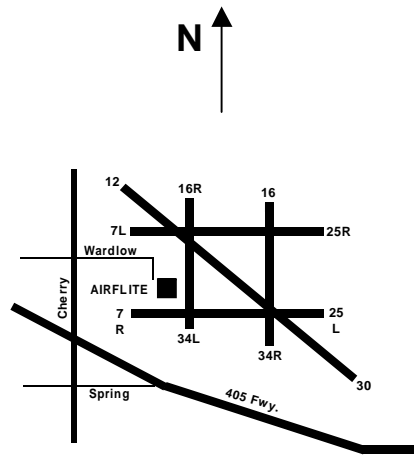
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

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

Web-Site:

www.beegroup.com/eaachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



Chapter 7 Newsletter

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**ADDRESS CORRECTION
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