EAA Chapter Seven Long Beach

President's Message

By George McDaniel

Happy New Years Everyone!!

If you didn't attend the Christmas Party then you really missed out on a great time and probably don't know yet that I won the Grand Prize of a LightSpeed ANR headset. I still can't believe I won because I never win anything!! See the pictures and article located in this newsletter. We missed everyone that didn't attend and hope you can make the next party.

At the January meeting I will pass out the remainder of the awards that didn't get passed out at the Christmas Party. Please try to attend the meeting.

"50th Anniversary" is the official theme of **EAA AirVenture 2002**

I want to encourage everyone to attend **AirVenture** this year. Don Thompson and I have made it our goal to try and get as many of the Chapter Members as possible to attend this year. It is early enough in the year right now that with the proper planning the trip can be very affordable. If you have never been before, this is the year to go. Let me know if you plan on going or if maybe you are sitting on the fence. I will try to make a list of people going so we can get together and get some deals…..

Below are ways to save on the trip.

Watch for airline sales, you can find fares for less than $99.00 each way to Chicago, Millwauke or Green Bay..

Share the expense of a renting a car or Mini Van with others.

Share the camping fees at Champ Scholler with the same people you share the car with.

With careful planning not including meals and t-shirts a week at Oshkosh should only cost about $325.00 ! This in my book is an affordable vacation. I would like to see us have as many members attend as possible.

By the way, thanks to all of you that sent Christmas Cards, I really enjoyed them.

VP's Chat Room

By Don Thompson

January Message

This year has my plans are not coming together as I would have hoped for our first meeting of the New Year. After having attempted to contact several persons via fax and telephone, I do not know for sure if it will gel at the last moment.

For those members that may have made progress on their projects, I ask that you bring small sections to tell us what you have done.

Mike Sawicki was invited to the Van Nuys Aviation Business Council display of new aircraft at the Van Nuys airport. Along with the additional pictures of the exhibition, we are arranging for a computer projector.

If you have leads or information on a topic of interest to our members, please contact me to follow-up for a program schedule. Tel: 562 / 498-0862.

Membership Dues

For the past two months we have been sending reminders that membership is due for the year 2002. If you have not yet renewed, please do so at your earliest convenience.

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

I urge you to renew early so you do not miss a single issue. An application form is included again as in past months. Please mail or bring to the meeting on Thursday, January 10th.

Secretary's Note Pad

Submitted by
Merv Meyer

BOARD OF DIRECTORS
Meeting of Dec 13, 2001

No Board meeting was held in December.

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

MEETING MINUTES
General Meeting
December 13, 2001

Attendance: 19
George McDaniel, Chapter President, led the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Tom Griffith made a motion to approve the minutes of the November 8 meeting, Chuck Newcomer seconded the motion. The motion carried.

Woody Fowler, Chapter Treasurer, gave his report. As of this meeting, 24 members have paid their 2002 dues.
Woody informed members that Skip McConnell, former Chapter President, is moving his airplane out of a working space in a Garden Grove industrial park. If you are interested in this space, contact Woody.
Woody recommended the Aircraft Owners and Pilots Association (AOPA) to chapter members. He said that the AOPA has been fighting for the rights of general aviation pilots. With 375,000 members the organization has political clout. Woody has AOPA membership application forms.

Chuck Newcomer told members that the AOPA has internet links to Congress to prevent the de-militarization of warbirds, which would have resulted in their destruction.
Don Myhra said that Congress has removed the demilitarization clause from FAA legislation, but the clause is still due for consideration in the Senate.
Don Thompson,. Chapter Vice President, told members that in Congress one letter from a member of an aviation organization is considered to represent 100 members.
Mike Sawicki, Chapter Newsletter Editor, was at the Van Nuys Air Expo in November. Photos are in the January newsletter.

Art Canning took the Alexander Aircraft course in composites at Corona Airport. Chuck Newcomer took the sheet metal course there. Darwyn Wolff took the fabric course.

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

NEW BUSINESS

A guest was introduced:
CLAUDE EGALAN, a prospective EAA member.

Tom Griffith, Membership Chair, handed out badges and wings to members.

Rick Vaux, Chapter Technical Counselor, checked out Tony Manica's KR2S project. Fuselage alignment in ok.

Darwyn Wolff, Chapter Young Eagles Coordinator, has scheduled the next YE event for Saturday, March 16, 2002. George McDaniel expects about 30 Boy Scouts for this event. A YE pilot carrying Boy Scouts must carry a $100,000 per seat insurance policy. Insurance spex are in the newsletter.
John Mahany, Chapter Flight Counselor, told members that EAA Oshkosh aims to fly 120,000 Young Eagles per year to reach a goal in the next two years of flying 1,000,000 kids since the YE program started.
John told members that an aircraft, which the designer calls a flying car, in under construction at Chino Airport. The designer is a former Marine Corps test pilot; he is not ready for a project visit.
John said that the 10-mile no-fly ring around the San Onofre nuclear plant has been reduced to 5 miles. There is no loitering in flight near the nuclear plant or over places of assembly like Disneyland. Loitering could bring a military response.

Don Thompson has had good participation and good luck in programs he has arranged during the year. He will follow up on suggestions for new programs. Tom Griffith told members that an aviation medical examiner presented a program at a Chapter 96 meeting. He proposed the medical examiner.

Jim Wolf has logged 16 hours in the RV he built. He recommended a moderate friction lube oil for a new engine. He uses a Phillips 20-50 wt mineral oil to retain lube oil in the cylinders. Rick Vaux told members that a cylinder wall has minute cross-hatching to trap a lubricating oil film. Jim is flying the RV at 65% to 75% power. He is recording oil pressure, oil temperature and cylinder head temperature. Cylinder head temperature (CHT) is sensitive to mixture control. His EIS panel shows CHT for individual cylinders. In a coming newsletter Jim will write a column on product reviews.

John Mahany recommends taking an airplane with a new engine into an exercise area and operating one or two hours at full power, or at least 75% power. There are two reasons for this. The first reason is that operating a new engine at full or high power settings helps to properly seat piston rings. The other reason is a phenomenon called “metallurgic memory”. There appears to be something which resists operating an engine at a higher power setting than the highest power setting used when the engine was first used.

PROGRAM

Mike Stearns is on his second project. He brought the Sonex Builder’s Manual and a set of drawings to the meeting. The Sonex is a side-by-side two-seater enclosed low-wing monoplane. It appears to have a low coefficient on drag, because, in profile, from the upper edge of the canopy to the prop spinner is one unbroken line.

Cost of construction ranges from $18,000 to $25,000. The upper end of the cost is with the Jabiru engine, which puts out 120 hp at take-off.

21 kit-built Sonex monoplanes have flown so far. Average build time ranges from 800 to 1,400 hours. A pre-fab kit could be built in about 500 hours. Mike bought a scratch-built kit. This kit provides canopy, wheel pants, cowl and bullet prop-spinner. Mike bought pre-formed control surfaces for $800. Since these surfaces are hollow, ribs must be built and inserted. Sonex provided the flight manual and at least 150 drawings, some full-sized. Mike’s landing configuration is tail-dragger. A 2180 cc Volkswagen engine can be installed. Maximum hp is 88. The Sonex is supposed to accommodate a pilot up to 6’4” in height.

REFRESHMENTS

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

Aviation Humor

A photographer for a national magazine was assigned to take pictures of a great forest fire. He was advised that a small plane would be waiting to fly him over the fire.

The photographer arrived at the airstrip just an hour before sundown. Sure enough, a small Cessna airplane was waiting. He jumped in with his equipment and shouted, "Let's go!" The tense man sitting in the pilot's seat swung the plane into the wind and soon they were in the air, though flying erratically.

"Fly over the north side of the fire," said the photographer, "and make several low-level passes."

"Why?" asked the nervous pilot.

"Because I'm going to take pictures!" yelled the photographer. "I'm a photographer, and photographers take pictures."

After a long pause, the "pilot" replied: "You mean, you're not my instructor?"

The V.O.M.

Not Vroom, Vroom

by Rick Vaux, TC4130

Happy New Year to you, dear friends. This month let's talk briefly about a piece of electrical test equipment everyone should have. It can be used at home, on your car, boat, r.v., or AIRCRAFT! Let's talk about V.O.M.s.

Before we start, let me see a show of hands. Who thinks of electricity as some kind of voodoo, and electricians as practitioners of a very dark art? Huuummm, that many, eh? O.K. then, how many of you are baffled by hydraulics? I see a lot of hands went down. Actually, the hydraulics to electricity analogy is a good one. A hydraulic pump does not make pressure, it provides flow, just as a battery or generator does in the electrical circuit. Hydraulic pressure increases as flow is restricted.

Electrical pressure or Voltage is produced when the electron flow encounters resistance. Electrical flow is called Amperage and electrical resistance is measured in Ohms. Think of the V.O.M. as an electrical pressure gauge or flow sensor. V.O.M. stands for Volt/Ohm Meter or since it can measure Amps, it is also known as a Multimeter.

There are 2 types of V.O.Ms-- Digital and Analog, each having advantages and disadvantages. The Analog V.O.M. is more prone to impact damage due to it's mechanical meter movement and an exotic switching system needed to drive meter from Volt to Amps scales. As the internal batteries discharge, frequent compensation must be made for voltage drop on the meter. Digital V.O.M.s are harder to break due to integrated circuits and the lack of mechanical parts. The need to watch numbers instead of needle deflections can be a problem, especially when checking continuity on many components

in a short period of time. You must also be very careful when using auto-ranging features on digital meters as it is easy to misinterpet the scales.

Which one do I use, personally? The easy answer is both. Most of my working life, Analog meters were the only one available, and I still prefer them. Because most troubleshooting involves simple voltage or continuity checks, I find it much easier to watch a needle swing than to watch numbers flash on a screen. Be aware, however, an Analog V.O.M. applies enough current (from internal batteries) when continuity testing to destroy integrated circuit components. A Digital V.O.M. is a must when measuring millivolts or milliamps.

Now, Let's do a couple simple troubleshooting problems: On preflight, you switch on the landing light and get....nothing. You next make sure power is on and either cycle the circuit breakers or check for a blown fuse. Still no help. Turn off all power. Get tools and bring along that multimeter. Remove the lamp from it's holder and select the highest DC voltage scale on the meter. Touch one lamp power wire with the black meter test lead and one power wire with the red test lead. There should be no voltage. Swap the test leads just to make sure. Now it is safe to select an Ohms scale. A mid-range is usually O.K. Touch the test leads to both lamp contacts. If needle moves, the lamp is good. Reinstall the lamp. Next step is gain access to the landing light switch. Connect the red test lead to the positive (+) side of the switch and the black lead to the wire going to the light. Select a Volt scale above battery voltage range. Voltage should read the same with the switch on or off. This tests the integrity of the circuit between the switch and the light. Finally, if you still have a problem, disconnect the battery, set your multimeter to an Ohms scale, attach one test lead to one side of the switch and the other lead to the oposite side of the switch. Actuate the switch. If there is no needle swing as the switch goes on, the switch is bad. Notice the troubleshooting process follows a logical pattern with the most likely problem first.

Let's try one more and then I'll let you go. High resistance connections or grounds can cause really strange problems. I chased a taillight problem on my wife's VW for weeks and finally found a loose ground on the right light assembly. O.K., set the V.O.M. to a voltage scale (DC in this case) and attach the red test lead to the component end of the ground wire, and the black lead to a known, good ground. Turn on the system being tested. Any voltage indication on the meter is proportional to the resistance in the ground wire or it's attachment. More observed voltage=More resistance in the ground.

There, did that water your eyes, or what! As you can no doubt see, this barely scratches the surface of V.O.M. capabilities. I would like to suggest someone in our group with and electrical or electronic background put together a chapter meeting demonstration for the proper use of the multimeter. I know I could use the review!

That's about it, Troopers. Remember, if you see someone wandering in your Aviation neighborhood, it's only me trying to come up with next month's column!

EAA Flight Advisor

by
John Mahany
CFI

Happy New Year! This is typically the time of year when we stop and reflect, with the new-year ahead of us, taking stock of our situation in life. Where are we, and where are we going? We can apply this same thinking to our flying. Think about what you have accomplished, and think about setting some goals for the year ahead, such as getting current if you have not flown for a while, adding a rating or certificate, or simply working to remove some ‘rust’ if there are certain skills you haven’t practiced lately. You could even plan to set aside some time on a regular basis, like monthly or bi-monthly, and set up your own ‘ground school’, reviewing whatever subject(s) you know you need to review, but haven’t quite found the time. Or, pick an area you would like to learn more about, such as mountain flying, or GPS navigation. There is so much to choose from! Some of the monthly magazines have a quiz in each issue, and these are a fun way of testing your knowledge. Remember that it is usually the little things that get us…. and all of these little things can add up to big things, which can catch us…,and ‘big things’ require more time and effort to correct than the ‘little things’. The devil is in the details. A little time on a regular basis makes it much easier to keep up!

Consider also setting a challenge for yourself, such as a checkout in a different aircraft, or getting a tailwheel checkout, or perhaps taking some aerobatic dual with a qualified aerobatic instructor. Although there is no ‘aerobatic’ CFI rating, some CFI’s have the training and experience gained through flying aerobatics and are properly qualified to teach this in a suitable aircraft, such as a Citabria or a Decathalon, or even the Cessna 150 Aerobat. Ask about this first! Here in Long Beach, Hart Air, on the north side of the airport does specialize in aerobatic training, with some really hot aircraft! Aerobatic training will challenge you, and will improve your proficiency even if you never do it again. I myself traveled to Santa Paula, in April 1996, from Kenai, Alaska where I was flying, to take their Emergency Maneuvers Training course (EMT) as developed by Rich Stowell, who has gained national recognition for his work in this area. I found the EMT course to be very worthwhile! It has been 6 years since I took it, and I myself am due for some refresher training in this area.

The most recent Terminal Area Charts have been issued, on December 27, 2001, and air-to-air frequencies have now been published on the chart, and are 'boxed-in' within a magenta box on the chart, adjacent to the practice areas that we use. The frequency for the Long Beach area, below 4,500' msl is 121.95. Please make note of this and use it!

I spoke with K P Rice today, who is building the flying car, and he is not yet ready to begin the test-flight process. It will probably be late January or early February before he is ready. In reading through the Flight Advisor materials, I have learned that the EAA issues the Flight Advisor designation, in the same way the FAA issues the CFI Certificate, which is for a two-year period, and is based upon a 'renewal' system. In order to be renewed, a Flight Advisor has to show a certain level of activity, and this is based on a point system.

Product Review

Ivo-Prop Constant Speed

By Jim Wolf, Ch 7 Member

I wasn't really sure if the general membership would be all that interested in this type of article, but if so maybe it can start a new type of contribution to the newsletter. How about a monthly column by a different member each month that reviews products, tools or passes along some building hints or techniques. I for one have learned a bunch from fellow chapter members over the years and I know there is more out there.

First, let me say that I have no commercial interest in the product described below but have been involved in testing some of the prototypes as the device has evolved.

I would suspect that most of you are at the least somewhat familiar with Ivo's line of propellers and if not here is a brief description: The props are a composite material that have a steel rod implanted lengthwise along each blade that enables the hub mechanism to apply a torque twisting force that changes the pitch of the blade, much like wing warping was once used to change the angle of attack of wings. Ivo currently produces several sizes and a variety of lengths of blades and they all work on the same principal. A very interesting characteristic of the hub attachment allows the use of two, three or other combinations of the number of blades and fairly easy change from one the other. All props are now available in three different forms: 1. Ground Adjustable 2. In-flight Adjustable 3. Electronic Constant Speed. The components for any given size of prop are interchangeable and the In-flight and Constant Speed can be added to the ground adjustable version. That is the quick and dirty over-view and what follows is a little more detailed description of the latest development - the electronic speed controller.

The speed controller consists of a 1" X 2" X 4" box stuffed full of magical little silicone, plastic, and metal parts that manage to direct a bunch of electrons to shuffle about in such a manner as to produce the desired effect. That's it for the technical stuff. The what it dooo vs. how it dooo it is to turn the otherwise in-flight adjustable (via toggle switch) prop into a constant speed propeller. In use, it isn't much different that the more common hydraulically controlled prop in that there is simply a knob that is turned to select the rpm desired to be maintained.

There are some details and settings that adapt the unit to the specific aircraft but it is typical of many gadgets that we have all come to know and love. My experience was that by following a couple pages of instruction (it is quite helpful to have at least one person of the female persuasion in attendance to enforce/assist in this) the unit is up and flying a bit faster than the time it takes to program that DVD you got for Christmas. After connecting a wire to the tachometer output or a coil, hooking up a few power wires, there are five adjustments made via the accessible trim pots. There is a high and low rpm limit, electronic circuit breaker, prop drive motor speed control, and an adjustable dead band. The dead band function will set a desired +/- rpm to ignore centered about the rpm dialed. It is much easier to do than explain but the end result is that by tweaking the adjustments it is pretty easy to tailor the unit to a specific airplane and pilot preference.

I have flown about 50 hours with the speed controller on my Kitfox and it has worked quite well. In general, the device is not quite as responsive as a hydraulic unit, but in my limited experience it seems that constant speed propellers are pretty much two speed devices: take-off and cruise. I am referring to more or less straight and level, moderate maneuvering, take-off, climb, cruise, descent, and land type of flying. My observations are limited to the Kitfox with a 2.2 to 1 gear drive engine. I have the upper rpm limit set at it's 5800 three minute redline then I almost always cruise at 5000 rpm. Other than adjusting the settings on the controller or just messing around I don't seem to use any other settings. The fail-safe on the unit is a switch that disengages the constant speed controller and returns control to the manual toggle switch. Beyond that, Ivo still recommends installing the supplied limit washers in the drive mechanism so the airplane is flyable regardless of any failure of any part of the adjustment mechanism.

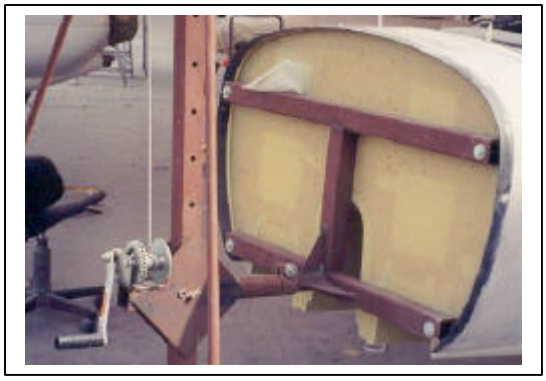
I hope all this makes sense. I could have probably written the article in one paragraph but Mike is always looking for content for the newsletter so I tried to drag it out. I hope at least a few of you are still awake.

"When you're through changing, you're through."
--Bruce Barton

The Tool Crib

While visiting Gillespie Field in El Cajon, CA one weekend I discovered a tool that allows the handling of and aircraft fuselage so it can be rotated to work on the top and bottom. The front is controlled by a small cable winch to ease handling. Although mainly designed for composite aircraft, it may have application to sheet-metal aircraft also.

A welded brace allows the fuselage to rotate and the winch can easily adjust to working height and raise the fuselage high enough to clear the stub wings when turning it over to work on the wheel wells.



Additional detail photos are available upon request. Contact Mike Sawicki at allways1@gte.net

Christmas Party

December 14, 2001

The Second Annual Joint Christmas Party between Chapters 7 and 92 was a genuine success. The food was delicious, the company pleasant and there were plenty of prizes to go around.

We lacked a guest speaker but made up for it by the good times had by all. Awards were presented by both presidents. Gary Gladd, the outgoing president of Chapter 92 presented a Chapter Lifetime Membership to Don and Judy Abrams for their dedicated efforts in volunteering for many of the chapter events.

George McDaniel did the honors of presenting awards to the Board Members and volunteers for their participation

Darwyn Wolff, YE Coord.

Don Thompson, VP

Merv Meyer, Secretary

Birch Parker, YE Volunteer

George & Cheryl ready to put on the feed bag.

Diane Stewart & Don Thompson enjoying the dinner and seconds on the desserts.

Our president managed to hold the winning ticket for the LightSpeed XL-20 ANR headset.

Ed: Could not have happened to a better person. George, you've earned them with all your efforts in 2001.

Van Nuys Aviation Business Council

I don't' recall how, but I received an invitation to attend the open house sponsored by the Van Nuys Aviation Business Journal. Although I was not able to attend the Friday festivities with band and lunch, the Saturday event was very enjoyable.

Several relatively new aircraft were on display and many that I had not seem before. Berkut had a model there even though they have recently discontinued the manufacture of parts. Those that purchased parts will receive them but present economic conditions do not dictate continuing such a limited quantity.

Other aircraft were predominantly displayed ranging from the $100,000 category to well into the multi-millions (Raytheon Premier and Piaggio Avanti).

I also discovered several rare aircraft and automobiles on the tarmac. A rare Caravelle sits on the ramp just waiting for someone to take her home. Several homebuilts arrived on the scene such as a Cirrus VK-20, Lancair 360, and a Long-EZ.

Caravelle, still sleek after all these years

Diamond Star, 4-seat aircraft with convenient rear door

Open the checkbook wide, $3.5 million Piaggio Avanti

JAG, 2-seater helicopter, 8-blades.

Start them while they are still young. At 18 they will have enough hours for 747 captain

Radials are finding their way into more and more homebuilts.

Cirrus VK-20, one of the sleakest birds around Owned by Ch 40 member

"Look twice before you leap." -- Charlotte Bronte

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.

Sep 6-8, 2002. Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. Date moved to 2002 as the transfer from military to civilian authority will not be completed in time for 2001 date. 925/676-2114. www.gwfly-in.org

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

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.

So-Cal Corner

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events. Newsletter editors: please direct your snail-mail exchange newsletter to: 6710 Via Irana, Stanton, CA 90680-1921 or e-mail to: allways1@gte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. 70-ft blue-white compass rose added to Flabob. Membership over 800. Applying for 501(c)(3) tax satus. 74 YE flew in Nov.

EAA Chapter 11: Santa Monica, CA Back on line with us. Check out their issue at the meeting. Great news from west part of Los Angeles. Check their contest to name unusual planes.

EAA Chapter 14. Brown Field, San Diego, CA. New web-site under construction. Large 17-page newsletter. Lot of news and activity. Web site: http://www.eaa14.org

EAA Chapter 49. Lancaster, CA. We'd like to hear from you, either e-mail or snail-mail.

EAA Chapter 96. Torrance, CA. Hangar is filling up. Now 12 of 15 positions filled. Self-supporting, Yeah! http://www.geocities.com/eaa96

EAA Chapter 92: Orange County, CA. Looking for a new place to meet. New blood and lots of plans for 2002. Let's wish them well. Web site: http://www.eaa92.org

EAA Chapter 40. Van Nuys, CA. Word is that Van Nuys Expo 2002 is back on or at least a good possibility. That chapter hangar still has potential. New web site: http://www.eaa40.org

EAA Chapter 71. Bakersfield, CA.
WELCOME! Received the newsletter. Glad to see all the activity. No lack of projects in this chapter. Home of Harmon Rockets.

EAA Chapter 1000: Edwards AFB, CA. Those airport police are on the prowl again. Lost a former member to cancer. Flew 500 YE for Year 2001. Mtg held at Flight Test Museum. Web site: http://www.eaa1000.av.org

At this time I want to thank all the participating chapters. We look forward to other chapters joining the exchange. I wish I could publish all the interesting articles I read in the various newsletters.

The Eagles Nest

Plans Being Drawn for 2002

By Darwyn Wolff YE Coord

The Chapter 7 Young Eagles does not have any current plans for the month of January. Plans are bing made for a large group in March. We look forward to your participation to make this the best year ever in Chapter 7 for the Young Eagles program.

EAA has now exceeded its 750,000th Young Eagle flights. We are well on track to reach our goal of one million Young Eagles before the celebration of the birth of flight in November 2003.

SPORT PILOT NPRM EXPECTED THIS WEEK...
Now for some happier news: Late Thursday, the much-anticipated Sport Pilot/Light Sport Aircraft proposal left the federal Office of Management and Budget (OMB) and returned to the hands of the FAA, clearing the way for its publication as a Notice of Proposed Rulemaking (NPRM) as early as this week. The OMB okay was the last major hurdle the proposal had to clear, so the NPRM's publication in the Federal Register should come soon -- if no glitches arise. Then the real fun begins: The general aviation community finally will get its chance to scrutinize the proposal in all its infinite glory and make the most of the 90-day comment period.

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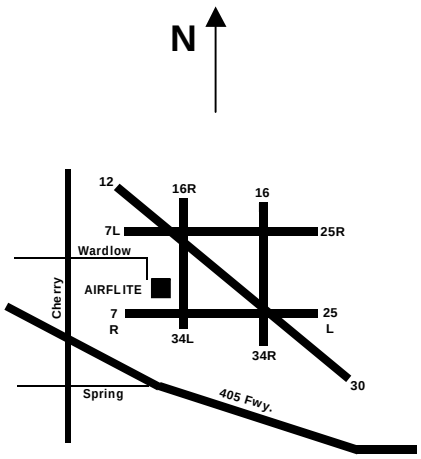

Chapter 7 meets on the second Thursday of each month at 7:30 pm.
We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking 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 REQUESTED