



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

Happy New Year. I hope everyone had a great Holiday Season. We had a great Christmas Party at the Lakewood Country Club, sorry we missed you if you didn't attend. I presented the Chapter awards at the party, if you didn't get yours then I will pass out the remaining ones at the January meeting.

If you haven't heard yet we have a celebrity in our Chapter....

*"Congratulations to **John Mahany** (NAFI 290768), who was named the 2002 Certified Flight Instructor of the Year for the Long Beach Flight Standards District and for the entire Western Pacific Region. John provides single- and multi-engine instruction, is a qualified glider instructor, and continues to acquire additional training such as mountain and canyon flying. He teaches out of Long Beach Flying Club at the Long Beach Airport. John is active in the Experimental Aircraft Association and is Flight Advisor for EAA Chapter 7 of Long Beach. Chapter 7 members look forward to his monthly training articles in their newsletter."*

We announced at the December meeting that Chapter 7 Flight Advisor John Mahany had earned The Flight Instructor of the Year Award for the Long Beach Flight Standards District but when he received his award he was also excited to learn that he also was the Certified Flight Instructor of the Year for the entire Western Pacific Region. This also put him in the competition for the entire country, the winner of which will be announced soon. Good luck John. (See Page 9).

This is the anniversary year for powered flight and a lot of exciting things will be happening. Oshkosh Air Venture is planning a big blow out year, do try to make plans to attend. I will be putting together a calendar of events for different things that will be happening and will include the things we are planning as a chapter. I am looking forward to another great year, hope to see you at the meeting.

Well that's enough for this month's newsletter, see you at the meeting See you there.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- Jan 9, 2003

Welcome to the New Year – 2003!

We should promise ourselves lots of air time with smooth landings. January's program will be about "Non-Destructive Inspection Testing." Mr. Gail Flagor from G.E. Inspection Services will show and tell information our aerospace industry uses today. Let's all plan to be there.

To those chapter members attending our holiday party – many thanks! We ended a good year on a good note! Our chapter has managed to continue to grow and prosper every year for many years now. Lots of new ideas, friendships, partnerships and aviation activities continue to grace our chapter and members. Let's do our best to continue the trend.

Kick the tires, light the fires and let the sun shine on the bottom of your tires.

Keep the ideas for programs coming.

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.

3 Months & Counting

Chapter policy is for the newsletter to be sent to member until March of the new year unless they renew their membership. DON'T WAIT until the last minute. Help to balance our books by renewing as early as possible and get our membership for 2003 to set a new record.

Your chapter officers are working hard to present excellent programs and activities in 2003. We hope that Oshkosh 2003 will set a new record for chapter members attendance.

Secretary's Note Pad

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of Dec 12, 2002

George McDaniel, Chapter President, proposed gift certificates, totaling \$100, to four employees of AeroPlex, in appreciation for their cooperation during the EAA B-17 flights. The Board approved. The money will be taken out of the Chapter 7 general fund.

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

MEETING MINUTES

General Meeting
Dec 12, 2002

Attendance: 38

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. He has computed the profits derived from the visit of the EAA B17. Proceeds will be shared with Chapter 92, Chapter 96 and the B17 crew. Woody proposed setting up a tax code 501-c-3 foundation to fund Air Academy cadets at Oshkosh. Tom Griffith moved that that this foundation be funded. Darwyn Wolff seconded the motion. The motion carried.

Mike Stearns moved that the minutes, as they appear in the newsletter, subject to a date correction on the date of the program presented, be approved. Art Canning seconded the motion. The motion carried.

Darwyn Wolff, Young Eagles Coordinator, anticipated 55-65 Young Eagles at the Saturday, December 14 event.

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

NEW BUSINESS

Guests were introduced:

DON HART of Hart Air, program presenter
CHRIS RIDDELL of Approach Systems, Inc., program presenter

Mike Sawicki, Chapter Newsletter Editor, obtained an aviation telephone directory from the AOPA convention recently held in Palm Springs. It is available to all chapter members.

Rick Vaux will be replaced by Chuck Newcomer as Chapter Technical Counselor for the next month or two, while Rick will be recuperating from another back surgery.

Rick recommended the current FAR manual 4313.1c to chapter members. He said that this manual has up to date information on the use of composites in aircraft construction.

Woody wanted to know where he could obtain FAA Aero Commander Report 550, issued in June of 1968. Rick told Woody that this report should be available on the FAA website.

John Mahany, Chapter Flight Advisor, has been named the CFI of the year 2002 for the Long Beach district. He will be honored at the Long Beach Flying Club dinner held on December 20.

Don Thompson, Chapter Vice President, brought members' attention to an article in the December 9 issue of the Long-Beach Press Telegram. Boeing's Pacific Plan has been revised to scale down residential units from 3800 to 2500. Two hotels are planned. No aviation use has been planned for the remainder of the land.

George introduced chapter member Ron Hodge, who is a glider instructor with the Civil Air Patrol at Los Alamitos. George presented a Young Eagles pin to Ron for signing up glider students to be Young Eagles.

Sid Gilliam has been helping Walt Lane on his VariEze project. He flew Walt's VariEze with the new electrically controlled retractable landing gear. Walt and Sid have been leaving for Chino Airport, where the VariEze is hangared, at 6:00 AM, and returning at sundown. Some years ago Sid bought Walt's Turner T-40. The T-40 is a low wing monoplane capable of 200 mph.

The VariEze to date has 28.2 flight hours. On December 12 Bill Oertel flew it 170 mph at 2700 rpm. The O200 engine, rated at 100 hp, had only 40 hours of operation when it was installed in the VariEze. Propeller pitch is 68". Rounded prop tips have increased airspeed 6 knots.

PROGRAM

FIRST PROGRAM

Don Hart of Hart Air gave a presentation on responding to Boeing's Pacific Center Vision of Long Beach. He introduced the concept of compatible change. Commercial flight operations are rebounding at Long Beach Airport. The present terminal building at Long Beach Airport is inadequate. Hart proposes building a new terminal building in the proposed Pacific Center Area. The new terminal will

provide a noise buffer from aircraft noise for residential areas. The terminal should be named after Barbara London.

Hart said that it is unrealistic to believe that persuading prospective homeowners to sign noise waivers will effectively stop complaints and lawsuits about airport noise.

SECOND PROGRAM

Chris Riddell of Approach Systems Inc. introducing a new type of avionics installation which does not involve hand wiring. The Approach System product is called Approach Hub , which is a junction hub with a system comprised of cables specifically made for avionics. Installation time is reduced to hours instead of days and eliminates the problem of a rats nest of wiring between the instrument panel and the firewall. The system can be installed in older as well as recently built aircraft.

A form letter will get and keep warranty with Garmin. Garmin now has 75% of the private aircraft avionics. There are now more kitplanes than conventional aircraft being completed in the United States.

There is new technology on the horizon: GPS/wAAS; datalink; Mode S. Eventually all aircraft will need to be equipped with these features.

Approach Systems is making two offers to EAA members. If the EAA member makes a six month commitment to buy, there is a 10% discount. In addition there is a warranty and the warranty letter to Garmin. If the EAA member buys the Approach Systems product right away the 10% discount applies to all Approach Systems products.

Approach Systems is located in Orem, Utah and can be contacted by phone (801-802-8079), fax (801-802-8084) and by e-mail (Sales@approach-systems.com)

REFRESHMENTS

SEPTEMBER John Mahany
OCTOBER Tom Griffith
NOVEMBER Merv Meyer

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

More from our "Employee Relations" file...

(Two company DH8's on final into Saskatoon, Saskatchewan.)

Controller: CO1234, your traffic is company DH8, at your 11 o'clock, 3,000.

CO1234: Roger Saskatoon, have company DH8 in sight, too close for missiles, going to guns.

Controller: Roger ... please avoid hitting the tower.

[AVWeb Short Final (06 Jan 03)]

ROOMMATE WANTED in CYPRESS. Beautiful 3 bedroom townhouse with pools, spa, sauna, and clubhouses in Cypress Village. Only \$395 per month plus share of utilities. Woody Fowler and Darwyn Wolff, 714-897-6566.



Aircraft Engine Break-In Procedures

by Rick Vaux, TC4130

Hello, Troopers.

This month I was going to put together the "Definitive Guide to Aircraft Engine Break-in." Wow, was I in for a surprise! It turns out there are more opinions about proper break-in procedures than Carter has "Little Liver Pills." (And yes, I do remember that!)

So, what I will attempt is taking information from Mattituck, Teledyne Continental, Lycoming, Sentry Aircraft Cylinders, Private Pilot Magazine, and a bunch of unofficial web sites, throwing that into this hopper I call my column, and seeing what (if anything!) can be agreed upon. For now, let's confine the list to flat 4 and 6 cylinder, four stroke engines. Next month will be 2 strokes and radial engines.

O.K.... All seem to agree that:

- (1) All manufacturers manuals must be followed (for warrantee purposes.)
- (2) Engines should be serviced with straight mineral oil (40wt or 50wt if OAT is 80+F deg) except for turbocharged models which require ashless disper-sant oil in single grade.
- (3) The engine should be pre-oiled prior to start by removing all bottom plugs and turning with the starter until oil pressure is observed on the gauge. Be sure to re-install plugs after pre-oiling!
- (4) All engine baffles, cooling shrouds, and cowlings must be installed and cowl flaps full open.
- (5) Start the engine and maintain 1200-1400rpm for 3-5 minutes. Note: If normal oil pressure is not reached in 30-45 seconds, shut down and find out why. Uncowl and check/repair any discrepancies while the engine cools completely.
- (6) Repeat the above run until all problems are fixed, allowing engine to cool completely between them.
- (7) After replacing the cowl, do a short engine run (15-20 seconds) to check mags and power available. Do not cycle the propellor, as this puts undue stress on the freshly overhauled engine.
- (8) Prepare yourself and the aircraft for the first flight. Check with Air Traffic Control prior to start in able to

assure an immediate takeoff is possible. Do your pretakeoff checklist during taxi so takeoff is not delayed.

(9) Apply Takeoff power and monitor engine rpm, oil pressure, fuel pressure, EGT, and cylinder head temp. closely, but don't forget to fly the aircraft. Be prepared to abort the takeoff if something doesn't look or feel right.

(10) Climb out at best Rate to an altitude of less than 5000ft agl. You may find it more comfortable to stay within gliding distance of the airport for this flight and slightly above pattern altitude. With a fixed pitch prop, maintain RPM at the top of the green arc, for constant speed, keep MP at top of green, and high RPM. Use max. continuous power if possible without overtemping. Keep cowl flaps full open and mixture full rich. Plan for a gradual descent with power on. Terminate the flight at about 30 minutes.

(11) Uncowl (again!) and check for any leaks, cracks, loose clamps and/or fittings. Let the engine cool completely.

(12) The next flight should be for 1-1/2 or 2 hours. Do a normal takeoff, stay low, and carry as much power as possible. Use a rich mixture to keep CHT's in the green.

(13) Do the next 10 flight hours at high power and low altitude (less than 5000 ft AGL)

O.K., one final thing. How do you know the rings have seated, and the engine is broken in? When oil consumption stabilizes, the engine is considered to be broken in. However, there is a better way for those with individual CHT readout instruments. When the CHT in any cylinder drops by 50 degs in a few minutes with no change in operating conditions, that cylinder is broken in. Some say this should happen in 10 hours, Lycoming says 50, and others say 100 hrs. See what we're up against!

Well, good luck Y'all. If you need more specific information, just give me a call. I'm up to my armpits in it!

If you have any questions or just want to talk, call me at (714) 892-4753.

Rick Vaux
TC4130



by
John Mahany
CFI

Happy New Year! Best wishes to everyone! If you are a builder, and are working on a project, I hope that you are able to continue to make progress toward completing it. If you are not a builder, but a flyer, then I hope that you are able to fly on a regular basis and stay

current, and are able to maintain your piloting skills, if not improve them.

Last month, on December 17, the 99th anniversary of the Wright Brothers First Flight, I was presented with a unique opportunity, on rather short notice, to fly a Cirrus SR-22! I had a blast! It was an interesting situation that led to this opportunity. The Cirrus is built in Duluth, Minnesota. This particular aircraft had been purchased by a pilot in New Zealand, 'down under'.

I received a call late in the day, on December 16, inquiring as to whether I would be interested and able to fly a Cirrus the following day. I considered it for a nano-second, and said 'Yes!' The situation was that the pilot who was flying the aircraft, was from Australia. He held an Australian Commercial Pilot License (CPL), with an Instrument Rating, and was also a CFI in Australia. The aircraft had a US registration.

In a situation like this, if you hold a pilot certificate from a foreign country, which is also a member of the ICAO (International Civil Aviation Organization, which is referred to and pronounced 'IKAO'), the FAA will, as a courtesy, issue you a US Private Pilot Certificate. If you wish to fly a US registered aircraft, you are required to hold a US pilot certificate. If you want to fly IFR in the US, and you hold an Instrument Rating issued by another country, then you have to take and pass the IFR Knowledge Test as well as the Instrument Checkride, from a Designated Pilot Examiner. You are then issued an FAA Instrument Rating. Without this, you are limited to VFR.

The pilot in this case, was limited to VFR, and weather was questionable, so he landed here in LGB. He literally went through the phone book, found and called the Long Beach Flying Club, to find an instrument rated pilot who could fly with him, and they called me. Pure luck! I got in touch with him, and we spoke briefly, discussing the situation, and agreed to meet the following morning. What a treat!

I met him on the ramp at MillionAir at 8 am, and he showed me the aircraft, taking me through a preflight. The Cirrus is a new 'clean sheet' design, and is composite, except for control surfaces, which are aluminum. It is a fixed-gear single, with a free-castering nosewheel. A very clean design. The panel is 'state-of-the-art', with a large multi-function display (MFD), and this aircraft also had a Sandel HSI (Horizontal Situation Indicator), along with dual Garmin 430's, an auto-pilot, and other goodies. It was loaded! It does not have a 'yoke' but instead has 'side-stick' like controls. It is a high-performance aircraft with an IO-540 engine producing 310hp, but it has no propeller control. Instead the propeller governor is automatically controlled using FADEC (Fully Automatic Digital Engine Controls) technology, which is used on the newest airliners, such

as the Airbus. There is simply a throttle, and a mixture control.

After the preflight, we got in, and he started up, and we picked up our IFR clearance to Hayward, CA. The aircraft was going there to have 'ferry tanks' installed for the 'island-hopping' flight across the Pacific. I had filed an IFR flight plan just using the enroute VOR's, since the Cirrus was GPS equipped. The clearance came back 'cleared as filed', so it was very easy. We simply programmed the VOR 'fixes' into the GPS. I used LAX, VTU (Ventura), GVO (Gaviota), MQO (Morro Bay), BSR (Big Sur), and SJC (San Jose). I filed for 10,000, used 175 as the TAS, and figured 2.5 hours for time enroute. After a run-up, we were ready! We agreed that Steve, having experience in the Cirrus, would be doing the most of the flying, although he would let me do some of the flying, and I would handle the radios and navigation. Using 25L, and a short takeoff roll, we had an initial climb rate of 1,500 FPM! Six minutes after takeoff, we crossed LAX level at 6,000!

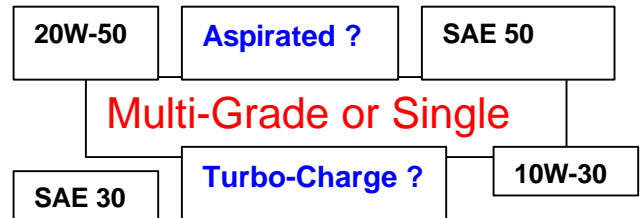
From LAX, we were given a heading to fly for Ventura, and following that it was pretty much GPS direct to the subsequent VOR fixes that I had filed. At 10,000, we were in the clear, for the first hour. A cold front had moved through California the day before, and as a result the sky still had the signs of a cold front passage. There were multiple cloud layers, mostly stratus clouds, with some small build ups, There was also some rain shower activity, and the Cirrus was also equipped with 'Strike Finder', which is similar to Storm Scope. If you are not familiar with this, these weather avoidance tools detect the static discharges that result from the up and downdrafts within a 'cell', and depict these as 'x's on the display. The idea is to avoid these areas. Using Strike Finder, we were able to avoid these areas, and we had a smooth ride. At one point, we climbed to 12,000 feet to try and get above some build-ups, but were not able to. We were in the clouds, 'in actual IMC', for about 30 minutes. Outside air temperature was -9 Centigrade, which is actually prime for picking up ice, but we did not encounter any icing for quite a while, and then we only picked up a trace of ice.

Oakland Center gave us a new routing, known as an 'amended clearance', to get us on the arrival route into HWD. This was simple enough to program into the GPS. Because HWD is in the vicinity of OAK, and SJC, there is a lot of airline traffic in the area, just like this area. It got pretty busy on the frequency. I have not flown into this area before. But, it went fairly smoothly. We were vectored onto an arrival route into HWD, and told to join the Localizer for HWD runway 28 Left. Bay approach then started us down, and then cleared us for the approach. At this point we were in and out of the clouds. It was really nice having an MFD which could display our position as well as terrain. We broke out and had the airport in sight, and were cleared to land. It was a smooth landing on a wet runway! All in all, a very nice

flight and a lot of fun! It took us 2.7 hours from engine start to shut-down. The flight time worked out to about 2.5 hours.

Oh yeah. The Cirrus IS fun to fly! Very responsive, and excellent performance for a single-engine airplane! I hope to get another chance to fly one someday!

Fly safe and keep the blue side up!



The following statement and reply is from a Lancair Mail List posting. It is presented here to help you decide which is the right oil for your engine.

<<I expect this may start another lengthy debate (not my intention), and I realize that this is just one guy's opinion, not the result of a controlled study. However the opinion comes from a guy with a lot of experience. Also for what it's worth, my local A&P prefers straight weight.

Tom Gourley>>

Okay, since you started it..My information comes from a long time ago and was relative to automotive engine design, but I think it still holds true.

There are a number of attributes that can be used to compare oils, two of which are viscosity and lubricity. Viscosity is measured by essentially dripping oil through an orifice by gravity, or some other equivalent way. The point is it is measured when the oil is under no "stress". So-called "straight-weight" oils are measured at one temperature, hot. Viscosity index is a measure of how well the oil keeps that viscosity as it gets colder and none keep it very well. At 0 to -20 the viscosity may be 1,000 times what it is at 200F. Viscosity index improvers are additives that react with the base oil molecules to create bonds between molecules at high temperature, albeit weak ones. Therefore, with this additive it is possible to take a SAE 20 base stock and make it test like a SAE 50 oil hot. To accommodate this effect, SAE created a cold test spec called "Winter", hence the "W" after the first number of 20W-50 oil. I behaves like a normal 20 oil cold and an SAE 50 oil hot. That doesn't mean that the viscosity is lower cold than hot, but it just doesn't get as high as it would have if it were a 50 oil. Incidentally, I don't know where the "Weight" nomenclature came from, but I assume that the vernacular evolved to call more viscous oils "heavy" and less viscous oils "light." I don't know where the "W" comes from in the Shell label, but I think it means "Detergent."

The rub (literally) is that the bonds created by the additive are weak and when the oil is sheared in the bearings at high speed the bonds tend to break, leaving part of the additive with one molecule and part with the other. Therefore, a multi-viscosity oil will gradually revert to the viscosity of the base stock; in our case SAE 20 and therefore it will have a finite life. Also, the lab measurement doesn't correlate exactly to the actual engine condition and as a consequence the engine will be running with oil that is closer to an SAE 20 than a 50. Viscosity is what holds the main and rod bearings apart while running and the higher the viscosity the greater the clearance and therefore more room for dirt to go through the bearings.

Another characteristic is lubricity, measured by pressing a rotating steel ball against three others and gradually increasing the pressure until the lubricating film is breached and galling occurs. Pure oil is very good in this test, the higher viscosity the better. Adding any additive to the oil simply reduces the amount of oil in the mixture, making the performance in this test poorer. They fix this by adding an Extreme Pressure (EP) additive such as Molybdenum disulphide ("Moly"). I think it is these additives which can interfere with the break-in of the engine. Lubricity is what protects the engine parts when the metals contact, such as between the cam and lifter and rings when they are at the top of the cylinder.

Bottom line? Viscosity determines how easily the engine will crank cold and how much viscous drag there is when running. Lower viscosity means less power goes into the oil, leaving more power at the crankshaft. The 20W-50 semi-synthetic oils have been shown to give maybe 1% or more power and fuel economy. At high rpm a low viscosity oil probably provides enough bearing clearance anyway. Synthetic oil has an inherently high viscosity index, so by mixing some with a base stock a 20W-50 can be made with no, or at least less additive. Therefore, this oil doesn't degrade to a different viscosity with use and can be run longer between oil changes, neglecting the effects of contamination. Unfortunately, this oil has less lubricity, so it has to have an additive to improve that attribute.

So why use a "pure" oil ("straight weight" is an imprecise term)? Higher cold viscosity will keep the oil on the camshaft longer between running, and that's about the only reason I can think of. Not related, engines can "look better" if they have been run with a detergent oil, keeping deposits off the metal.

Gary Casey

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.

Jan 10-11, 2003: Cable Aiport. Pomona Valley Pilots Assn Fly-In. Great place to see antique aircraft. Let's hope these Santa Ana winds die down for the weekend.

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! **Closed on Fridays.**

NEW ! El Monte now has a new restaurant on the field in the administration building. It overlooks the fuel pumps at mid-section of the runway. Bring along the score cards, sit by the window and rate the landings.

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: Mike Sawicki, P.O. Box 344, Hawthorne, CA 90251-0344 or e-mail to: always1@qte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Been quiet from this front. Hope all is progressing well with the new hangar construction. Look forward to their Open House again this year, maybe some leveling of the field and more grass. Take a hint from Copperstate. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Great article on Spruce Goose. Plans to make noise reduction box for a Shop-Vac. Great list of places to fly in the West. Great selection of unusual aviation photos.

EAA Chapter 14. Brown Field, San Diego, CA. Stopped in to see their facility on Jan 3rd. Impressive. Plan to attend one of their weekly breakfasts. Lots of activity, more than I can mention here. Be sure to see their newsletter at the meeting.

Web site: <http://www.eaa14.org>

EAA Chapter 49. Lancaster, CA. Thank you for your newsletter via snail-mail.

EAA Chapter 92: Orange County, CA. New location for meeting in Tustin. Temecula wine tour Sep 28-29 with Chapter 7. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Hangar at Compton (CPM). EAA AcroSport for sale with O-320. Sixty attended annual Christmas party in San Pedro. Hangar fully occupied and LOTS of activity. <http://www.geocities.com/ea96>

EAA Chapter 40. Van Nuys, CA. That chapter hangar still has potential. Been another good year with resumption of the VNY Air Fair. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Have not seen their newsletter lately. Would love to know what's happening with our brothers north of L.A.

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects. See copy on newsletter table at meeting.

EAA Chapter 499, Santa Maria, CA. Been somewhat quiet from this Chapter but they are active. Just have to renew connection.

EAA Chapter 527, Santa Barbara, CA. Active chapter. Just got in their latest issue. Lots of activity. Be sure to glance at their issue on the table.

EAA Chapter 1000: Edwards AFB, CA. Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1340. Twenty-nine Palms. Carol Davis resigned as editor. Active chapter developing solid new home. See copy at meeting.

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.



Happy New Year from the Young Eagles program! We're on the home stretch and on course to make our targeted goal of a million Young Eagles flown by this coming December. With interest and momentum continuing to build and another good year like 2002, which set the record for Young Eagles flown, we will have the means to make our goal by December. We don't have a lot of margin, though, which means that we need to affirm our commitment and sustain the

enthusiasm. At the January meeting I'll try to get a consensus from the membership of when to plan the next Young Eagles Rally and also how to structure a schedule for the year.

I'll see you at the meeting.

Editors Note: Aero-News Network published the following article regarding the Young Eagles Program. It is a tribute and statement of fact of the dedication of the members of EAA to bring the knowledge of aviation to the next generation. We, as members of EAA Chapter 7 and EAA National HQ can be rightly proud of the participation and volunteered time given to such a program. I am sure many of you will be there again in 2003 to assist in the ground schools, registration, and flight demos. The support of the ground crews is just as important to the success of this operation. Come and be a part of the Young Eagle program. You only have to see just one of the smiles of the youngsters that benefit from the Young Eagles to know just how important it is to them and just how rewarding it can be to YOU.

Young Eagles Program Reaches Record Number In 2002 One Million Young Eagles Goal Less Than 125K Away!

The Young Eagles program introduced a record 115,000 young people to the world of flight during calendar year 2002, as the volunteer Young Eagles effort has now reached more than 875,000 young people since its introduction in July 1992.

The record total during 2002 also places the program in excellent position to reach its announced goal of one million Young Eagles by Dec. 17, 2003 - the 100th anniversary of the Wright brothers' first powered flight. A flight representing the one million Young Eagles is planned at Kitty Hawk, N.C., next December 17 as part of EAA's Countdown to Kitty Hawk celebration, presented by Ford Motor Company.

"As the Young Eagles total grows and we approach the centennial of flight, you can certainly feel the excitement among the Young Eagles pilots and ground volunteers," said Steve Buss (right), Executive Director of the Young Eagles program. "The goal of one million Young Eagles seemed so far away just a few years ago, but now it's right there for us to achieve. We hope that other pilots join us during 2003 and enjoy being part of what has become the largest youth aviation education initiative ever created, as well as a very fulfilling way to pass along the love of aviation to a new generation."

More than 32,000 pilots have volunteered their time, aircraft and enthusiasm to the Young Eagles program

since it was introduced at the 1992 EAA Fly-In Convention in Oshkosh, Wis. Each day since then, an average of 315 Young Eagles have been added to the "World's Largest Logbook" at the EAA AirVenture Museum in Oshkosh, which recognizes all Young Eagles and their pilots.

Among the notable highlights of the Young Eagles program in 2002 were:

- 1) The highest single month for Young Eagles registrations in the history of the program, as more than 17,000 Young Eagles were registered in July 2002;
- 2) More than 95 percent of the 1,000-plus EAA Chapters have their own Young Eagles Chapter Coordinators, who help bring together young people and local pilots;
- 3) In excess of 3,000 pilots flew at least 10 Young Eagles in 2002 and more new pilots were welcomed into the program than in the previous two years;
- 4) Young Eagles were flown on six different continents, from airports ranging from grass strips to major metropolitan airports, with young people in all socio-economic groups.

The 2003 schedule of Young Eagles activities will include Winter Flight Fest Day (Feb. 1) and International Young Eagles Day (June 14), days when EAA members and Chapters are encouraged to organize and participate in local flights and flight rallies. Young Eagles rallies are also a regular part of many EAA Chapter schedules each year and a featured part of many fly-ins, from local gatherings to such events as EAA AirVenture Oshkosh and EAA regional fly-ins.

"While the sheer numbers within the Young Eagles program are very impressive, we continue to emphasize the importance of each individual flight as the essential aspect of the program," Buss said. "Each young person receives a personal flight experience, which will create lifelong memories and, we hope, the initial enthusiasm that could lead to their own exploration of aviation."

The Young Eagles program will continue after Dec. 17, 2003, although the exact details of the program's future have not been finalized. "Our focus this year is completing the task we set out to accomplish in 1992 - flying one million Young Eagles by Dec. 17, 2003," Buss added. "The success of the program will ensure its own future, because there are always more young people who are waiting to discover flight."

The EAA Aviation Foundation was founded in 1962 and is dedicated to aviation education, preservation and research.

FMI: www.young eagles.org

Young Eagle Milestones Reviewed

The Young Eagles program was launched in July 1992. Since then:

- 1) More than 875,000 young people have received an airplane ride through the Young Eagles program.
- 2) 875,000 Young Eagles represent approximately 175 young people flown for each public use airport in the country.
- 3) 875,000 Young Eagles represent 8.75 young people flown for each school in the United States.
- 4) More than 32,000 EAA members have volunteered their time and aircraft to participate as Young Eagles Flight Leaders (pilots).
- 5) The average number of Young Eagles flown per pilot is 27. Individual numbers range from 1 to more than 2,600!
- 1) On average, 315 Young Eagles are added to the World's Largest Logbook every day of the year.
- 2) Flight Leader experience levels range from private pilots to Airline Transport Pilots (ATP).
- 3) Young Eagles flights have taken place in nearly every type of aircraft, including standard factory-builts, antiques, classics, warbirds, aerobatic, jets, helicopters, balloons and gliders.
- 4) Airports utilized for the Young Eagles program range from private grass strips to major metropolitan airports.
- 5) An estimated 380,043 Young Eagle Flights have taken place
- 6) On average there are 2.3 Young Eagles per flight
- 7) 760,086 take offs and landings have occurred
- 8) 126,681 flight hours (or 7,600,860 minutes) have been logged by General Aviation aircraft participating in the Young Eagles program (20-minute average flight).
- 9) More than 1,393,491 gallons of aviation fuel have been donated by EAA members, participating FBOs and associated program participants (based on 11 gallons per hour average).
- 10) Fuel sales have generated an estimated \$3,274,703 (based on an average price of \$2.35 per gallon). This does not include the other costs (oil, brakes or tires) directly involved in flying.

FMI: www.young eagles.org

Classified Ads

FOR SALE- Cavalier SA 102.5 Homebuilt. 99 % completed. This is a fast two place side-by-side low wing aircraft with a 125HP Lycoming O-290 D. Cruises at 140 MPH on just 5-6 GPH fuel burn. Asking \$10,000. For details contact Fred Leonhardt (562) 926-9894 or Ray Reynolds (562) 984-8557 fleonhardt@webuniverse.net or reynolds4255@msn.com

Photo is **NOT** the actual plane for sale but is similar.



Moving Day ??? Now, a bit left, oops – now right, back left



Does someone want to hold this heavy end? Who put fuel in the tanks BEFORE we moved this ?



FOR SALE: KR-2 modified

This KR-2 started life here in Southern Cal. The original builder worked for Hughes and had a structural engineer rework his plans to make this KR-2 11" longer and 2" wider and fuel tanks in the wings. This airframe is on the gear. Tail feathers on. Includes canopy, flight instruments, most hardware to complete, dual controls. The VW engine was built by a professional VW speed shop and is 2080 cc with KR-2 engine mount. There are numerous parts and items included.

This project was started some time ago and was at a point very close to being completed. Kevlar was used for some covering. Something happened to its builder and the project was put into storage and ignored. It was bought and moved to Long Beach and some cleanup work started.

The neglect took its toll on the soft parts (storage rash). With some TLC, this project could be completed into a decent airplane.

Richard has had a work schedule change, is getting married and buying a home, all at one time. He has made a decision to sell this project. It's all yours for \$1800.

Call Richard after 10 a.m. at 562-435-7937, or call Don at 562-500-0173 (cell) or message at home, 562-498-0862.

The Official Electronic Newsletter of EAA December 20, 2002 Volume 2, Number 34

Mahany Tabbed FAA Western Pacific Region 'CFI of the Year'



Congratulations to **John Mahany** (NAFI 290768), who was named the 2002 Certified Flight Instructor of the Year for the Long Beach Flight Standards District and for the entire Western Pacific Region.

John provides single- and multi-engine instruction, is a qualified glider instructor, and continues to acquire additional training such as mountain and canyon flying. He teaches out of Long Beach Flying Club at the Long Beach Airport. John is active in the Experimental Aircraft Association and is Flight Advisor for EAA Chapter 7 of Long Beach. Chapter 7 members look forward to his monthly training articles in their newsletter. John is also a volunteer pilot evaluator for Angle Flight and has written for IFR Refresher magazine. He has his own website, www.ifrconfidence.com

Short Final (AVWeb 30 Dec '02)

Controller: Cessna 12345, traffic at your 11 o'clock is a National Guard helicopter at 1500 feet.
Cessna 12345: Tower, 12345, negative contact. Looking for traffic.
Controller: Cessna 12345, guard helicopter is unarmed.
Cessna 12345: I would hope so... (pause)
Cessna 12345: Tower, 12345, have field in sight. No friendly fire. Request frequency change.
Controller: (Laughing) Good day.

Year 2003 Officers

President

George McDaniel
(949) 951-0957
gcmcd@aol.com

Vice President

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

Treasurer

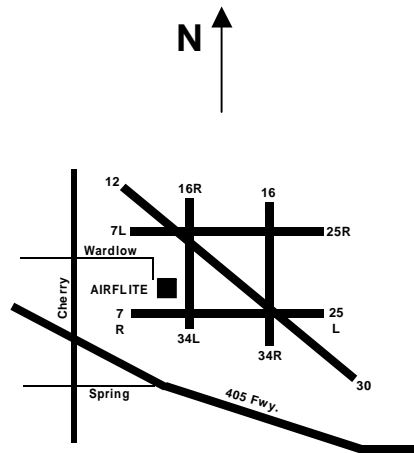
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net

Secretary

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

Newsletter Editor

Mike Sawicki
(714) 821-5330
always1@gte.net



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/eachapter7

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

George McDaniel, President
26442 Naccome Drive
Mission Viejo, CA 92691-4948

**ADDRESS CORRECTION
REQUESTED**