



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

Happy New Year ! I hope everyone had a great Holiday Season. It was great to see such a large turnout for the December meeting. It worked out great that we joined forces with the Long Beach FSDO for a great presentation by Steve Shackelford as Orville Wright. This was largest Chapter meeting we have ever had. Don Thompson counted over 100 people in attendance. Steve did a great job and was not only entertaining but also very informative. After the break I presented the Chapter awards, if you didn't get yours then I will pass out the remaining ones at the January meeting.

It was great to have a couple of Chapter 7 members join our fly out to the 100th Anniversary Event at Flabob. Although the winds didn't co-operate, so there was no sunrise balloon launch we sure did swamp the restaurant. It was a great morning to go flying and celebrate the anniversary of flight.



George & aviation enthusiasts at Flabob restaurant for breakfast on Dec 17

Don T, Greg (CAP) with friend, George McD & Connie Anderson relaxing after dinner



As most of you know one of my plane partners is Don Myhra, who is now the Chapter President of EAA Chapter 92 of Orange County. Also a lot of Chapter 7 members are also members of Chapter 92 so Don and I are planning to do a lot more joint Chapter events. We feel by combining forces we will be able to get the level of participation needed to set up some better events. We 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.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- Jan 08, 2004

Welcome to 2004! Let's all make this year as good as 2003 was. We should plan to enjoy participating in our meetings; Young Eagle days, fly-outs, summer picnic day and our own Christmas party this year.

Last year we managed a wide variety of program topics. Let's keep our eyes and ears tuned for ideas and people who can supply the New Year 2004.

January starts with a two-part program from John Marushak. A pilot since 1964, he has earned private pilot S.E. and M.E. instrument ratings. Now with 4000 plus hours' flight time, he owns and flies a 1963 P Bonanza that's well equipped and highly pampered. John will share some of his flight time with us – a trip to South America and back! This meeting will be about the trip there and a future date will be set to cover the return trip. A long-time EAA member, active in Civil Air Patrol, who goes to Mexico regularly, John is the active type of pilot lots of us other pilots strive to be.

BE THERE – BE IN THE KNOW !

HAPPY NEW YEAR !

2004 Membership Due

It happens to be that time of year again to renew membership. Get an early start and eliminate the hassles of having your newsletter discontinued after March 2004. We are looking forward to another exciting year of programs and activities in 2004.

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 8th.



Technical Counselor

At this time the chapter does not have a designated technical counselor. Until such time that we find a replacement for Chuck Newcomer, I will try to fill this section with articles from various publications and other sources.

Chapter 7 Newsletter Editor



by
John Mahany
Master CFI
Member, Ch 7

Learning the 'RV Grin'

Happy New Year !

I am not one for making New Years Resolutions, but I am going to suggest that we all work **very** hard to make this next year the safest year yet for flying! Unfortunately, this past year has ended on a very bad note, with several accidents occurring in the last few weeks. This is tragic! The recent accident on Catalina Island, on the morning of December 24, involving the Long Beach Air Charter's Piper Seneca, hit very close to home for me. I know the pilots who were flying, and I have flown that aircraft. Both pilots were very experienced. This is very sobering, and a reminder to us all...it can happen to *anyone*, regardless of experience, ratings, or hours in a logbook. It's what you do with each hour that you fly, that counts! You should learn something from every hour that you fly!

On a more positive note, I have had the opportunity to fly with Jim Wolf in his RV-6, and now I know what the term 'RV Grin' is! I had the 'RV grin' as I stepped out of the RV, after flying it! Boy, what FUN! The performance is incredible, and the handling is superb! Need I say more? Jim needed to take care of a night requirement on his pilot certificate, so we arranged for he and I to fly it one evening in late November when the weather was nice.



File photo: Jim's RV-6 at Apple Valley fly-out several years ago. Even prettier now.

He met me at Long Beach Airport on the 25 Right Flight Line, and gave me a brief rundown of the features of his RV-6. After a short takeoff roll, we were climbing out at 1,500 FPM. We climbed to 7,500'. I was just watching, amazed with the performance, and enjoying this! Having just climbed out of a Cessna 150, this took some getting used to. What a difference! But I adjusted quickly! After about 15 minutes at RV speed (in a straight line) we were over French Valley Airport. He asked if I would like to fly it! That is a rhetorical question! I *immediately, enthusiastically* said yes, thank you!

The cockpit arrangement is a bit different from what I am used to, but I adapted, quickly. That would be one advantage of having experience flying a variety of aircraft. Being a homebuilder, Jim had the advantage of building what he wanted. So, he put himself in the right seat, and I was in the left seat. Unconventional, but it works. Even the throttle quadrant was 'backwards' for me in the left seat, with throttle and mixture reversed. This did cause me some confusion. He had what few (VFR only) flight instruments there are, in front of him. The panel in front of me was largely empty, except for one digital engine monitor. There is a control stick, instead of a yoke. Stick forces are just right, not heavy nor light. Very responsive!

Whenever I fly a new (to me) single engine airplane for the first time, I always take it through some basic maneuvers; namely steep turns, stalls and minimum controllable airspeed. I want to see how it handles with a G load (steep turns), at slow airspeeds, and how she stalls and recovers, before I get into the traffic pattern. I don't like surprises there! The RV controls are well balanced and crisp. I started out with straight and level flight, briefly, then tried steep turns, both left and right. Not ever having even been in an RV 'anything' before, I had no idea what to expect. I was pleasantly surprised by how well the controls are balanced, how quickly it responds and how easy it is to fly! I could get used to this! I have to say that steep turns turned out very well. Next I did some slow flight, followed by stalls. All went well. At this point, it was getting dark. We decided to land at French Valley, for dinner and fuel. I began a spiraling descent to lose altitude, and things were going smoothly. I was just about to tell Jim 'you've got it' but he decided to let me land it. Oh boy! I did not expect this! He talked me through the pattern, giving me power settings, flap settings, and so forth, and I set up a nice, stabilized final approach, had the airspeed nailed, and settled into a three-point attitude, carried some power, and she settled on nicely! What fun! Whew! I was, truthfully, a bit on edge, this being Jim's airplane, and a masterpiece at that! I was very careful! I am happy to say that it went well!

We took off after dark, and climbed to 8,500' initially, and headed north to Bishop. After crossing the LA basin, and the San Bernardino Mountains, we skirted the edge

of Edwards AFB, and followed route 395 up past China Lake and into the Owens Valley. Jim has flown this route many times and knew it well. I didn't. We also had help from his Garmin 196 GPS. We also had flight following from LA Center most of the way. When we arrived at Bishop, we had the pattern to ourselves. After several full-stop night landings, we stopped for fuel, but the self-serve fuel did not want to work. We figured, conservatively, that we still had enough fuel on board to get back to Fox Field, with reserves, and we could refuel there. Once airborne, we picked up a nice tailwind, just when we needed it! Our ground speed was **225 MPH** on the way back! We were able to overfly WJ Fox Field, and easily made it back to Chino with over an hour's fuel left. **What a flight!**

So, now I have 4.1 wonderful hours in an RV-6 ! Thank you, again, Jim!

Fly safely and keep the blue side up! ✈

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: Upland, CA. 29th Annual Pomona Valley Air Fair, Cable Airport. Ctc 909 / 982-8048.

Feb 28: Palm Springs, CA. P-51 fly-In. Palm Springs Air Museum. Ctc 770 / 778-6262.

Mar 5-7: Casa Grande, AZ. 46th Annual Cactus Fly-In. Ctc 520 / 603-5440. <http://www.cactusflyin.org>

Mar 27: Riverside, CA. Riverside Municipal Airport Airshow 2004. Ctc 909 / 682-1771 or fax 909 / 686-2415.

Apr 14-20: Lakeland, FL. 30th Annual EAA Sun 'N Fun Fly-In. Ctc 863 / 644-2431 or <http://www.sun-n-fun.org>

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: **22380 Rios Ave., Perris, CA 92570-9265** or e-mail to: always1@verizon.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Darlene Heller stepped down as chapter president & newsletter editor due to pending surgery. Best she take care of her health & come back even stronger. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Miss receiving their newsletter. Maybe again soon.

EAA Chapter 14. Brown Field, San Diego, CA. Interesting story on flight to Mexico. 60 (members & spouses) attended Christmas party at Marriott. Richard Kalling elected chapter president. Dan Masys had first flight of his RV-7 on Dec 6. Lista Duren writing book with Ray Cote. Interesting & colorful 8-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

EAA Chapter 40. Van Nuys, CA. Meet at Whiteman A/P 3rd Sat. 9 a.m. Great turn out for their YE event in Dec at VNY. Forming chapter hangar at Whiteman. Air fair scheduled for Whiteman Sep 2004. Working on their 501-c-3 status. New website: <http://www.eaa40.org>.

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

EAA Chapter 92: Orange County, CA. Starting October 2003, meeting moved to Chino airport, first Saturday. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Great tiem had by all at the annual Christmas party moved to Alpine Village this year. Active chapter looking for progress in 2004. Hangar still full of projects. Some space available. Web site: <http://www.eaa96.org>

EAA Chapter 71. Bakersfield, CA. They're back! Well, they were for a while. Hope to hear from them again soon. Home of Harmon Rockets.

EAA Chapter 224, Alhambra, CA. Meets third Tuesday at El Monte airport admin bldg. 8 p.m. Viewed Neiuport 11 & Lancair projects. Bud Coombs working on his Spencer Aircar project. Bob Chase purchased an Earth Star ultra-light which was topic of program (Dec 03).

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects moving right along.

EAA Chapter 527, Santa Barbara, CA. Great newsletter, see copy at the meeting table. Great activity in chapter.

EAA Chapter 1000: Edwards AFB, CA. Mtg held at Flight Test Museum. The Chapter Project Police raided the Chapter One open house to spy on the projects there. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1279: Murrieta-Temecula, CA. French Valley Airport. LastSunday of month, 2 p.m. Terminal Bldg. Open House sponsored by local Economic Development Agency was success. Great exposure to gain new members. Lots of projects in the pot. Next mtg Jan 26. New web site: <http://www.eaa1279.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.

Classified Section

Nuts, Bolts, Engines, Planes & T'ings



Champion Aircraft - 1958 Tri-Champ

1958 Tri-Champ model, Champion Aircraft Co. White with two-tone blue trim. Always hangared. Stits cover. Tandem seating. C-90 engine 594 hrs SMOH. TTAF 2490. Cruise 100, stall 38. **True showman quality. \$29,900.** Contact Dwight at 714 / 828-7027.



For Sale: 1977 GRUMMAN TIGER
AA5B HANGARED AT EL MONTE.

My partners and I purchased this plane, N81041, from the original owner in 1984. This wonderful aircraft has been to Sun 'n Fun and EAA Oshkosh and all over the west. A great cross country plane as well as an economical local flyer capable of full loads. It will outperform any production aircraft in its class: 180 hp SEL fixed gear & prop. **New Tigers cost \$219,000 !**

This aircraft has less than 3100 TTAF and less than 1100 SMOH, Century IIB Autopilot, Dual NAV/COMs, Glideslope and ADF. This **SUPER FUN, High Performing and LOW COST** 4-seat airplane can be yours for **ONLY \$59,900**
Contact: Woody Fowler **714-897-6566** or e-mail me at fowlerhb@surfside.net

'69 Grumman Yankee, AA-1, 150-hp engine upgrade, less than 400 SMOH, overall package rated 8 out of 10. Was IFR certified, can easily be recert'd. Fresh annual 10-03 Extensive annual, 6 new control cables,

new brake pads, etc. Financial setback forces sale. **\$26K FIRM.** Located at Whiteman Airport. Bill at 818 / 990-2748.

Editor's Corner

When It Happens, It Is Already TOO LATE

I am an avid reader of aviation magazines and other sources of aviation articles. ANN is my "daily bread" as I look over what is happening in the aviation world. In better times, I used to subscribe to AW&ST but gets pricey. There is the general faire from AIN and AvWeb also. Each month I anxiously await my issue of Flying magazine for the latest article by Lane Wallace. She writes from the heart with true soul and a love of aviation that was there when I was a little boy looking forward to my annual journey with my father to McGuire's AFB open house and a glimpse of the USAF Thunderbirds. Enough of the reminiscing and time to get to the point.

What is it that you do to occupy your time on cross-country flights. Short hops in the L.A. Basin are stressful enough watching for traffic, evading Class B areas, frivolous TFR's, airliners, and the sort.

Lately I was able to fly back seat to the weekly CAP breakfast at Flo's in Chino on Thursday mornings. It gave me time to play with my GPS which is an iPaq hand-held computer with Anywhere Map software my ControlVision. Pilots love to see the new technology at airshows (Oshkosh, AOPA Convention, Regional Fly-Ins) and demos at chapter meetings. Many shell out the big bucks to have the latest and the greatest mounted on their panels or glare-shields. Do you have such a unit? Just how much do you know about it?

My software came on a single CD-Rom but the manual is a fairly good size medium three-ring binder. I used the unit on my way (driving a GMC Jimmy) to Oshkosh in 2003 and found it fascinating as it tracked my route along the interstates. What even I failed to realize it that these are the best times to "let my fingers do the walking" where my eyes once read about the features. I am not just talking about pushing the next "GO TO" button and watching the read-out indicate heading, speed, altitude and track.

Units such as the iPaq with air navigation software are quite common. It seems that the Garmin 196 is one of the most popular units among members looking for the most features at the best price. Today's GPS units are much more than the Heathkit Flight Computers I built back in the '70's. They were power hogs requiring a carry case with six D-cell batteries just for a four hour flight. Yes, technology has come a long way.

What do you really know about your GPS unit ? Many have fuel management programs. As your plane is trimmed for that next cross-country, take the time to really know that amazing piece of electronics that you carry. One day it may be able to save your life, IF you know how to use it properly. Do you know which buttons to push in an emergency ? Where is the nearest airfield to your present location ? Can you glide there if you had a power failure ? What is your present location, longitude and latitude, to notify FSS of your situation ?

Knowing the capabilities of your GPS is one thing, being able to extract that information in a "time of emergency" is another. Don't wait until you need it, practice NOW so you are ready when that happens.

John Mahany just wrote about his flight in Jim Wolf's RV-6 to Bishop. Are you working on a homebuilt that will move much faster than that rental aircraft you normally fly. Transitioning from that Cherokee or Cessna at 130 kts to a higher performing aircraft is a lot more than just knowing how to take-off and land. You have to ready BEFORE it happens, or when it happens you will find it is TOO LATE !

Your GPS is not the answer to all your cockpit situations. Newer planes are starting to enter the rental market and before long you may find yourself sitting in a plane going 180 kts. Cockpit management and regular simulator training was primarily for the "big boys" that wear uniforms. Not so today. Insurance companies are looking at the statistics and seeing many pilots getting into planes beyond their means. Don't get caught behind the 8-ball, know your equipment and put it to use. Practice makes perfect. The next time you step out of your airplane, will you have the feeling of being a "better pilot" ? Train and practice now so that you are "at your best" when the times comes that you need it.

Anniversary of Flight
Dec 17. 2003 - Flabob Airport

The morning skies were aflame Mount San Jacinto as dawn approached from the east. It looked to be a clear day but the Santa Ana winds were really whipping through the valleys. Flabob was but a 30 minute drive from Perris and we left in plenty of time to join members of EAA Chapter 7 and a group of CAP from Long Beach.

We were greeted by the new display of the Wright Flyer which had been acquired from the Rotary International Rose Parade float of 2003. If you look closely at Wilbur's shoes you will still see the remnants of seed since all floats must be covered by some flowers or seed.



Mannequin lies prone with likeness of Orville Wright at controls

Steel beams and cables secure unit in the wind. Engine has parts from Campbell's soup cans. Electric motor drives propellers.



Tony Pappia brought his beautiful T-18 out for the event

Local USAF Jr. ROTC performed drill maneuvers for the attendees.



Matt McDaniel & John Mahany enjoy their breakfasts

Don Thompson puts on the feed bag before departing back to Long Beach



Members of the Los Alamitos CAP were on hand to help celebrate the 100th Anniversary of Flight

Need to bring a large group to an event, this AN-2 can fill the job



Another antique being refurb'd at Flabob



Students from local elementary school recite Pledge of Allegiance. Later made hot air balloons in Chapter 1 hangar.



The Eagles Nest
by Darwyn Wolff

The Young Eagles Rally will resume most likely in February. Work continues on the ramp at Aeroplex in Long Beach.

With the "One Millionth" goal achieved we enter another phase of the Young Eagles program. I would like to encourage you to share any ideas regarding improvements in the program. We should especially consider methods to provide highly inspired Young Eagles the means to find the resources they need to successfully pursue an aviation career. As we enter the next century of powered flight let's think about how we can not only inspire but also enable the young people who would join us.

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

Leonardo da Vinci (1452 - 1519)

Submitted by
Merv Meyer
Chapter Secretary

Secretary's Notepad



BOARD OF DIRECTORS Meeting of Dec 11, 2003

The Board meeting for December was not convened due to the schedule of our regular meeting.

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

MEETING MINUTES
General Meeting
December 11, 2003

Attendance: 111

The members meeting this month was combined with the Christmas dinner. Food was provided by members, in a potluck at our meeting space in the Air Flite Building.

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

OLD BUSINESS

Videotapes are available for check-out. They are located on the table next to the officers' table. Louis Bigelow has provided the Chapter with a number of data CD's of the 4313 manual. Some are still available at the video table.

NEW BUSINESS

A certificate of appreciation was presented to Chuck Newcomer, Chapter 7 Technical Counselor, who will be moving to Portland, Oregon. In the meanwhile, before he is replaced, Chuck told members to check out the EAA website for information on Tech Counselor matters.

Don Thompson, Chapter Vice President, told members that Walt Lane, charter member (1954) of this chapter, sent a card. Walt is in Lebanon, Illinois now.

A certification of appreciation and a pin were presented to Darwyn Wolff, Chapter Young Eagles Coordinator. Darwyn introduced **Jasmine Palomino** and **Samuel White**, candidates for the Air Academy in Oshkosh. He suggested that an essay be submitted by both, but still both of them might go to the Air Academy.

Certificates of appreciation and pins were presented to Don Thompson, Chapter Vice President; John Mahany, Chapter Flight Counselor; Mike Sawicki, Chapter Newsletter Editor; Merv Meyer, Chapter Secretary; and Tom Griffith, Chapter Membership Coordinator. Tom wears a 300 flight Young Eagles jacket; he has now flown over 400 Young Eagles.

John Mahany told members that a manned control tower at Ramona Airport will start operation on Christmas Day.

Don Thompson will attend the ceremony on December 17 at Flabob Airport commemorating the centennial of human powered flight.

PROGRAM

Steve Shackleford, aviation historian, impersonated Orville Wright, with derby hat and mustache. He gave a presentation, without notes, of a history of the Wright brothers from their boyhood in Dayton, Ohio, onward. Their parents accommodated their curiosity and encouraged them to read. Their own home was a library. Eventually Wilbur and Orville got together to run a successful bicycle manufacture and repair business. They became interested in human flight and beginning in 1896 they wrote for information, to Octave Chanute, a structural engineer, who had written a book on flying machines two years earlier. They also wrote to the Smithsonian Institution. They decided to do their hands-on experiments at a place on the North Carolina coast called Kitty Hawk. This place had plenty of flat open space and wind, and privacy. They began flying gliders and they built a wind tunnel. In addition to information from Chanute and the Smithsonian, they had flight data from Otto Lilienthal, a German pioneer, who was killed in a hang gliding accident in 1896. But they did not totally rely on data from others. They recognized data errors and made corrections.

They succeeded where famous scientists failed. They built gliders and eventually a powered flying machine which were easily repaired. They analyzed failures and successes; they did not simply try something else if one flight went wrong. They also studied controlling an airplane. Other pioneers concentrated just on getting airborne. They realized that the rudder was not adequate to control flight and they developed a wing warping system.

They contacted engine manufacturers, but no company would sell them just one engine. Their shop foreman, Charlie Taylor, was a skilled machinist. He built a machine according to their spex. The four-cylinder, air cooled engine weighed, with flywheel, about 180 pounds, Starting up it put out 16 hp, which dropped to 12 hp. It was enough to get them airborne. The brothers also recognized that an efficient propeller must be shaped like a twisted airfoil, and they carved two propellers for their engine.

On the morning of December 17, 1903 the crew of the Kill Devil Hill Lifesaving Station nearby took their completed airplane, called the Flyer, out of its shed and schlepped it to its starting position, on a wooden rail over a flat, sandy area. Orville and Wilbur made four successful flights that day. A gust of wind wrecked the Flyer before a fifth try. They shipped the Flyer back home.

The most important flights took place during the next two years. Starting in April of 1904 they started flying at a place called Huffman Prairie, about 8 miles east of downtown Dayton. By October of 1905 they had developed the world's first practical airplane. The Flyer II took off, climbed, turned, did circles and figure-eights and returned to take-off position.

They did not fly again until 1908. They did not want their control system ideas stolen while they were negotiating for an acceptable sale. In 1908 they finally got two acceptable offers. The Army offered to buy the Flyer if it met performance specs of the Signal Corps. The other offer was for exhibition flights in France. Orville flew a Flyer to meet the Signal Corps spec. Another Flyer was shipped to France to be flown there by Wilbur Wright. These Flyers were modified so that the pilot sat upright instead of lying prone, and they could carry a passenger. The first public flight of the Flyer was at a race track near LeMans, France on August 8, 1908. It was less than two minutes but was a sensation, because it was a controlled flight; the Flyer made two circles and returned to the take-off area. After the Wright flights in Europe, aviation really took off and even before the Great War, airplanes in Europe were more advanced in design in Europe than in America.

Orville succeeded in selling the Flyer III to the Army, although he was injured in a crash, caused by a propeller break, which killed his passenger, a Lieutenant Selfridge. Wilbur died of typhoid fever in 1912, and Orville carried on. The years that followed were marked by court fights over patent infringements. The main adversary was Glenn Curtiss. Curtiss eventually got around the Wright patent by developing his own aileron design. In 1914 Curtiss successfully flew Samuel Langley's 1903 tandem monoplane design off Lake Keuka in upstate New York. The Langley airplane was launched twice off a houseboat on the Potomac River. Both times the airplane plunged immediately into the river, due to structural collapse. Curtiss had the structure modified and strengthened, and had floats attached. It got airborne, but the pilot did not attempt any turns. Samuel Langley was a director of the Smithsonian Institution. The Langley Aerodrome, as it was called, was placed on display at the Smithsonian with the placard stating that it was the first airplane capable of sustained flight. This, of course, infuriated Orville Wright. He let the rebuilt 1903 Flyer go to England in 1928 for display at the Science Museum in London. It was supposed to be a temporary exhibit, but Orville let it be known that the Flyer would never be on display at the Smithsonian, which was considered the national aviation museum, until the directors of the Smithsonian recognized the 1903 Wright Flyer as the first airplane capable of true man-carrying flight. Eventually in 1942 the Smithsonian recognized the accomplishment of the Wright Brothers. Orville Wright died in January of 1948. He did not live to see the return of the 1903 Flyer. It arrived later that year by ship. December 17, 1948 there was a ceremony at the Smithsonian and the Flyer was available for public view for the first time in the United States.

REFRESHMENTS

January Bill Haynes

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

Year 2004 Officers

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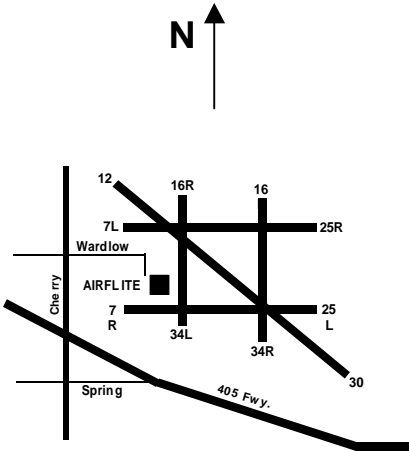
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area. Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site: www.eaa7.org

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 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**