



# Chapter Seven *Long Beach*

## President's Messgae

### Happy New Years Everyone!!

We have a lot happening in the next few months so mark your calendars. The most exciting thing coming is **The EAA B-17 Tour**. The dates have been confirmed; arriving on Monday April 9<sup>th</sup> and departing on Thursday April 12<sup>th</sup>. We need volunteers to help so now is the time to step up to the plate. Chapter 7 has an opportunity to really shine during this event and I know I can count on everyone to help.

**Magical Mystery Tour** -- Mark your calendars for Saturday February 10<sup>th</sup> - Meet at Mike Hansons hanger #10 at AeroPlex at 8:00am then on to the Tour. (Breakfast at Johns before if you like.) I am not telling where we will be headed but plan on returning to Mikes hanger about 2:00. Lunch will be served at one of the stops along the way.

**"Aviation Firsts"** is the official theme of **EAA AirVenture 2001**, the 49th annual EAA convention, which will be held July 24-30, 2001 at Wittman Regional Airport in Oshkosh.

I just finished setting up a notebook with the Chapter 7 newsletters from last year. While looking at the newsletters it reminded me of all the flying activities I was fortunate enough to have been involved in. A couple of major ones being going to **AirVenture** and my son Matt's first solo flight. I want to encourage everyone to attend **AirVenture** this year. It is early enough in the year

right now that with the proper planning the trip can be very affordable. Let me explain how Don, Woody, my 2 boys and I were able to save a lot of money last year. Woody was watching for airline sales and was able to secure \$99.00 each way fares to Chicago on Southwest. With misc. charges and taxes it ended up being \$220.00 round trip for each of us. It ended up being six of us traveling from LA to Chicago and my sons girlfriend met us there. All 7 of us shared the expense of a mini van that we rented in Chicago for the drive up to Oshkosh, split 7 ways the weekly rental was only \$47.15 each. We also split the gas we used which was another \$5.40 each. We did have to do some creative packing to get 7 peoples luggage and camping gear in 1 mini-van but we did. We all also shared the camping fees at Camp Scholler which came to about \$11.00 each, not bad for 6 nights camping. A weekly entry pass was another \$40.00 So not including meals and t-shirts a week at Oshkosh only cost about \$325.00 each ! This in my book is an affordable vacation. I would like to see us have as many members attend as possible.

See you at the meeting..

George McDaniel

.....  
 "Good is not good, where better is expected."

--Thomas Fuller

"When everything has to be right, something isn't."

--Stanislaw Lec

## VP's Chat Room

### January Program

Program Notes – I was unable to sign up a formal program for January. We can take some extra time for project updates, share pictures and those who attended Cable Air Fair can share with all of us.

In February I have the Hawthorne tower chief coming to tell us of their AWOS system.

Anybody with an idea or contact for a program should call me!!

### INDIAN SUMMER DAYS:

George and I finally made time to do some flying of our own. We used the last day of Y2K the best way possible.

We decided Flabob marked the spot for lunch, so off we went. The C-152 we were in flew real well with its load. Wx was excellent. East through the pass at 2500' soon had us turning left at the cross to final for Rwy 24. Flabob was status real lazy. Café was open with good food and help. Said hi to the airport owner and wife when they came in. Wish Long Beach was like their airport.

Using half the fresh blacktop rwy put us on our way again. George needed some more practice so we went around March Air Force base to the east, then south to Hemet. One low glider tow miss put us on the ground looking for the restroom, too much H2O with lunch!

Again we go airborne heading SW with a planned landing at French Valley next. For those who don't know it yet, the new water reservoir by Hemet is deep, with lots of water in it now. Biggest water tank with fresh water around these parts. Can't miss it!

French Valley continues to grow. Each time I visit there are changes to see. We did a full stop with taxi back and departed towards the coast.

Since El Toro is on in-op status we can fly the area up next to Santa Ana's CZ. We flew over George's house. Next time we'll take pictures. Turning towards the shore again, we settle into a 500' cruise up the coast.

Too soon we were on final at LGB. Must say George made three excellent landings. Now it's time to go do it again!

Don

*Secretary's  
Note Pad*



## **BOARD OF DIRECTORS Meeting of Dec 14, 2000**

George McDaniel, president, gave board members a summary of his conversation with the leader of Team Aluminum Cloud, the crew of a restored Boeing B17 Flying Fortress, on tour through the USA. Tentative dates were set for the second week of April in Long Beach. Chapter 7 will be the host chapter.

Several things are required of the host chapter:

There is a visit chairman, usually the chapter president.

A volunteer will serve as public relations assistant, to assist EAA PR people on the local level.

A flight will be arranged for local media people to take a flight on the B17.

The volunteer will get press releases out to local newspapers, TV and radio stations.

The volunteer will assist in marketing and advertising in any way EAA considers necessary.

A booking assistant will help sell and schedule rides.

EAA members will be charged \$300 for a ride; non-members will be charged \$350.

Five to seven trips a day are planned, 7 people per ride.

Ground tours will be scheduled for the afternoon, \$5 for adults, \$4 for kids and \$10 for family.

A volunteer work force will be set up for the 4 days the B17 will be in Long Beach.

On arrival day flights will be allocated to media people.

The second and third days will be for rides and tours of the general public.

On the fourth day the B17 will depart to the next location: San Diego.

In addition there will be volunteers at the rear door and at the front door of the aircraft, one volunteer for ticket sales and two or three volunteers for merchandise sales. The volunteers that work the event will fill unsold seats on rides.

Chapter 7 will benefit by receiving the following proceeds:

25% of ground tour sales

15% of merchandise sales

\$20.00 per paid seat on the first two flights

\$30.00 per paid seat on the third and fourth flights

\$40.00 per paid seat on the fifth flight and on any additional flights

The chapter president will select individuals for the flight to San Diego. One individual has won a Christmas party drawing for this flight to San Diego.

## **MEETING MINUTES**

**General Meeting  
Dec 14, 2000**

Attendance: Approximately 27

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

## **OLD BUSINESS**

Woody Fowler, treasurer, gave his report.

Mike Hanson gave a man with AMS(Lou Gehrig's Disease) a ride in his Stearman biplane. The man was hoisted into the front cockpit by parachute straps rigged by Don Thompson. Nine members of the man's family and friends were given flights. Kindle Hanson and Tom Griffith were pilots providing rides.

Raffle tickets for the scale model of the GB Model Z racer are available from Woody Fowler. This is your last chance.

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

## **NEW BUSINESS**

George McDaniel, president, informed the members present that Chapter 7 will be host for 4 days in April to Boeing B17 and crew on tour. Four seats have been set aside for EAA members for the last-day flight from Long Beach to San Diego. One seat has already been taken, won in a raffle by a Chapter 92 member at the joint Chapters 7 and 92 Christmas dinner. Jim Wolf suggested raffling a seat for the return flight from San Diego to Long Beach.

Air Flite is the first choice for the host ramp. Don Thompson suggested that AASI provide the host ramp. Tom Griffith proposed that Boeing provide the host ramp since the B17, after all, is a Boeing product. He suggested getting Chapters 1, 92 and 96 involved in this event.

A roster for volunteers for this event will be at the February meeting.

Bill Stroud got his pilot's license on the date of this meeting. Mike Hanson, CFI, was his instructor.

Carl Johnson received his membership card from Tom

Griffith, membership chair. Carl just bought a Van's Aircraft RV9.

Al Gibbs just received an RV9A kit. He reports that every single component arrived, with one extra component. All components were in good shape, and the steel parts were already powdered to prevent corrosion.

The first Saturday after the February meeting will be the day of the Mystery Tour. The tour will start at Mike Hanson's hangar. More to be announced.

Darwyn Wolff, Young Eagles coordinator, set the date for the next event. It will Saturday, February 17, at AeroPlex.

## PROGRAM

Rick Vaux, chapter technical counselor, gave a demonstration of safety wiring. He told members that the FAA 4313.1B manual has the info on required techniques and tolerances. Before being safetied, a bolt or nut must be tightened with adequate torque.

Most used thicknesses in steel wire are .025, .032 and .040. Brass wire is acceptable, but is twice as expensive as stainless steel. Aluminum wire is not as strong as stainless steel.

Propeller bolts must be safetied in pairs. Safety wires should be at least .040.

Rick demonstrated double strand, double twist safety wiring. elevator to full down position. Hold positions of the controls until recovery. For a typical light, single-engine airplane the single most important action is full rudder against the direction of rotation. Pressing the elevator down without pressing rudder against the spin is likely to result in an accelerated spin. After rudder and elevator action regain level flight be careful the next maneuver does not overstress the airplane. A pilot should initiate pull-out from the spin when airspeed increases. The AIAA (American Institute of Aeronautics and Astronautics) has

a useful publication entitled "Flight Testing the Airplane".

In some designs spin resistance is built into airplanes by restricting A of A. Examples are the Ercoupe and the Rutan canards.

A proper wing design provides constant lift and increasing A of A. One cockpit method of detecting spin direction is to look over the nose of the airplane. Another method is to check rudder pedal resistance. The stiffer rudder pedal is the one to push.

## REFRESHMENTS

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

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



### Float Carbs

### Sink or Swim

Rick here again with our mechanical adventure for the month. This time I'd like to begin with a basic troubleshooting chart for Float-type carburetors, and end with the procedures to adjust idle speed and idle mixtures. Before I start, I have one note, and one caution. Note: This is a general guide and CAN NOT cover all possible carburetor problems. CAUTION: Some of these procedures require working on components while the engine is running. ALWAYS tie down the aircraft securely. NEVER run the engine above idle. NEVER hold on to structure and lean toward the propeller.

ALWAYS have assistant in the aircraft and on the brakes. ALWAYS operate the aircraft on flat ground without objects to step around. PLAN your position before starting the engine by making a line on the ground which you will not cross, and finding convenient hand holds to use during the procedures. ALWAYS approach the running engine from the rear, and sidestep toward your chosen position. REMEMBER, Take only the tools you will need, and as old sailors have said, "One hand for the ship, and One hand for yourself."

Carburetor leaks when engine is stopped. Two possible causes: 1) Float needle valve not seated properly due to dirt on seat. Tap carburetor body with a soft mallet while engine is running. If no help, remove and clean carburetor. Check float level. 2) Float needle valve (or seat) worn. Replace needle valve and seat.

Mixture too lean at idle. Four possible causes: 1) Fuel pressure too low. Adjust fuel pressure to correct level. 2) Idle mixture control out of adjustment. Adjust idle mixture control. 3) Obstruction in idle metering jet. Disassemble and clean carburetor. 4) Air leak in intake manifold. Check intake manifold for tightness at all joints. Tighten assembly bolts.

Mixture too lean at cruise speed. Seven possible causes: 1) Air leak in the intake manifold. See above. 2) Automatic mixture control out of adjustment. Adjust automatic mixture control. 3) Float level too low. Check and correct float level. 4) Manual mixture control not set correctly. Check setting of manual mixture control. Adjust linkage if necessary. 5) Fuel strainer clogged. Clean fuel strainer. 6) Fuel pressure too low. Adjust fuel-pump relief valve. 7) Obstruction in fuel line. Check fuel flow and clear any obstructions.

Mixture too lean at full power. Eight possible causes: 1-7) Same as those for lean cruise and same

corrections. 8) Economizer not operating correctly. Check economizer system for operation. Adjust and repair as required.

Mixture too rich at idle. Three possible causes: 1) Fuel pressure too high. Adjust fuel pressure to correct level. 2) Idle mixture control out of adjustment. Adjust Idle mixture. 3) Primer line open (or primer not locked). Check primer system. Make sure it is not feeding additional fuel to engine.

Mixture too rich at cruise speed. Six possible causes: 1) Automatic mixture control out of adjustment. Adjust automatic mixture control. 2) Float level too high. Adjust float level. 3) Manual mixture control not set correctly. Check setting of manual mixture control. Adjust linkage if necessary. 4) Fuel pressure too high. Adjust fuel pump relief valve for correct pressure. 5) Economizer valve stuck open. Check economizer for correct operation. Quick acceleration of engine may clear. 6) Accelerating pump stuck open. Quick acceleration of engine may remove foreign material from seat.

Poor acceleration. Engine backfires or misses when throttle is advanced. One possible cause: Acceleration pump not operating properly. Check accelerating pump linkage. Remove carburetor, disassemble, and repair accelerating pump.

O.K., Troopers, we have a couple more things to cover, and I'll let you go for another month.

Correct idle speed and idle mixture are essential for the efficient operation of an engine, particularly on the ground. Idle speed is established by the manufacturer at a level which keeps the engine running smoothly, reduces overheating, and avoids spark plug fouling. Although it may vary some, idle speed is usually 600 +/- 25rpm. On a float-type carburetor, idle speed is adjusted with the throttle stop screw. Usually turning the screw clockwise will increase the speed. Idle mixture takes a few more steps.

They are: (1) Run the engine until it is at normal operating temperature. (2) Operate the engine at IDLE and adjust for the correct idle speed. (3) Turn the idle mixture adjustment toward LEAN until the engine begins to run rough. (4) Turn the mixture adjustment toward RICH until the engine is operating smoothly and RPM has dropped slightly off its peak value. (5) Using the mixture control in the cockpit, move control slightly toward LEAN. The rpm should increase slightly (about 20 rpm) before it begins to fall off and the engine starts to misfire. Return to mixture to FULL RICH and the engine should smooth out.

That's it, folks. Remember: As much as we love aircraft, they have no such feelings for us. Be extremely careful around moving parts, especially propellers.

Rick Vaux  
TC 4130

## UPCOMING EVENTS

I was hoping to receive newsletters from the other chapters that we send our newsletter to BUT things have been very skimpy this month. Hopefully they will resume after the holiday season.

Look for the dates of the Pomona Valley Pilots Assn event at Cable Airport. This is generally the second week of January.

Chapter One (Flabob) has their event now moved up to I believe March. Hope to have some info from them for the January issue.

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.

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"A leader leads by example, whether he intends to or not."  
--Anon.



**YOUNG  
EAGLES**

**SCHEDULE  
TBA**

The next Young Eagle event will most likely be held Feb 18. Our Magical Mystery Tour is scheduled for February 11.

We will have more on the next scheduled YE event at the meeting.

Thanks to all!  
Darwyn Wolff  
Chptr 7 Young Eagles Coordinator



In the last few installments of this series, I've attempted to introduce some ideas regarding the preparation of both you and your airplane for first flight and the ensuing flight test program. Let's assume that you and your Tech Counselor have checked and triple-checked everything, you've gotten your FAA signoff, and feel totally confident that your machine is ready. Let's also assume that you've been working diligently to bring your own piloting skills up to a razor-sharp level of proficiency and feel totally confident that *you're* up to the challenge of first flight. In other words, you've satisfactorily prepared two of the three essential building blocks for a successful flight test program – the Plane and the Pilot – leaving only... (drum roll please) the Plan!

A good Test Plan can take many forms, but rather than reinvent the wheel I'd prefer to steal some ideas from the professionals who do this stuff for a living. Of course, every company and every military organization has its own procedures and formats, but I can guarantee you that they all share some common elements. Here is what I've learned from 9 years of Navy flight test experience: a good test plan is Written, it is Thorough, it is Flexible, and it uses a Build-Up Approach. Now, let's zoom in briefly on each of these attributes.

The simple act of *writing* your plans and procedures introduces a certain level of discipline into the process. It allows time for consideration, reflection, analysis and organization, and records your thoughts and ideas for further study. Furthermore, it allows those thoughts and ideas to be reviewed

by others so they can add the benefit of their own experience, something you should encourage at every opportunity. The final document should be the summation of as much experience as you can possibly gather.

Next, what do I mean by a *thorough* test plan? Simply put, it should contain all the tests and procedures you intend to perform during the course of your flight test program. That should include all normal, abnormal and emergency procedures (many of which can be written as checklists), weather criteria for the first and subsequent flights (including ceiling, visibility, and crosswind limits), specific objectives for each flight or series of tests, and even sample test cards. The actual test cards that you'll take in the cockpit will be tailored to each flight and completed shortly before the flight. Obviously, not everything will go according to your best-laid plans, so be sure to allow yourself an ample degree of...

*Flexibility!* This does not imply that you should compromise safety criteria, make things up as you go

along or jump into a set of tests you're not ready for. Remember the golden rule of flight test: *Plan the Flight, Fly the Plan*. However, you should always prepare for contingencies and have a backup plan (or two) in place. Let's say you're several flights into your program, everything's working well and you're anxious to get some data on cruise performance at altitude. Unfortunately, there's a 1500 ft overcast, but great visibility underneath and a mild crosswind component... perfect opportunity to expand the crosswind envelope. You've thought about it, it's in the test plan and environmental conditions meet all your constraints, so you postpone the cruise performance tests and move to crosswind testing.

Finally, a common thread in all flight tests is the *build-up approach*. Simply put, this means that you "walk before you run"; you start conservatively in the heart of the envelope with the known, the easy, and the predictable, then gradually expand that envelope in careful increments. Remember that there are three distinct envelopes to consider: yours, your airplane's, and the environment, and this philosophy should be applied equally to all three.

Many of you are probably thinking that if *all* this stuff is included in the test plan, it could be a pretty big document! Yes, that's entirely possible; the one I did for my graduation project in Navy Test Pilot School was 60 pages long, and that was for a series of tests limited to 6 flight hours. Later on, most test plans I dealt with for "real-world" projects were over an inch thick. Remember, the important thing is not the page count, but how thoroughly you have prepared and organized your test program. I think you'll find that once you get started, it's hard *not* to create a rather large document.

Each of the concepts I've presented above probably warrants a detailed article of its own. But because space limitations obviously preclude that,

I've chosen instead to provide some general guidelines and convey a philosophy of professionalism. Never forget that flight test is a very serious and potentially unforgiving business, and even the best test plan can never guarantee your total safety or success. But if you want to stack the odds in your favor (and who doesn't?), it is absolutely essential that you have a thorough, well-considered, **written** test plan.

Be careful up there!

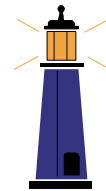
Bill Mnich

## Plane Cents\$

Our 2001 EAA World of Flight calendars are still available. We are offering them at a great price of only \$6.50 each. Get several for home, office, garage, and hangar. They will be at the meeting. As an additional pleasure, this year we also have a very limited quantity of the new EAA .

Raffle tickets will be on sale for the GB racer which will be raffled at the January meeting.

--Woody Fowler



### The Safety Beacon

#### Lightning

*I've recently done some reading on the subject of aircraft and lightning strikes. I have three questions about lightning and its prevention that perhaps you could help me with:*

- 1) *Can some type of lightning rod or wiring be set up no damage to the airplane will result in the event of a lightning strike?*
- 2) *What class and type of airplanes (if any) are built*

today that are designed to absorb lightning?

- 3) Why does lightning leave the airplane after entering during a lightning strike?

The first two questions can be answered at the same time. In some modern aircraft, "static wicks" especially designed for the make and model are attached to various points on the airfoils, primarily to discharge buildups of static electricity that could interfere with radio reception. These also can serve as escape points for lightning, which usually leaves an aircraft at some slender, metallic extremity.

The shape and length of the wick depends upon such factors as the sophistication and speed of the aircraft. Also, special care is taken to bond all metal joints and connections in such a manner as to assure unimpeded passage of lightning. For homebuilts and older aircraft where such protection was not required by the type certificate, bonding can be inspected and static wicks can be installed by a certificated airframe mechanic.

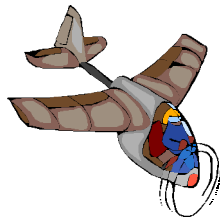
Aircraft usually are hit by lightning because they happen to be in a position to intercept a bolt that is passing from one cloud to another, or to the ground. In some cases, the aircraft itself may precipitate a lightning bolt by altering the insulating capability of the airspace between two charged areas. Lightning leaves the aircraft because it is seeking a target of strong opposite electrical potential. The less resistance the aircraft offers to its passage, the less damage will be done.

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

## Chapter Website

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

<http://www.beegroup.com/eachapter7>



### The Right Seat

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

While some parts of the country are in the midst of winter's grip, we don't have to deal with the cold and snow here. We just get rain. Where I learned to fly back in the midwest, in Chicago, I didn't usually do much flying this time of year. Instead, this served as a good time to get into the books, and either review or maybe read something new that I had been putting off. Perhaps you could start to study for the written, or 'knowledge test' as it's called now, in preparation for that next rating. There are also a variety of aviation safety seminars to attend, and they are free. These are listed in the SOCAL Aviation Safety Review, which is the blue flyer that is published monthly by the FAA's Western Pacific Safety Program Office. You can also go to the FAA's web-site, at [www.faa.gov](http://www.faa.gov) which has links to the site with Safety Meetings listed.

There is a form which you may want to carry in your flight bag, and it's free! It is the NASA Aviation Safety Report form, which is also referred to as simply, the 'NASA form'. Airline crews always carry them. If you do a lot of flying, you are in the system a lot, and there may come a day when you get distracted and climb through you assigned altitude. While you may realize your mistake, and take corrective action, ATC may have a problem with it, call it to your attention, and it may become an issue.

If this ever happens, you can fill out and submit a NASA form. No stamps required. These forms are available at Flight Service Stations, from any FSDO, the Internet at [http://asrs.arc.nasa.gov/forms\\_nf.htm](http://asrs.arc.nasa.gov/forms_nf.htm), and you can also write to NASA Aviation Safety Reporting System, P.O. Box 189, Moffett Field, and CA 94035-0189. The way a NASA form works is that the pilot has a 10-day period, after something has occurred, say for example, an altitude 'bust', in which to file a NASA form. The person filling out the form, the 'reporter', fills in all appropriate information requested, along with an explanation of what happened. The 'identification strip' containing the reporter's name and contact information, is removed, and returned to the reporter. This is your receipt that you have filed a form. If the FAA subsequently decides to pursue enforcement action, as a result of what ever happened, and a NASA form has been filed by the pilot, it can help to prevent the FAA putting a 'violation' on the pilot's record. However, if a pilot were to make successive low passes over a populated area, or 'buzz' a person or place, which is clearly in violation of the regulations, then a NASA form would be of **no** help in a case like that. There is no limit on how many NASA forms are filed. You can file one a day. However, once one has been used in your defense, then you can not

file another one for at least 2 years.

The NASA form is part of the safety reporting system, which was actually developed and implemented back in 1975. As the result of an airline accident that was being investigated by the NTSB, one of the recommendations called for the implementation of a system whereby those in the system could report on any problems, or flaws in the system, while keeping their identity confidential. It this anonymity which allows a pilot or mechanic or controller to contribute without fear of recrimination. Over the years, NASA has compiled a huge database from input received via NASA forms. Human factors researcher's are going through this database and looking for trends, and trying to spot trouble spots early on. There are over 300,000 reports on file. NASA has a free monthly publication, 'CALLBACK', which highlights some of the reports that have been filed, while keeping the names and locations anonymous.

John Mahany

562-983-1265

[jsmav8@gte.net](mailto:jsmav8@gte.net)

## **Tailwind**

## **Headroom**

Letter to the Editor  
and a response to Rick Vaux's  
statements on his October 2000  
Tech Counselor's Report.

I am sure the "large lab rat's," misleading statements were not intentional and as his columns are perceived as gospel, I felt a need to bring this to your attention.

Jarhead's article titled, "Comfort and Fit," describes his not so average size and dimensions. He states, his size puts him above the 90 percentile group, which means if he fits, most everyone will.

His misleading statement is when he describes his fitting into the Tailwind, precisely my Tailwind. He states he fits very well with one exception, "the large spar carry-through tube ended up directly and closely behind my head." Also, "Throttle, Mixture, Carb heat is a bit of a stretch with belts on."

This is the part that isn't quite right and someone might just think that my Tailwind was not well thought out and the design must not be very good if God is not quite comfortable inside. To set the record straight, this is probably what Rick meant to add "The seats are on tracks that move the seats up to four inches fore and aft to accommodate even big guys like me." When Rick tried on the inside they were in the full back position. Now if they were moved up a notch or two, Rick's noggin would not be close to the crossbar, his tootsies would reach the pedals and his twinkies could play with the dials, just as it was planned.

Signed:

Earl Trimble, one of Rick's biggest fans.

## **Northwest Reporter**

There is a web site now for those interested in building a Spencer Aircar. Doug Palmer is a builder in San Francisco area that put the site together.

The photo is of a plane built by Andrew Keenan in Long Beach and it was test flown out of Long Beach for the water portion (1980's). Was he ever a member of Chapter 7? I wondered of you guys ever saw his plane fly? He has since sold the plane and moved back east.

Anyway, I hope all is well with you guys. Eric is living with me for now. I am taking a course in Aviation Accident Investigation and Safety this term at Embry-Riddle.... this should get me inspired to finish my private pilot training!

If any of your membership is interested, the Spencer web site is as follows:

<http://douglnina.home.mindspring.com/home.html>

Best wishes for you all in 2001!  
Hope to see you at Arlington 2001?

Don Wiltse  
(253) 846-6529

# **Aero News**



## **CH-7 Kompress Helicopter, New From . . . Lancair!**

A two-seat helicopter kit, developed in Italy, has been picked up by the friendly folks at Lancair.

Even though Lance and the gang stay pretty busy, certifying new aircraft and introducing new kits, and designing and testing racers and quasi-military airplanes, they felt their lives weren't quite complete. And, as the saying goes, "if you want something different, a helicopter's different."

Well, several Lancair employees (including Don Goetz, the company's chief test pilot, and Lance himself) are heli pilots, and, after a worldwide search for a viable, two-place kit 'copter, they contracted to be the exclusive USA distributor for the CH-7 Kompress. [Plans, as of now, do not have anything to do with the single place Angel from the same company, so you'll need to line up for BJ Schramm's Helicycle to fill that bill --ed.]

Check this web site:

<http://www.aero-news.net>

## Year 2000 Officers

### President

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

### Vice President

Don Thompson  
(562) 498-0862  
110450.3263@compuserve.com

### Treasurer

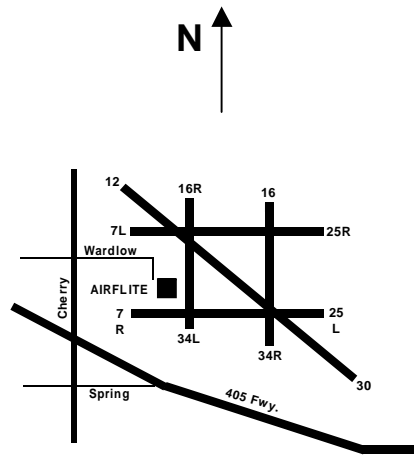
Woody Fowler  
(714) 897-6566  
fowlerhb@surfside.net

### Secretary

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

### Newsletter Editor

Mike Sawicki  
(714) 821-5330  
[always1@gte.net](mailto: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/eaachapter7](http://www.beegroup.com/eaachapter7)

## EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



## Chapter 7 Newsletter

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

**ADDRESS CORRECTION  
REQUESTED**