



Chapter Seven *Long Beach*

President's Message

Oshkosh Air Venture is almost here and I am really starting to get excited. It is not too late to make plans to attend. If you are trying to decide and might need a little push to make up your mind, let me know and I will provide the needed support. Our Air Academy candidate, my son Matt, did not get accepted this year as all the space was filled. I want to thank all the Chapter members for supporting Matt as this years Air Academy Candidate and next year we will know to get the application in a little earlier.

This year at Oshkosh I will be looking at things in a new perspective because Don Thompson and I finally went out and picked up the Cessna 150-project plane we have been telling everyone about. It is now in its new temporary home at the plant where I work and we've already started working on it. So this year at Oshkosh I will be looking at all the vendors wondering what type of special deals I can get that will help us in our Cessna 150 project. Don and I have been calling our project a diamond in the rough, although

she is not looking as rough as when we first got her. Don taught me how to strip paint with a chemical stripper and Matt and I have been going at it ever since, we should be finished stripping all the paint off by the time you read this article. I am very excited about finally having a project to actually work on and know I will be asking lots of questions from some of you. We have a wealth of knowledge and experience in our Chapter and I know Don and I will be tapping into it.

We will be having a Young Eagles Day on Saturday the 14th and have a group of about 20 Boy Scouts scheduled. The pilot requirements for flying the Boy Scouts are a little stricter than the regular Young Eagles requirements. The pilots must have a minimum of 500 hours flight time, must fly a certified plane and must carry a million dollars in liability insurance. I think the blanket policy we get from Oshkosh when flying Young Eagles covers the million dollars as long as you carry 100 thousand. If you have any questions please contact Darwynn or see him at the meeting. Hope to see everyone there.

See you at the meeting...

George McDaniel

VP's Chat Room

July Program

This month our program will be a representative from the local FAA office to discuss the topic of Runway and Taxiway incursions. Commercial traffic will increase substantially with the introduction of Jet Blue at the end of August. It is imperative to be up on the proposed and actual changes that will affect the aviation operations both on the ground and in the air at Long Beach

Several members are in the building process and we hope to get progress reports from them at the meeting

- Don T.

*Secretary's
Note Pad*



BOARD OF DIRECTORS Meeting of Jun 14, 2001

George McDaniel, president, moved that \$500 be taken from the chapter treasury for a memorial to Don Sausser, a member of Chapter 92, recently deceased. The

memorial will be a donation to the EAA Air Academy scholarship fund. The Sausser family will be informed. The board members approved the motion.

MEETING MINUTES

General Meeting
June 14, 2001

Attendance : 40
George McDaniel, president, led the members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Doug Porter moved that the minutes of the May meeting, as written in the newsletter, be accepted. Ramon Bravo seconded the motion. The motion carried.

Woody Fowler, treasurer, gave his report. Tom Griffith moved that the treasurer's report be accepted as read. George Pinneo seconded the motion. The motion carried.

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

NEW BUSINESS

Guests were introduced:
JEFF BLAYDES has 42 hours in a Cessna 172 and a Cessna 152. He wants to get a recreation license first.
KEN ESTES brought a video of the EAA B17 event at Long Beach Airport. This video was shown at the break between the meeting and the program.
BOB ATKINS program presenter

Woody Fowler added a Shell Oil Company aviation video to the chapter video collection.

Woody reported that four members of Chapter 92 donated their Young Eagles pilot credits to the scholarship fund. He informed members that half of the scholarship donations must be in cash. Air fare to and from Oshkosh will probably add another \$500 to the cost of sending a candidate to the Air Academy.

George McDaniel proposed that \$500 be taken from the treasury for a scholarship memorial to Don Sausser. George Pinneo made a motion to that effect. Frank Gaggia seconded the motion. The motion carried. Frank told members about Sausser building a ¾ scale replica of a Curtiss P6 biplane fighter.

Mike Sawicki, newsletter editor, informed members of plans for an air academy at Flabob Field near Riverside. 19 building are planned for the academy site. Junk airplanes will be bought for students to work on. Tom Wathen, Flabob owner, is asking for volunteers from EAA members.

Tom Griffith recently acquired a Garman 90 GPS.

George McDaniel has checked the internet for the cheapest airfare to and from Milwaukee Airport, for attending Air Venture 2001 in Oshkosh. He found a round trip aboard Delta for \$112. Mike Stearns suggested that members with internet check Orbitz.com for low fares.

George McDaniel thanked Bob Hartunian for arranging the three hour tour of the Boeing composite plant. The plant builds components for the space program. It features a three-story high vacuum chamber.

Twenty Boy Scouts are booked for the Saturday, July 14 Young Eagles event at Aero Plex. Darwyn Wolff, YE coordinator, passed a membership roster for members to indicate if they can participate as pilots or ground crew.

George Pinneo referred members to the article in Sportsman Pilot on the recent Copper State Fly-in in Arizona. The article featured a new Zodiac design.

Rick Vaux, chapter technical counselor, asked members for ideas for future columns he will be writing.

Walt Lane told members that the management at Corona Airport is planning an open house and static display of aircraft. George McDaniel wants to find out what this chapter can contribute to the event. George Pinneo will contact the Corona Airport Manager.

Mike Sawicki told members that the Flabob open-house will be moved to every September instead of every February.

Woody Fowler brought FAA reference materials for amateur-built aircraft which he picked up from Sun'n Fun. These reference materials can

be obtained from the FAA at no charge.

Frank Gaggia is building an Italian designed Storm 400 four seater. He reported that a Storm 400 is now flying in the States.

Mike Hanson test flew a Sirocco Summit two place ultralight trainer. The trainer is powered by a Rotax 912 engine. It was a two hour flight which involved determining stall speeds. Mike is now an ultralight flight instructor.

Al Gibbs brought a fin, less rudder, of the RV9he is building. The tailplane is completed.

Frank Gaggia brought a four-way drawing of the Deltahawk V4 150 hp diesel engine.

PROGRAM

Bob Atkins represents Liquid Cooled Airpower Inc., which converted a Lycoming O-360 air-cooled engine into a liquid-cooled engine.

Advantages of a liquid-cooled engine are:

1. Improves engine reliability and lifespan
2. Improves fuel economy because of reduced drag of engine cowling
3. Reduces fuel cost with use of lower octane unleaded fuels
4. Provides the option to use advanced engine management systems

Drawbacks of air-cooled engines in relation to liquid-cooled engines are:

1. High operating temperatures
2. Requires high octane fuels

3. High thermal stress in cylinders due to wide temperature differentials across cylinder heads and shock cooling and heating of cylinder heads, causing cylinder head cracking, exhaust valve sticking and valve-seat failure

Bob's company is converting an existing engine because the cost is much less than designing and building a new engine. With an existing engine there is no need to re-certify already existing engine components. Lycoming engines have a proven service history.

The engine coolant is 50% water and 50% ethylene or glycol. There is an external coolant manifold and cylinder heads are liquid cooled.

Conversions are designed for the 4-cylinder Lycoming (O-360), the 6-cyl engine (O-540) and the 8-cyl engine (O-720).

REFRESHMENTS

JULY Bill Stroud
AUGUST Merv Meyer
SEPTEMBER .. George McDaniel
OCTOBER Woody Fowler
NOVEMBER John Mahany



Tool Listing

What to Use and Who Has it

Hi, gang. I hope everyone had a nice 4th of July. This month I thought we'd talk about tools, and if there was ever a subject with more opinions as to which is good or bad, I'd like to hear it! Most all of you are aware that only my ideas seem to appear in this column, right? Not this time, my skeptical friends! I've worked all

my life with tool experts and never even asked what worked best for them.

Let me introduce our panel beginning with: Nelson Carbone--QA Inspector and Sheet Metal man

Paul Tarr--QA Inspector, Avionics Tech., and former FBO owner at Chino

Steve Eddy--Line Maint. and Avionics Tech.

Ray Baba--Line Maint. and Avionics Tech. and Me.

We all work for American Airlines (Los Angeles), and we all began our careers as A&P mechanics.

Now, three cautions before we start:

- (1) Most of the tools on this list are expensive, but they resist wear, will hold their value, and will always get the job done.
- (2) Make certain the tools you choose fit your hands. Nothing is more frustrating than spending good money and finding out the dumb things hurt to use.
- (3) I am going to use Brand Names. If your favorite is not here, don't despair. Just share the information with the rest of us.

Here (at last!) is our preferred tool list, and believe me, the consensus was amazing!

Metal Working:

Air (drill) Motor-- Aro (1/4-3/8" cap.) small/light. Cleco (3/8" cap.) lots of torque. Sioux (1/4" cap.) small/light

Rivet Gun-- Chicago Pneumatic X series (3 or 4x) Note: 4x seems to be preferred. It will drive 1/4" rivets.

Angle Motor-- Chicago Pneumatic, Pan American Tool. Uses threaded drill bits.

High Speed Cutter/Grinder-- Chicago pneumatic, Sioux.

Rivet Squeeze-- Chicago Pneumatic #214 style (2"), Tatco or Avery (hand)

Bucking Bars-- Best to buy a kit from U.S. Tool, Brown Tool, Aircraft Spruce, Avery Tool, etc.

Rivet Sets-- A kit is probably best again. Note: Short shanks=more control. Rubber guards around flush sets reduce slippage.

Metal Snips-- Wiss Aviation Snips (Lt and Rt), Diamond straight tin snips.

Countersinks-- Microstop (usually available surplus. Check swap meets)

Deburring Tools-- Any kind, but recommend fastest. You'll be doing a lot of it!

Clecos-- Use wing nut type for job setup (they hold tighter). Should have at least (100) 3/32" (125) 1/8" (50) 5/32" and (25) 3/16" spring type clecos+2 or 3 pair of cleco pliers.

Misc. Tools-- Drill gages (decimal, number, and letter), Dial Caliper (Starrett, Mitotoyo), 6" steel ruler (.10 & .010), Dividers, Compass, Files (vixen for aluminum, and bastard for aluminum and steel.), and Fluting pliers.

Electrical:

Soldering Guns or Irons-- Weller Pistol 100/140w (best for open areas), Master Appliance UT 100SI or 200SI (really neat, butane soldering irons. Very fast heating. Can be used to install heat shrink tube, and no cord!)

Solder -- Kester 40/60 Rosin Core. Note: Small dia. solder for light gage wire.

Wire Stripper -- Kline #6 Multisize. Terminal Crimper -- Ratcheting type. Various manufacturers.

Volt/Ohm Meters (Multimeters) -- Simpson analog, and Fluke digital. For continuity checks, any VOM can be used, even the cheapest ones.

Tie Wrap Guns-- Not normally used because of tight spaces. Use nylon tywraps instead of plastic. Consider using waxed or unwaxed tie cord instead. Lighter, faster, and can be tied in continuous strings.

Nutdrivers -- Not often used. Snap-On 1/4" drive deep sockets (12 pt.) are best.

Diagonal Cutters (Dykes) -- Small Snap-On, Kling, Proto, Channellock.

Ratcheting Screwdriver-- Snap-On works best, just don't look at the price!

Mechanical:

End Wrenches-- Snap-On, S.K.Wayne, Proto, Mac, Craftsman (new). Old Craftsman are strong, but may be too thick in confined spaces.

Sockets and Ratchets-- Snap-On (especially 1/4"dr), new Craftsman, Proto, S-K Wayne. Buy 12-pt. for tight places and restricted ratchet clearance. 6-pt sockets work best for open areas and high torque applications.

Adjustable Wrenches -- Channellock, Crescent, Proto.

Screwdrivers-- Snap-On reversible and ratchet, Kline, Craftsman, Mac.

Pliers and Diagonal Cutters (all types)-- Channellock, Proto, Snap-On.

Safety Wire Pliers-- Malbar.

Hammers-- Dead Blow (1 and 2#), Ball Peen (8oz and 16oz), Magnetic Tack hammer. Various manufacturers. Check Harbor Freight for good deals.

Torque Wrenches-- Craftsman, Snap-On (1/4 and 3/8" dr.) click type torque indicating. Deflecting Beam or Dial type torque wrenches are faster if they can be viewed directly.

Measuring Tools-- Starrett (1 and 2" micrometers), Starrett, Mitotoyo (Dial calipers)

Allen/Spline Wrenches-- Various manufacturers. T-handle type are especially useful.

Strap&Chain Wrench-- Ridgid, Craftsman.

Finally, a short word about Harbor Freight. All the mechanics I talked to really liked the 18v Cordless Drill, and two out of two 1/2" drive Torque Wrenches were found to be within American Airlines limits for torque calibration.

Well, Troopers, as I said earlier, if you have tools, products, or procedures that work, let the rest of us know!

Rick Vaux

TC4130

Calendar of Events

The list of air-show and aviation events shown here are limited to 3 to 4 months in advance. If there is a event with Chapter participation such as the AOPA convention, it may be carried longer. With plans to establish committees within the chapter to organize events, there is hope to generate interest in attending most aviation events in the Southwest region, and fly-out events of our own for breakfast, brunch or local points of interest.

July 15: Riverside, Flabob airport. EAA Chapter One is hosting the visit of the Vickers Vimy bomber. Expected arrival 12:30 p.m. BBQ. See flyer information elsewhere in this newsletter.

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

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

August 25-26: EAA/CAF Airshow, Camarillo Airport, Oxnard.

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

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

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

Oct 10-13, 2002: Copperstate Fly-In. Event is canceled for 2001.

Will be based at the **new Phoenix Regional Airport**.

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

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

Be sure to check out the culinary delights available at the newly remodeled Wings Café at the APV Terminal Building. Owner and delightful operator Lydia DeMaio recently informed me that she bakes her pies and cakes right there at the restaurant with her own lily white hands, and from scratch, no less! Her sticky buns look good, too. No Betty Crocker assistance for Lydia, by golly. Check out her daily specials, too!

Lynda's Food Shack at the Hesperia Airport is now open. Open for dinner 1700-2100, I don't know what the early hours are, but presumably 0700-1500.

"A sound marriage is not based on complete frankness; it is based on a sensible reticence."

--Morris L. Ernst



YOUNG EAGLES

JUL 14th

The planning is going well for the July 14th Young Eagles Rally at Aeroplex. (That's at 3333 Spring Street for you new volunteers. Don Thompson has a truckload (or more) of potential Young Eagles lined up so we will need pilots and planes and a good turnout of ground volunteers.

Anyone who has Young Eagles who would like to fly on the 14th please let me know so we can work them into the

planning.

So long 'till then,

Darwyn Wolff
Ch 7 Young Eagles
Coordinator

YOUNG EAGLES Flown Nationwide: 698,928



There are three 172's on the line with auto-pilots now, both of the new 172 'S' models, and the 1981 'P' mode172 which arrived recently, N51594. It has Cessna 300 series radios and an auto-pilot. Please check the Supplemental Section in the back of the POH, where the auto-pilot operation is explained, **before** using it! Become familiar with its' use before flight, as well as knowing all the ways to turn it off.

We had started a list for any pilots who would be interested in flying a tailwheel airplane, or in adding a tail-wheel endorsement, but it seems to have disappeared. We are trying to see how many people would be interested. Insurance is an issue, as you know. Please let me know if you are interested, as I am also a tailwheel instructor. My email is jsmav8@gte.net

Pioneer of Aviation – Ed Marquart

by D.K. Heller

In January, it was my privilege to interview Flabob's Pioneers of

Aviation for our 48th Annual Open House and Fly-In. Before this, I did not realize the rich history that is Flabob Airport. Over the next five months, in alphabetical order, I will be reprinting those interviews, so that all of us at EAA Chapter One may know who we are and the stock from which we came.



Poet George Herbert once said, "When a friend asks, there is no tomorrow." No truer words could be said of Ed Marquart.

He is known as the man whose door is always open. It is safe to say that there is not a homebuilder at Flabob Airport who has not benefited from Ed's kindness and expertise.

As an aviation pioneer of Flabob Airport, Ed Marquart began designing his first experimental in 1955. He started with a test model, the MA3 **Marquart Maverick**. As a "personalized airplane," it was strictly experimental. Ed used it to explore his design ideas.



He opened his shop at Flabob Airport on August 1, 1958. At that time, he moved on to designing the model MA4, a single-place, biplane named the **Marquart Lancer**. After the prototype was built, Ed worked on fuselages for other people. "The prints are out there for this plane, but I didn't push their sale," Ed commented. In June of 1955, Ed joined EAA Chapter One. Immediately, he

was drafted as Vice President and served for approximately 3½ years. He was then elected and served two and half years as President of the Chapter.

In 1966 through 1967, Ed pulled out plans of the MA5, first realized in his garage before he moved to Flabob Airport. The MA5 **Marquart Charger** was finished in 1971. That year, Ed flew it to Oshkosh for AirVenture. The **Marquart Charger** made it to Fly-In's around the western United States. He again flew the **Charger** back to Oshkosh in 1973. Ed explained, "There are about 450 sets of prints out there today and 85 MA5's in the air, with 100 still being built."

Ed's expertise has been sought on many different planes. In the middle 60's, Ed was contracted to build a replica of a 1912 Curtis Pusher, which now sits in the **Planes of Fame Museum** in Chino, California. He built a set of clipped wings for the Taylorcraft that acrobatics pilot Margaret Richie flew. Clayton Stephens worked on the fuselage. After flying that Taylorcraft, Margaret moved over to the **Stephens Akro** when it was completed. Ed then designed another set of clipped wings for Art Scholl, who was putting cut down Taylorcraft wings on his J-3 Piper Cub for aerobatics work.

"I was always in the middle of the Fly-In's and found them very enjoyable." Ed states. One man he knew on the field was Ed Allenbaugh, a good friend of Flavio's. "He had helped a lot with racing airplanes years ago. Allenbaugh built a number of them," Ed recalls. "One called the Californian and another called the Allenbaugh Grey Ghost."

Ed enjoyed Mr. Allenbaugh's opinions, because he had done so much in the field of racing. At that time Mr. Allenbaugh was building a "roadable" airplane. He wanted a plane in which he could fold the wings and drive it home. Unfortunately, Mr. Allenbaugh

passed away before completing the project.

In the 1970's, Ed got into building replica-racing planes for Bill Turner and his company **Repeat Aircraft**. He built a Brown Racer B-2 for Bill, called the **Miss Los Angeles**. Three years later, Ed again worked for Bill Turner on the **Gee-Bee Model Z**. Leon Atwood, one of the original designers of the Miles and Atwood Special, found out **Repeat Aircraft** was building replicas and asked if they would build a replica of the Special. Bill contracted with Ed Marquart for the job. Ed also had the opportunity to work on the wing layouts, fuselage layouts and the tooling on the DeHaviland Comet sponsored by Tom Wathen.

This talented Pioneer of Aviation also worked on the layouts for the fuselage, tapered wing configuration, and the tail feathers of Bill Turner's Turner (Roscoe)/Laird Racer. Ed got them started on that project and then moved on to bigger and better things.

"My wife, Shirley, backed me up on a number of things, assisted in restoring a number of aircraft many years ago. She's gone along with my vocation and avocation." Ed states.

Ed has had the privilege of meeting many an aviation great, including Matty Laird of Turner/Laird fame; Tony LeVier, a great race and test pilot for Lockheed Aircraft; and renowned aviators Claude Flagg, Frank Tallman and Paul Mantz.

Thank you, Ed, for your contribution to Sport Aviation, Flabob Airport and EAA Chapter One.

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"Strength does not come from winning. Your struggles develop your strengths. When you go through hardships and decide not to surrender, that is strength."

--Arnold Schwarzenegger

In the Pattern

EAA Chapter 96 Offering Hangar Space to Builders

By Ron Hansen

Compton Airport is the home for Chapter 96 and they are working on an impressive project. They will be leasing a hangar on the airport and renting out spaces for builders. The main hangar space is 80' x 80' and each rental space will be 20' x 20' and rent for \$200 per month. There will be power run to each work area and possibly air in the future. They also have a few tie-downs just outside the hangar that will go for less per month.

The hangar building also has several other rooms and they are remodeling to make a pilots' lounge, a tool room, and a storage room. The facility will be accessed with a keypad lock on the airfield side after you enter the field through a security gate. There are doors on the street side of the hangar that will normally stay locked.

I stopped by to take a look since I will need a hangar for a while sooner or later and Compton is much closer than Camarillo for me. They want more per month than Camarillo, so I will have to weigh things when I am ready to move my plane parts out of the garage.

They have a vision of a hangar filled with many projects and builders sharing their time, experiences, and having an all-around good time with airplanes. I hope they achieve that and maybe I will be a part of it when I get to that stage of construction.

PDA IN YOUR FUTURE?

I don't know how many of you out there are Palm OS fanatics, but Jim Weir's article In Kitplanes this month is a review of some of the Palm OS flight planning

and logging software available. I downloaded CoPilot, a free flight planning application, and have been playing with it a bit. It's awesome! It lets you define performance parameters for your specific aircraft, to include CG calculations, and can use a downloaded navigation point database to do spot-on flight planning.

I say spot-on -- I manually calculated a flight plan and then did it with this program, and came out with less than 1% difference. And the program did it as quickly as I could enter destinations and altitudes.

The thing that I find most useful is that it does the CG calc as fast as you can enter pilot, passenger, fuel, and baggage weights. Knowing the criticality of proper CG management with the any plane, I will never have an excuse for not performing a quick calc for both takeoff and landing weights every time I fly. You can download this program from Palm at: www.palmgear.com and then build and download a custom waypoint database at: <http://xcski.com/ptomblin/CoPilot/> Limit the waypoint database to what you need, it can get HUGE in a hurry.

Cheers,
Rick Junkin, St. Charles MO

Sport Pilot License ?

Sport Pilot Clears Another Hurdle Lacking any official word from the office of Sue Gardner at the FAA, who has promised to keep us apprised of details in the Sport Pilot program, we nevertheless have heard from reliable sources that the Sport Pilot NPRM cleared the DoT, and is now in the hands of the Office of Management and Budget. As with the previous step (into DoT -- see, "Sport Pilot Moves On," 06-04-01, ANN), the OMB now has 60 days in which to evaluate the proposal. The OMB is not expected to offer any great challenges to the program, so it looks as though it is possible that we may hear something -- official - - by (or during?) Oshkosh. Stay tuned!

SHORT FINAL

More from our "can you be more specific" file:

Center: "Delta XXX, say your Mach speed for in-trail spacing."

Delta XXX: "Center, oh, we're really hauling ass."

Center: "I don't care what kind of cargo you're carrying, I just want to know how fast you're going."

So-Cal Corner

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events. Newsletter editors: please direct your snail-mail exchange newsletter to: 6710 Via Irana, Stanton, CA 90680-1921 or e-mail to: always1@gte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Lots of news in their 12-page newsltr. Another winner. Great party for Ray Stits, a well deserved recognition. Vimy bomber coming July 15th. Membership over 410, they're going ballistic.

EAA Chapter 11: Santa Monica, CA Back on line with us. Check out their issue at the meeting.

EAA Chapter 14. Brown Field, San Diego, CA. Have not heard from you. Your latest newsletter on your web site is Jan-Feb. Would like to hear from you. Web site: <http://www.eaa14.org>

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

EAA Chapter 96. Torrance, CA. Newsltr available on web-site. Congratulations on the acquisition of the new hangar. Something to give other chapters thought on how to acquire and "pay" the expenses. Site: <http://www.geocities.com/ea96>

EAA Chapter 92: Orange County, CA. Web site: <http://www.eaa92.org>

VAA-33. Flabob Airport, Rubidoux, CA. No word from you guys lately.

EAA Chapter 40. Van Nuys, CA. Hoped you had a good showing at the Van Nuys Expo last month. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Would like to hear from you guys.

EAA Chapter 275: Lompoc, CA. Just had the Cub Fly-In. Great issue.

EAA Chapter 224. LaPuente, CA. Would like to hear from you. Let us know what is happening in your chapter.

EAA Chapter 286. Fallbrook, CA. Would like to hear from you. Web site <http://www.geocities.com/ea286>

EAA Chapter 448. Cable Airport, Upland, CA. Would like to hear what's happening in your chapter.

EAA Chapter 494. Corona, CA. Would like to hear what's happening in your chapter.

EAA Chapter 499. Santa Maria, CA. Would like to hear whassup! In your chapter.

EAA Chapter 527. Santa Barbara, CA. Bob Brantley's Falco had its roll-out. Good article on what happens when you attempt to scud-run. Web site: <http://citabria.westmont.edu/ea>

EAA Chapter 723. Camarillo, CA. Would like to hear from your chapter. See column heading for snail-mail address. Web site: <http://www.eaa723.org>

EAA Chapter 768. Apple Valley, CA. Membership up to 28. Active chapter. See newsletter at meeting.

EAA Chapter 1000: Edwards AFB, CA. Please change snail-mail address. See heading to this column. Great web site but have not recvd much from you guys. Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

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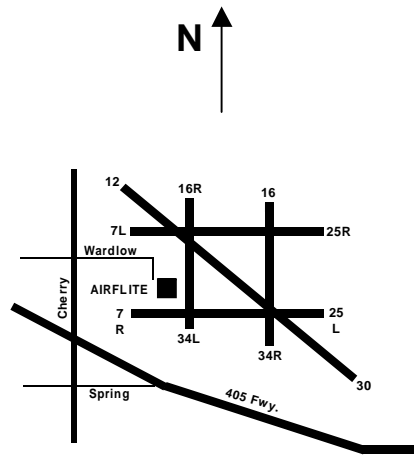
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

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

Web-Site:

www.beegroup.com/eaachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**