



Chapter Seven *Long Beach*

President's Message

By George McDaniel

Well it is almost time for Oshkosh. I'm still trying to get all the last minute details worked out. This will be the first time my wife and youngest son, Hunter who is now 7, will be attending. I am looking forward to showing them just what it is that makes me go back year after year.

We have some great things coming up in the near future. The biggest news for Chapter 7 is that we have once again been selected to host the B-17 and this year we have a weekend. The fact that we did such a great job last year, even in the middle of the week had to have helped. We will discuss the plans at the meeting but mark the dates on your calendars - Thursday October 31st thru Monday November 4th. We have some great ideas on ways to make this event even better than the last so come to the meeting and volunteer to help....

Several other opportunities have come up recently that are right in line with what I think EAA Chapters are all about. I had a great conversation with Ken Ashmore of the Long Beach Airport about several exciting things coming to LGB. (Including the B-17) One of the most exciting to us as a Chapter is the opportunity to participate in the upcoming Air Show at Long Beach in October of 2003. Quoting from an e-mail I got from Ken

"Shorefest at the Pike"

A large event is being planned for the first or second weekend of October, 2003 (depending on jet team schedules). The multifaceted Shorefest at the Pike, will feature a large airshow at the shoreline, centered on Belmont Pier, plus separate events including a seashow, a kids/family event (Kidfest), Foodfest, Musicfest, as well as an aircraft static display and other events at the Airport. The attendance forecast is 500,000.

There will be many opportunities for EAA volunteers to get involved with this exciting event. End quote

Ken is also looking for some help in restoring a couple of Earl Daugherty aircraft that need to be restored. Bruce Cunningham of the American Aviation Historical Society is

in charge of the restorations and is especially looking for people with fabric and woodworking skills. Once completed the planes will be displayed at LGB. One of the planes is a 1915 Polsen Special with a Curtis OX-5 engine and the other is a French Borel-Morane monoplane purchased by Daugherty in 1912. This is history in the flesh... If you are interested in helping with this project please call Bruce at 714-549-4818

Also Ken has invited us to help in unloading and assembling a Wright Flyer replica.

The Wright Flyer replica built by the American Institute of Aeronautics and Astronautics (AIAA) will arrive by truck at Long Beach Airport on July 28, 2003. Volunteers will be needed to assist with moving and assembling the aircraft and supporting displays. The display will be at Boeing's PacificCenter Visitors Center for several weeks. This is another example of history in the flesh. It is really great that as an EAA Chapter we have the opportunity to participate in these exciting events.

On a more personal note. Don Thompson and I took my 7 year old, Hunter, flying last week and this was the first time he actually got to sit in the front seat. Don let him take the yoke once we were straight and level and Hunter "got to fly" the plane. I now have another son that is hooked on flying. He still has not stopped talking about it, and everyday is asking when we are going flying again. I think he is going to have a blast at Oshkosh.

It is still not too late to get booked to go to AirVenture, if you decide to go at the last minute leave a message in the Chapter house on the flight line and we will get it. I usually check in there several times a day.

See you at the meeting.

VP's Chat Room

By Don "Crash" Thompson

Program -- Jul 11, 2002

This month we will welcome a resident of Long Beach airport involved in many of the restoration projects in the area. Confirmation of schedule is pending at press time.

How are your plans for Oshkosh going? My plans look like I will fly in on Wednesday p.m. and return on Sunday p.m. Who else is going? Come to the meeting and lets talk about it.

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

Secretary's Note Pad

Submitted by Mike Sawicki



BOARD OF DIRECTORS Meeting of June 13, 2002

Several old topics were discuss such as the air show held at Chino and the participation of Chapter 7 joining the efforts of Chapter 92.

Requirements for the next Young Eagles was discussed. Event to be held on June 15.

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

MEETING MINUTES General Meeting June 13, 2002

Attendance: 29
George McDaniel, Chapter President, led members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Minutes of the June meeting will be available and read at the July meeting.

Videotapes are available for checkout on the table next to the officers' table.

NEW BUSINESS

Guests were introduced:

Minutes of the general meeting will be available and read at the July meeting.

PROGRAM

Minutes of the June Program will be available and read at the July meeting.

FRESHMENTS

- JULY Art Canning
- AUGUST Charles Newcomer
- SEPTEMBER Merv Meyer
- OCTOBER Woody Fowler
- NOVEMBER Rick Thomas

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



Auto Fuel vs. AvGas The Buck Stops Here The Bottom Line

by Rick Vaux. TC4130

Happy Independence Day, everyone.

I'll try to finish the discussion about Auto-fuel and airplanes this month. I think a bad news/good news format might work sooo...first the bad news (everyone likes to end on a good note!):

- (1) Auto-fuels often contain oxygenators during winter months (So.Cal has them all year). These chemicals are often alcohol, although MTBE or ETBE (ethers) are also used. Alcohol has great affinity for water and can hold amounts in solution sufficient to cause pre-ignition and detonation due to degraded octane ratings. Corrosion on internal engine parts can also be a problem. MTBE and ETBE do not have the same problem, but they cause pollution to ground water and may not be available in auto-fuel for the future.
- (2) Alcohol and Aromatics (Ether) tend to dry rubber O rings and Neoprene seals or components. This drying causes seals to swell and deteriorate faster with auto-fuel. O rings and rubber parts must be changed on a regular basis when using auto-fuel. No more "Wait until it fails."
- (3) With older engines (especially radials) lack of Tetraethyl Lead cushion causes increased wear to exhaust valves and valve seats.
- (4) Unless auto-fuel is available on the airport, you must transport it to your aircraft.
- (5) Fuel quality is the direct responsibility of the pilot/owner. This may require testing for Octane, Water

in the fuel, and Vapor Pressure. Note: If Alcohol is present in fuel, water will be in solution and not show up in a sample as it would with Avgas.

(6) Manufacturers' warranties may be invalid if using auto-fuel.

(7) On a certified aircraft an STC must be purchased in order to legally use auto-fuels. Not all aircraft are approved.

(8) Range when using oxygenated fuels is reduced by 3-5% due to BTU output levels lower than avgas.

As you can see, most of the problems related to the use of auto-fuels in aircraft relate to no lead and too much alcohol.

Are there enough advantages to outweigh these problems? You must be the judge. Some advantages are:

(1) COST! On 9/6/01, fillupflyer.com reported auto-fuel sold on airports for 1.88 per gal. and the average cost of 100LL was 2.53 per gal. A difference of \$0.65 per gal. The FAA finds the average single engine piston aircraft consumes 10.8 gal/hr. of fuel. They also report the average yearly hours flown is 70. The EAA, using a more conservative 50 hours a year, has determined the average amount of money saved per aircraft/per year is \$325.00. (50 hrs x 10 gal = 500ga x .65 = \$325.00)

(2) Fuel is available everywhere, even on "No Service" airports.

(3) Once modified for no lead fuels, both the aircraft and the engine will be ready when 10LL goes away.

To conclude, if you as a pilot/and or owner are willing to do the fuel tests, modify your engine to operate on unleaded fuels, and change the rubber components on a regular basis as they swell or leak...you can save a substantial amount of money.

Personally, I do not believe the cost difference between 100LL and Auto-fuel is sufficient to outweigh the increased maintenance and fuel quality problems. That said, I'd like to hear a hearty round of applause to the EAA for giving us this choice.

O.K., Troopers, Blue side up and Brown side down until we meet here again.

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



by
John Mahany
CFI

Summer is upon us, with the official start less than two weeks away. This means longer days with more daylight, and more activities competing for our time.

Three months from now, we will wonder where the time went.

Last month I traveled to McCall, Idaho, which is about an hour north of Boise in a C182, to take the four-day McCall Mountain Canyon Flying Seminar. It was excellent, and the flying was awesome! I flew a 1966 C182, which had been modified with a Horton STOL kit. This kit consisted of a modified leading edge, in which the leading edge was rounded and slightly drooped, or lowered. This results in lowering the angle of attack, which reduces the stall speed. Also, wing 'fences' are installed, and these keep the airflow directed over the ailerons when at high angles of attack which in turn helps keep the ailerons effective at slower speeds.

We had ground school Tuesday through Friday afternoon. Our instructors for this course were all very experienced pilots, each experienced with flying in the backcountry. The subjects covered in class ranged from aircraft performance, turn radius and airspeed, and flying a stabilized approach, to mountain and canyon navigation and meteorology. Instructors also discussed etiquette and courtesies in backcountry flying and at uncontrolled airstrips, as well as emergencies, search and rescue, and survival.

On Wednesday through Friday mornings, we either flew early or at mid-morning, starting at either 6 or 9 AM. This way we could see the differences in lighting and local conditions in the canyons just after sunrise (calm wind, no turbulence) and throughout the morning. With the sun rising in the morning sky, the conditions in the canyon change due to the effects of changing shadows and lighting in the canyons, and with temperatures increasing (warming and cooling air; up and downdrafts, turbulence and wind shear) and increasing density altitude!

Wednesday morning we worked on aircraft performance, and this included determining the minimum controllable airspeed (stall horn on steady) while maintaining heading and altitude, in different configurations, clean, flaps 20 and flaps 40. We then noted the power off stalling speed (first sign of buffeting) with flaps 0, 20 and 40. The instructor was writing these speeds and power settings on a worksheet as I was flying. We next worked to find slow cruise and 'canyon speed', speeds that would be used for flying the canyon and a 'canyon maneuvering speed, or downwind speed', and wrote down these speeds and power settings. Finally, we went to a nearby grass strip, know locally as Ski Valley, to practice the stabilized approach.

The 'stabilized approach' used in mountain and canyon flying employs the same concept as a normal approach, but it is steeper, with a 4 1/2 degree approach angle down to a precise aim spot. Full flaps are used to obtain the maximum descent angle and land at the slowest possible speed. These are power on approaches,

aerobatics competition had been and would be held. This was famous stuff. The small green sign directing us to the EAA campgrounds made it easy to find our way into the airport. As I passed the large EAA billboard and the F-86 on a pedestal I knew we'd arrived. I actually had a lump in my throat. This was a big deal to me. The line to get into the campground was long, but it moved quickly. Before long, Jay and I and about 55,000 other EAAers were Camp Scholler residents. Before darkness came, we hiked to the flightline, mouths agape at the wonder of hundreds and hundreds of aircraft of all kinds, there for our enjoyment and admiration. There were homebuilts, warbirds, classics and antiques. There were rotorcraft and ultralights and not too far away, even seaplanes and amphibians. It was the day before the official start of the convention, so we were pretty much by ourselves in the middle of an aviation Mecca as dusk turned to dark, having the time of our lives!

As dawn broke, a bugle sounded over the PA system in the distance. It was time to get up. It was a beautiful morning, and to the south, the ultralights were up and flying. After a very COLD shower (they are hot nowadays), it was off to the flightline. We had planned a full day and a full week, participating in forums, workshops and evening Theater in the Woods programs. In between, there were visits to the display aircraft to ogle and ask questions of the builders. There were vendors to see, and there was the Fly Market, a place where you can usually get some pretty good deals on just about anything having to do with flying. There was the Seaplane Base, a neat place to watch airplanes that splash and to enjoy some of the best roasting ears of corn available anywhere. And there were the daily afternoon air shows!

For those of you who've been to El Toro or Miramar, this is a different kind of air-show. The people are different. These spectators have a genuine reverence for things that fly. They are a patriotic lot who pay proper respect to our flag as it flutters in the afternoon Oshkosh sun, suspended beneath a skydiver's canopy. When the announcer asks the crowd for silence so you may hear a glider gracefully slide through the air, people instantly comply, and we all get the thrill of hearing the *whoosh* of a powerless loop and roll. There are spectacular aerobatics and always a record attempt or two. And the warbirds: what a show! I remember the first time I saw about a dozen P-51s take to the sky and form up for flybys. I called my dad down in Texas on one of the many available pay phones. He was a Mustang driver himself in World War II. As the Mustangs passed overhead, I held the receiver up so he could hear the sweet drone of those magnificent Merlins. When it was quiet enough for us to hear one another again, we were both pretty choked up. It's funny how airplanes can do that to you.

EAAers are also a tidy lot. You won't see litter on the grounds at Oshkosh. Period. People don't litter, and if

something gets away from somebody in the breeze, an EAAer will pick it up and throw it away. And AirVenture has the cleanest port-a-potties (I mean squeaky clean!) in the world; not unimportant if you're living there for a week.

And then, there's the people. In recent years, I've had the pleasure of sharing a campsite with George McDaniel and his family, Don Thompson, Woody Fowler and Budge Sharp. Budge is 91 years young and camps with the rest of us! There's friendship and fellowship and fun.

So...with more Chapter 7 members participating, this year's convention should be better than ever. That's why I'm excited. I hope you are too. I'll see you in Oshkosh!

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 10-14. Arlington, WA. EAA Northwest Fly-In. Ctc 360 / 435-5857.

July 23-29. OSHKOSH, WI. EAA AirVenture 2002. Wittman Field, Oshkosh, WI. Ctc 920 / 426-4800.

Aug 10-11. Camarillo, CA EAA Chapter 723 Annual Open House in conjunction with the local CAF Squadron.

Aug 17. Compton, CA EAA Chapter 96 Open House and Compton Air Fair.

Sep 6-8, 2002. Marysville, CA. **Golden West EAA Regional Fly-In.** Moving to **MRY Airport.** Sacramento Executive airport has declined to allow aerobatic shows. **MRY** is **46 miles north** of Sacramento. 925/676-2114. www.qwfly-in.org

Oct 10-13, 2002: Copperstate Fly-In. Will be based at the **new Phoenix Regional Airport.** 3,600 ft **paved** strip. Plenty of camping. More details at www.copperstate.org

Be sure to check out the culinary delights available at the newly remodeled Wings Café at the APV Terminal Building. Owner and delightful operator Lydia DeMaio recently informed me that she bakes her pies and cakes right there at the restaurant with her own lily white hands, and from scratch, no

less! Her sticky buns look good, too. No Betty Crocker assistance for Lydia, by golly. Check out her daily specials, too! Closed on Fridays.

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

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

So-Cal Corner

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

EAA Chapter One. Flabob Airport, Rubidoux, CA. **Open house Sep 20-21, Speaker: Dick Van Gruesven.** The components for the Chapter Hangar have arrived and were unloaded. Now starts the work of pouring foundations, floors, and checking the transit twice to be sure everything is in alignment. See copy at meeting. Applying for 501(c)(3) tax status.

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

EAA Chapter 14. Brown Field, San Diego, CA. New web-site under construction. Having troubles posting their newsletter to their site. Web site: <http://www.eaa14.org>

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

EAA Chapter 92: Orange County, CA. New location for meeting in Tustin. Chino air show participation a success (?) after paying for needed amenities to chapter equipment. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Hangar at Compton (CPM). KIS aircraft kit for sale with O-320, \$26K. Compton Air Fair scheduled for Aug 17, chapter Open House. Donations of racking and electric forklift from members. Flew 75 YE at the Torrance Air Fair, another 45 signed up for rain checks. Hangar fully occupied and LOTS of activity. 2-place KIS for sale with fresh rebuilt O-360. LOTS of activity. <http://www.geocities.com/ea96>

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

EAA Chapter 71. Bakersfield, CA.

Have not seen their newsletter lately. Would love to know what's happening with our brothers north of L.A.

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects.

EAA Chapter 527, Santa Barbara, CA. Coastal Commission approved airport expansion and improvements. Flew 37 YE last event. Great activity in chapter.

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

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

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



**The
Eagles Nest**
by Mike Sawicki

The June 15th outing of our Young Eagles program hosted another group of scouts taxed our resources but chapter members came though in a clutch to save the day.

In June, Chapter 7 flew forty-seven Boy Scouts. Utilizing our resources of eligible pilots and aircraft we were able to fulfill an order beyond our original commitment.

Our thanks to Aeroplex for allowing us to host the Young Eagles event at their facility. The personnel of Aeroplex have been most gracious in their support of EAA Chapter 7's commitment to the Young Eagles program.

Thanks go out to the pilots and much needed ground crews personnel of Chapter 7 which help to make our Young Eagles program such a success.

Remember, events like the Young Eagles Rallies show that we are determined to exercise the freedoms we are afforded and that we actively nurture and willingly share the future of aviation.

Classified Ads

Hi, My name is Lisa and would like to submit the following photos of a project I am selling.

Fly Baby with a Continental O200 and Prop, 2 completed wings, instruments, fabric to cover wings. I was hoping you could pass this around at your next chapter meeting. Thank you
lzamaripa@msn.com
559-352-8722 (cell)



Fly-Baby
Fuselage
With O-200
Continental



Fly-Baby Project
Instrument Panel

KIS Project complete with new O-320 and instruments, 50% complete, \$26K, EAA Chapter 96, Ctc: Dick Woods, hangar manager at dwoods33@aol.com

Pazmany PL-1, 400 hrs, TTAE, \$27K, Tel 562 / 619-4296. See at Chapter 96 tie-downs, CPM.

1967 Cessna 150-G with green trim, 1140 hrs TTA&E, Tel 310 / 637-7239



LAX VFR 'Mini-Route' Hours Extended

Unknown even to the FAA regional office, LAX's tower has extended the hours during which GA traffic can use the VFR transition route. We've learned that, for the past few weeks, pilots have been able to use the corridor from 0830 to 1230, and the tower manager has committed to opening the route for 8 hours per day after Labor Day. *AOPA e-gram*

I just received my renewed AvemCo Policy. The total cost is \$2,677 up from \$2,055. Hull coverage of \$70,000 w/\$1,000 deductible in or not in motion is \$2,091. Liability of \$100,000 each person \$1,000,000 total is \$576.

I am a Commercial, ASELS, AMEL, Instrument rated pilot with over 2,000 hrs. Over 1,000 of the hrs are in HP aircraft. 250 are ME.
New Amateur Built Aircraft Endorsement

I. EXCLUSIONS APPLYING TO ALL COVERAGES

The following is added to EXCLUSIONS APPLYING TO ALL COVERAGES in **your** Policy:

This Policy does not cover **bodily injury, property damage or Loss:**

* When **your insured aircraft:**

* is used for aerial seeding...training for, practicing for, qualifying for or participating in closed course racing:

The above endorsement could put a real crimp on the SNF 100, the Oshkosh Race and our private races. Lets make ours a "High Performance Endurance Run(HPER)" rather than a race.

Lorn H. 'Feathers' Olsen, MAA, DynaComm, Corp.
248-478-4301, <mailto:lorn@dynacomm.ws>
LNC2, O-320-D1F, N31161, Y47, SE Michigan

EAA Chapter 92 New Meeting Location

EXTRA!!! We Have a new meeting location:

El Ranchito Restaurant, 2201 E. 1st St., Santa Ana, CA 92705, Tel: (714) 547 9129, Back Room #3
Meeting this month on the 2nd Wednesday, July 10

Next Month's Meeting will be on the 1st Wednesday August 7, 2002 - Oshkosh Show and Tell

Goldmine: 48 Years of Sport Aviation on CD-ROM

EAA proudly presents to members The Complete Collection of Sport Aviation Magazine on CD-ROM-1953 to 2001. That's **48** years, roughly **600** issues, or **50,000 pages** of every article, photograph, drawing, letter, and advertisement ever placed in EAA's flagship publication. For homebuilders and restorers, this is an indispensable resource filled with almost five decades of advice-literally thousands of in-depth technical and how-to articles from a variety of contributors, including notable homebuilder Tony Bingelis and airfoil designer John Roncz. Plus there are numerous aircraft plans, designs, helpful homebuilder and restoration tips, demonstrations, product information, tools, services, and oh, so many historic and stunning photos. Approx \$150.00

For more information, go to:
<http://www.eaa.org/sacd/index.html>

Don't Throw Stones...

One day, the pilot of a Mustang II was told by the tower to hold short of the runway while a DC-8 landed. The DC-8 landed, rolled out, turned around, and taxied back past the Mustang. Some quick-witted comedian in the DC-8 crew got on the radio and said, "What a cute little plane. Did you build it yourself?" Our hero the Mustang pilot, not about to let the insult go by, came back with a real zinger: "I made it out of DC-8 parts. Another landing like that and I'll have enough parts for another one."

Year 2002 Officers

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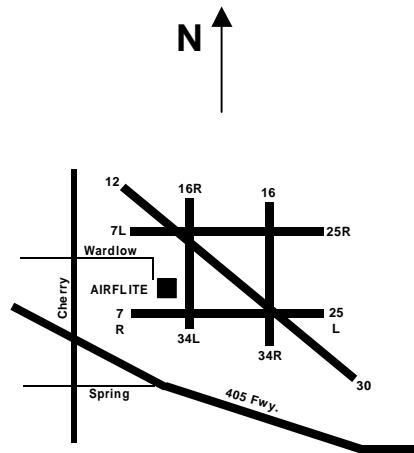
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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.beegroup.com/eachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



Chapter 7 Newsletter

George McDaniel, President
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**ADDRESS CORRECTION
REQUESTED**