



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. 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.

The June Young Eagles Event at Fullerton was great with 37 kids being flown. This was the first Young Eagles Event that I actually flew kids. My partners Don Thompson and Don Myhra finally convinced me that I needed to take the plunge and "fly kids". I was a little apprehensive because I am such a low time pilot (165 hours) and the Boy Scouts and CAP both require a minimum of 200 hours to fly their kids. I was going to hold out till I got to the magical 200 hour mark but was convinced otherwise by my buddies. I recently did my CAP form 5 check ride and was pretty confident of my skills. I've also been flying a lot more this last year than I usually do. The 14 kids I flew were all great, I don't know who had more fun, them or me. I flew 3 girls about 10 or 11 years old that didn't want to go back to the airport, they were so excited about everything. The kids were all great and I was really glad that I decided to start flying Young Eagles. If you haven't had the experience to actually fly the kids, I highly recommend it.

This is the time of the year to start thinking of electing new officers. If you would like to run for an officers position or be on the Board of Directors please let me know at the meeting and we will be sure to get you on the ballot. The officers and board has been the same for a while now, I know that there must be some of you out there that would like the experience of being an officer or Board of Directors Member. This is an all - volunteer group and it will only succeed if everyone helps out in some way or another.

See you at the meeting.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- July 10, 2003

Our program for June will be slide show of the Goldenwest Fly-In at Marysville. This year's event was a success weather-wise. Several changes were made which greatly improved the layout and control. RV and tents had separate areas and there were no long lines for the showers. Please be early as we have considerable material to cover for this month's meeting.

BE THERE!

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.

See you at the meeting.

Secretary's Note Pad

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of June 12, 2003

Woody Fowler, Chapter Treasurer, informed Board members that last month he moved Rick Vaux's Christavia project to Frank Gaggia's workshop. He asked for Board authorization to pay Frank \$50/mo rent thru the end of July. The Board authorized paying Frank rent to the end of July. Woody told the Board that there is the prospect of a partnership with a pilot in La Jolla, provided that the plane is based at Palomar Airport, north of San Diego. This prospective buyer owns a C85 engine.

(Continued on page 5)



Is the Glass Half-Empty Or Is It Half-Full ?

by Chuck Newcomer
EAA Ch 7 Tech Counselor

Dear Chapter 7 Members.

For maintenance professionals, like you and me, who spend hours "looking" at airplanes (pre-flight, post-flight, during flight, etc.), here is a question -- Do we look to confirm that there is a crack or do we look to confirm that there is no crack? Either way, we still look.

Federal Aviation Regulations Part 1 tell us that any inspection is maintenance.

The Federal Aviation Administration has had several meetings on Human Factors and they came to the conclusion that the basic training principle is to determine whether the activity of inspection (actually looking and seeing) is indeed trainable.

How did you receive your training for visual inspection?

Maintenance personnel have to look and see at the same time. We spend hours looking, but are we good at seeing? Here is where the human role in inspection is important. It is the human that makes the difference because we can interpret what we see and make a decision whether we can keep the aircraft safely flying. There are differences between maintenance personnel with respect to their abilities to inspect. The important thing is that no matter who does the inspection and their level of training or experience, the end result should be consistency in the performance with respect to findings.

How do we inspect?

The task of inspection has two parts that include manual tasks, such as initiate, access, and respond; and cognitive (thinking tasks), such as search and decision making. We *initiate* by reading a checklist or work card and understanding the area to be inspected. *Access* is gained and we locate the specific area and get into a position to look and see. We then search visually with our eyes. We may use several methods. One is to look at the whole area for obvious discrepancies and then look in greater detail. Another way is to move the eyes systematically over the area pausing to really look at each small area until a particular zone is completed, then reverse the pattern while looking at the same small areas from different angles while eliminating any shadows. Once an indication of a discrepancy has been found, we mark it and clearly define its location.

For example, let's consider an area of suspected metal corrosion. You think you see corrosion. Now you have a *decision* to make. You must now

examine the indication against your knowledge of corrosion and the standards that you remember or can quickly reference. You get out your red rag and your scribe to go in for a closer look. What your mind said at first was corrosion turns out to be dirt and surface paint with poor adhesion to the primer. You respond by either marking the defect, then writing it up for repair, or by deciding it is not a defect. If it is not a defect, then you return to your search.

If the area was repaired, it is likely that it will be visually inspected for a final time by either the person who made the repair or a buy-back inspection of the marked area (this may often be you in **both** cases).

The manual tasks of inspecting are just as important as the *cognitive* tasks. The manual tasks do require training. *Access* is the necessary step to find symptoms that on further diagnosis may indicate problems. It is generally believed that the cognitive skills of search and decision making are improved with experience and training.

We can't leave to chance the finding of particular defect in an aircraft being inspected. Uncontrolled training in the cognitive skills will not be productive. Also, on-the-job training doesn't really help the trainee see for him or herself. They may instead pick up the bad habits of other inspectors. Believe it or not, research has shown that inspector's performance improves with training, but not necessarily with practice.

Practice and training often improves both speed and accuracy.

However, search and decision making will only be improved by training. This training should be performed off-line in a controlled setting. Often, the on-the-job environment at the aircraft is in a production setting. The inspector has to be prepared to search and make decisions well before the search process begins. Good decision making can not be left to trial and error in an uncontrolled environment. With the inspector's training controlled, it is likely that the repeatability of finding the same discrepancies by different inspectors is good. This works the same way when you are trying to confirm that there are no discrepancies.

The experience level of the aviation maintenance professional does have some influence on finding discrepancies. If we ever found any discrepancy during a zoned/area inspection, many of us remember, we will look for it again. However, as the inspection of aging aircraft has taught us, over time there can be a whole new set of discrepancies. This is why every time we start a visual inspection it is possible that we may find a discrepancy that hasn't shown up before in the life of the aircraft -- even if it is twenty years old. More important to confirm without a doubt that the aircraft has no discrepancies.

It is a tough thing to look, and search, and not find anything time after time. But, isn't that really what we are doing during visual inspections? That's how we keep em' flying safely.



by
John Mahany
Master CFI
Ch 7 Member

Fellow aviators and builders, it is less than a month now until EAA AirVenture Oshkosh! We are getting down to the wire. If you have not been there before, you are in for a surprise! There is so much to see and do, it helps if you have a plan in mind, if you want to use your time there effectively! There are so many forums, on a wide range of subjects, that regardless of your interest, whether pilot, builder, or both, you should be able to find what you are looking for there.

I will be volunteering at the National Association of Flight Instructors (NAFI) Tent Thursday afternoon, and will also volunteer some time at the Flight Advisor/Tech Counselor tent. This will be the first time I have volunteered at AirVenture. Should be fun!

In the letters to the editor in the July 2003 issue of Sport Aviation, a reader makes the important point that the airspeed as displayed in the new Garmin 196 is actually showing *Ground Speed*, not Indicated Airspeed. Due to placement of the indicator on the panel, one looks at it and automatically thinks IAS. Since the GPS has no connection whatsoever to the Pitot Static System, which feeds both dynamic (ram) air and static air to the Airspeed Indicator, the GPS can not tell us Indicated Airspeed. I have not yet had a chance to look at the manual for the 196, to provide any more information on this.

The other day I flew out to San Bernardino International Airport (SBD), which is a non-towered airport with a nice 10,000' runway. It has 'non-standard' markings, as the ASOS says. I had not been there before. It is a nice facility. There were several older Boeing 727's parked in front of a maintenance facility at the west end. One appeared to have the old Braniff colors. Remember Braniff? They had a fleet of colorful jets, and had a perfect safety record, but did not do well, financially, like so many others. They went out of business 3 times back in the 1980's.

We were the only ones in the pattern for most of the time. I was looking for a nice, long runway, without a lot of other traffic, so that I could get some practice landing a Mooney Ovation, which really likes to float. If you have flown a Mooney you know what I mean. After an hour or so, I had a pretty good feel for it, and we then went to FUL, to get fuel. I got into FUL just fine. Had fun in the Mooney!

By the way, SBD does not count for cross-country from Long Beach, because it is not more than 50 nautical miles away. You have to go out to the Redlands, for that.

Remember to **check NOTAM's** before flight.

Fly safe and keep the blue side up!

Calendar of Events

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

July 9 - 13: Arlington, WA. Annual EAA Fly-In. Ctc: 360 / 435-6480.

July 11 - 13: Lompoc, CA. West Coast Piper Cub Fly-In. Ctc Bruce Fall 805 / 733-1914.

July 19: Lake View Terrace, CA. Hansen Dam Recreation, 210 Fwy Osborne / Foothill Ave. American Heroes Air Show & Career Air Fair. FREE 9-4 p.m. Ctc: 818 / 347-4577.

July 28 - Aug 4: Oshkosh, WI. 51st Annual EAA Fly-In at Wittman Field. **Airventure 2003** expects to have several groundbreaking announcements to be made during their event. Site: <http://www.eaa.org>

Aug 16: Big Bear, CA. Big Bear Air Fair. Ctc: 909 / 585-3219.

Aug 16: Compton, CA. 3rd Annual EAA Chapter 96 Open House. Guest speakers, demonstrations, static displays, fly-bys. Ctc: Steve Densmore 310 / 372-4821.

Aug 16 - 17: Hawthorne, CA. Air Faire. Ctc: 310 / 970-7215.

Aug 23 - 24: Camarillo, CA. EAA Chapter 723. Ctc: Jerry Merrill, 805 / 985-7095.

Santa Paula, CA -- First Sunday of the Month, Aircraft Display & old time autos, 9 a.m., Santa Paula Airport.

Pacoima, CA -- Second Sunday of the Month, Hosted by Whiteman Airport Assn. Aircraft Display FREE. Ctc: Don Hagopian 818 / 782-1654.

LaVerne, CA - Third Sunday of the Month, Antique & Special Interest Aircraft Display, Brackett Airport (626) 796-7851.

El Monte, CA -- Last Sunday of the Month, Aircraft Display & BBQ, 9 a.m., El Monte Airport (626) 452-9151.

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.**

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

So-Cal Corner

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events. Newsletter editors: please direct your snail-mail exchange newsletter to: Mike Sawicki, P.O. Box 344, Hawthorne, CA 90251-0344 or e-mail to: always1@gte.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Been quiet from this front. Editor has been under the weather with surgery. Hope all is progressing well. The new hangar construction should be complete for the new open house in Sept. Look forward to their Open House again this year, maybe some leveling of the field and more grass. Take a hint from Copperstate. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Nothing to report lately. Been a couple months without their newsletters coming through.

EAA Chapter 14. (Jun 03) Brown Field, San Diego, CA. Sam McCutcheon, long time chapter president stepped down as he will soon be an Arkansas resident. Flew 16 Boy Scouts & YE's on May 10. Memorial Day luncheon. Bill Chana, founding member of EAA Ch 14 was inducted into EAA Homebuilders Hall of Fame. Hangar space 16x25 + 10x29 for \$350/month. Web site: <http://www.eaa14.org> Lots of activity, more than I can mention here.

EAA Chapter 49. Lancaster, CA. Active chapter with participation of flying events. Thanks for the newsltr via snail-mail.

EAA Chapter 92: Orange County, CA. May move meetings to Chino 1st Sat. of month starting in Oct. Web site: <http://www.eaa92.org> New meeting place is Don Jose's in Tustin, Holt & Irvine Blvd.

EAA Chapter 96. Torrance, CA. Hangar at Compton (CPM). Hangar full, lots of progress on what is there. Next meeting, Jul 19, 10 a.m. LOTS of activity. <http://www.geocities.com/ea96>

EAA Chapter 40. Van Nuys, CA. Great show raised \$101K for charities.: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Tim Barnes reactivated newsletter, great job. Looking to see more of his handiwork.

Don't forget their Ol' Time BBQ on May 31, getting back to the old traditions of tasty tri-tip, beans & salad.

EAA Chapter 465, Paso Robles, CA. NEW to the list here, Welcome! Hoping to fly 100 YE's. New member Ken Palmer hopes to build a Bewrkut in between his duties at Diablo Canyon Nuclear Power Plant.

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects. 1/3 hanger for \$100 per month for 412 sq ft (24 x 14.5 plus 4 x 16 areas). See copy on newsletter table at meeting.

EAA Chapter 499, Santa Maria, CA. Been somewhat quiet from this Chapter but they are active. Just have to renew connection. June 28th, Fly-In & Chili Cook-off.

EAA Chapter 527, Santa Barbara, CA. Active chapter. Guest speaker Dan Poynter, "Have you Seen My Parachute?" spoke on person that survived bailing out without a chute. Great coverage of the Cessna 120/140 Fly-In at Santa Ynez. Lots of activity. Be sure to glance at their issue on the table. Site: <http://pulsar.westmont.edu/ea>

EAA Chapter 1000: Edwards AFB, CA. Mtg to be held at home of Bob Waldmiller. Demo on vacuum bagging. Be on the alert for the Project Police. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1340. Twenty-nine Palms. Trying to make contact with present leadership to find their new editor. See old 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 Darwyn Wolff
YE Flight Coordinator

The June 14th Young Eagles Rally at Ray's Flying Club on Fullerton Airport was a great success after our usual rocky start. Thirty five Young Eagles were flown by volunteer pilots Don Thompson, Mike Stearns, Roy Rhodes (a "new" YE pilot for Ch. 7), Carl True (another "new" YE pilot for Ch. 7) and some greenhorn named George McDaniel (AKA Ch. 7 President). With 14 Young Eagles, George actually held the record for most flown at the event. A good start for a first time Young Eagle pilot! The Mayor of Fullerton, Don Bankhead, attended and presented a Young Eagle Certificate to a young man who appeared to be a little overwhelmed with the extra attention while the cameras clicked. Don's appearance gave the Chapter 7 volunteers and Ray's Flying Club a rare opportunity to show "City Hall" how important Fullerton Airport is to the community. The June issue of the Ray's Flying Club newsletter had an excellent article with photos of the event. Contact

Ray's at: rays@raysflying.com to request a copy via return email. I would like to give recognition to all the ground volunteers. Those who signed in were: Tim Ernst, Don (Medical-in-the-mail) Myra, Frank Gaggia, Birch Parker, Richard (Computer Genius) Rymer, John (CFI of the Year) Mahany, Sam (Press-release) White and his son, Samuel (Parking Patrol).

Plans for a **July** Young Eagle Rally at Long Beach will be **cancelled** due to a conflicting schedule for parking lot paving at Aeroplex. The **next Rally** will be held at Ray's Flying Club, Fullerton, on **August 16th**. Please mark this date on your calendar and plan to volunteer. Since Young Eagles are a bit difficult to track down over the summer months any help from the membership in recruiting will be appreciated.

CONTACT email or phone number (for the Young Eagle) My email is: aerospark@cs.com

My phone is: **714) 381-4240**

Sign up to volunteer at the June meeting or just come out to Ray's Flying Club on the 14th. We will start setting up at 8:00 a.m. but will appreciate your help as your schedule permits.

I'll see you at the Rally!

Classified Ads

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

FOR SALE: Lycoming O-235C1, Approx. 600 TTSN, No Logs or Accessories. \$2500 OBO. Frank Gaggia @ (714) 897-6566, FLGjr@aol.com.

FOR SALE: 1977 Grumman American Tiger AA5B based at El Monte, hangared. \$65,000. Woody Fowler, 714 / 897-6566

1/3 hanger for \$100 per month for 412 sq ft (24 x 14.5 plus 4 x 16 areas). See Ch 494 (Corona) newsltr table at meeting.

FOR SALE: ZENITH CH-801 (4 PLACE) Fuselage Kit, no work started, \$4500.00, Gary Anderson (714) 231-6905 **AFTER 6:00pm**

Christavia Project - FOR SALE



Christavia MK 1 project (very similar to Aeronca Champ/Scout): Fuselage welded. Empennage, ribs and, spars, nearly complete.

All materials to build complete airframe (\$6822 in Aircraft Spruce catalog page 23). Uses 65 to 150hp. Forced to sell due to transfer. \$1995, OBO. (130hp Mazda with PSRU available) 714 897-6566 or fowlerhb@surfside.net.

Look for other bargains of aviation items in the Classified sections of the newsletters placed on the table each month. If you are looking for something in particular, be sure to let me know (Editor).

Secretary's Note Pad (cont'd from page 1)

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

MEETING MINUTES

General Meeting - June 12, 2003

Attendance: 24

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. Woody reviewed the status of the Christavia project, donated by Rick Vaux to the chapter to sell. The project has about \$6,800 worth of materials. The fuselage is nearly completed. There was some damage from moving, and some spot welding is required. Don Myhra moved that the Treasurer's report be approved. John Mahany seconded the motion. The motion carried.

NEW BUSINESS

Guests were introduced:

JOSH PINE is learning to fly. He asked for input on what kind of homebuilt to build. He got input.

ROLAND KOLUVEK

NICHOLAS WALTON, son of member Scott Walton

DR. URBAN LUNCH, program presenter

George McDaniel told members that rent is paid to Frank Gaggia until the end of July for storing the Christavia project.

Woody Fowler is pursuing getting charitable organization status for the chapter, under IRS Code 501©(3). Woody suggested a fund raiser to cover the cost of the Christmas party. He will check with the IRS to see how the fund raiser will affect the status of the chapter.

Woody will pay, out of the chapter treasury, to Scott Walton, the remainder of the cost to send his son Nicholas to the Air Academy in Oshkosh. Nicholas will shoot two rolls of slide film at the

Air Academy. George will provide the film.

Woody distributed to interested members copies of the Amateur Built Evaluation and Certification Manual, published by the FAA.

Tom Griffith, chapter member, is flying across country to attend the First Flight ceremonies at Kitty Hawk, North Carolina.

George informed members of charter member Walt Lane's departure from California. During his time as a member of the chapter he built a Turner T40 and a Vari Eze.

George has flown a Form 5 check ride to qualify for Civil Air Patrol mission pilot. George circulated the membership roster for pilot and ground crew volunteers to sign up for the Young Eagles event at Fullerton Airport the following Saturday. At the previous event at Long Beach Airport 37 Young Eagles were flown. The latest count shows about 920,000 Young Eagles have been flown. Dick Ryan told members to expect a big push from Oshkosh to make 1,000,000 by December 17. Chapter 7 is accelerating the Young Eagles program by scheduling Young Eagles flights every month instead of every two flights. George anticipates finding out about Young Eagles plans at Air Venture 2003.

John Mahany, Chapter Flight Advisor, Told members that the Rice "flying car" will be flying during the third week of June. The builder will present a program to the members' meeting in July or August. John has flown the Cirrus SR22, a high performance low wing monoplane. The SR22 has an initial rate of climb of 1500 fpm and is equipped with a ballistic parachute. It is also equipped with FADEC (Fully Automatic Digital Engine Control). John has flown the top of the line Mooney, the Ovation. This model is a four seater with an eight cylinder Lycoming engine. John cautioned members to watch for NOTAMs during construction work at Long Beach Airport.

George McDaniel told members that former member Bob Hartunian is about to complete his Pulsar project at Big Bear Airport. Bob needs a Tech Counselor to check out his work and to show EAA cooperation with his project.

Don Thompson, Chapter Vice President, proposed that Walt Lane be made a lifetime honorary member of Chapter 7, paying no dues. Frank Gaggia so moved. John Mahany seconded the motion. The motion carried. Walt sold his VariEze for \$22,000, which is \$3,000 less than the amount he invested in the project. Sid Gilman cruised the VariEze at 165 mph, with an engine that produced just 100 hp.

Recently George, Don, Tom Griffith and Birch Parker attended Long Beach Airport Career Day. They signed up 17 kids for free airplane rides.

Don proposed a picnic at El Dorado Park some time this summer.

George proposed a fly-out in the near future. He asked prospective pilots to inform him if they have spare seats.

PROGRAM

Dr. Urban Lynch, President of UHL Research Associates, showed members a model of a flight recorder unit which can be impanelled in the cockpit. Dimensions are 7"x2"x3" and weight is one pound. Algorithm software provides location, attitude and air speed. It was originally intended for the USAF, but can be adapted for general aviation. 3 1/2 years of research was concluded 1 1/2 years ago. Projected price of the unit is \$2,500.

The unit can be used to monitor flight and to recreate an accident. Right now there are three uses under consideration:

1. Use for insurance purposes to certify that aircraft has not been abused.
2. Canadian Forces is interested in a unit which can be carried in a flight suit.
3. A hardened, crash survivable unit can be installed in the tail section of an airplane.

Dr. Lynch transferred a three dimension flight simulation from his laptop screen to a movie screen. A flight out of Redlands Airport was simulated. The software can handle 32 flights simultaneously.

He has two prospective customers, Mission Aviation Fellowship, which operates in and out of rough airports surrounded by rugged terrain, and an operator which has 134 aircraft to be rented out. First delivery of hardware will be made by October.

Apex Insurance Company, a limited liability company, is looking for \$500,000 in funding to get this product rolling.

REFRESHMENTS

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

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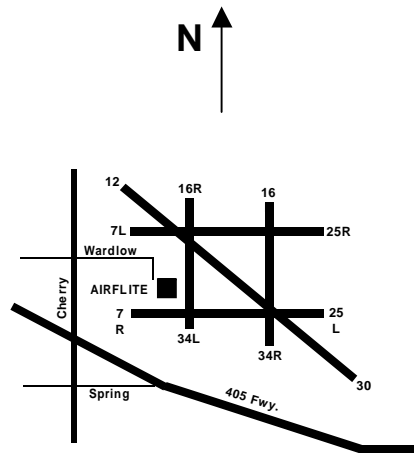
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

George McDaniel, President
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**ADDRESS CORRECTION
REQUESTED**