



Chapter Seven *Long Beach*

President's Message

by **George McDaniel**

Oshkosh AirVenture! Are you ready?

I'm counting the days! AirVenture officially kicks off in exactly one month, it's time to remind you all AirVenture 2004 runs from July 27th to August 2nd. This year's Theme: "Launching the Next Century of Flight". The contrast with last year's show couldn't be clearer. Last year we looked back on the first century of flight; This year the guests of honor are very much with us, and they are aviators who look forward to the new century of flight: folks like Burt Rutan, Mike Melville, Dr. Peter Diamandis, and the men and women behind NASA's record-setting X-43. Not to mention the grassroots of our next century, the incubator of future Rutans and Melvilles: the Young Eagles program, with its new chairman, Harrison Ford, taking on the mantle previously borne by Cliff Robertson and Chuck Yeager. If you are planning to attend AirVenture please let me know so I can get a cell phone list set up so we can stay in touch. We tried this last year and it worked good. So far I have been told that Tom Griffith and Birch Parker will be flying Toms 172, Alexander Whatley will be taking his Bonanza as will Don Myhra and I. This will be my first non-commercial flight to OSH. Mike Sawicki and Connie Anderson will be driving and hauling all the gear need for Mike & Connie's now famous meals. Mike Stearns, and Roy Rhodes are each going commercial. Anyone else going???

We had a **B-17 Volunteer Party** at Compton last month, if you missed it you missed a great time. Check out the article that Mike Sawicki wrote elsewhere in this newsletter. Also in case you haven't heard, through special arrangement just recently finalized, a well-known B-17 Bomber will return to the sky and allow EAA's popular national B-17 tour to resume beginning at EAA AirVenture Oshkosh 2004. The return comes less than three months after the tour was temporarily halted when a landing gear malfunction sidelined EAA's B-17 Aluminum Overcast. The "Salute to Veterans" tour will continue with the famed B-17G Fuddy Duddy, which will fly through an EAA Partnership with the Wings of Eagles Discovery Center (formerly the National Warplane Museum) of Elmira, New York. The museum's B-17 will fly during the EAA AirVenture July 27 through August 2 at Wittman Regional Airport in Oshkosh, then pick up the regularly scheduled late summer and fall tour stops throughout the country.

(Continued on Page 2)

VP's Chat Room

By Don "Crash" Thompson

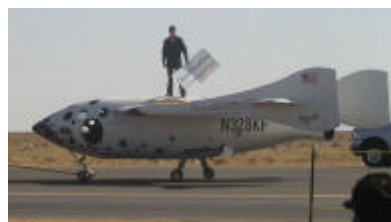
Program -- July 8, 2004

This month's program is keeping right in line with the theme of this year's AirVenture, "**Launching the Next Century of Flight**". What better way than to honor the **young talent** that we are nurturing for vocations in the field of aviation. Let's ALL be there to give them our full support. Bring the kids, this is their night too.

Breean Farfan of EAA Chapter 96 will relate her adventures of her trip to the Air Academy at Oshkosh. Breean was fortunate not to have to travel via commercial airlines and we will save that story for the meeting.

Our own Air Academy candidate for 2004, Sammy White, has triumphantly returned from Oshkosh and will also tell us tales of his adventure.

Mike Stearns introduced us to one of his students three years ago, Trevor Levine. Trevor soloed on the day after his 16th birthday. Graduated high school and received an appointment to the Merchant Marine Academy in NY. Recently sent to NWTC at China Lake for two weeks, he accumulated 10 hrs in an F/A-18F with rides through "Star Wars Canyon" at 6 G's. Add stick time in a Harrier and Super Cobra and you have one heck of a story to tell. With nearly 100 slides, this is a program to keep you glued to your seat .



Mike Sawicki will have pictures from the previous meeting which we were not able to view along with recent pictures of local airshows

and the flight of SpaceShipOne on June 21, time permitting.

The night has much to offer so mark your calendar **NOW** and put the note on the refrigerator door to be on time. Don't miss a great evening to support our aviation candidates and enjoy aviation slides and general camaraderie.

Several copies of the premier issue of the new **EAA SPORT PILOT & Light Sport Aircraft** magazine will be on display at the newsletter desk for your viewing pleasure. Those of you that were subscribed to **The Experimenter** are now receiving this new version of the magazine. If you are considering a Light Sport aircraft in your future you should seriously consider subscribing to this top quality magazine.

President's Message

(Cont'd from Page 1)

California Pilots Association. We have been invited to participate in the upcoming California Pilots Association Annual meeting coming to Long Beach in early October. The main mission of California Pilots Association is AIRPORT ADVOCACY, to *promote and preserve* California's general aviation airports. Without small and medium sized airports our air transportation system would be crippled, the state's economy would suffer, and our airplanes could become raw material for pots and pans. I strongly support the CPA and am proud that they have invited Chapter 7 to participate in their annual meeting. We will be hosting a Friday afternoon welcoming party and also the Saturday lunch. I will get you more details as I know them but please plan on helping out.

Also don't forget the **AOPA Convention** is in October also, we have been invited to help park planes at AirFlite, anyone wishing to help with this please see me for details. If you volunteer for at least one 5 hour shift you receive a free pass to the convention and I think as well as a free shirt. One training class is mandatory if planning to volunteer, see me at the meeting if you are interested.

Enough for now, see you at the meeting...

BE THERE – BE IN THE KNOW!

Oshkosh 2004

Chapter 7 Style

Haven't made plans for Oshkosh 2004 yet, what are you waiting for ? Come to the June meeting and find out some of the specifics already in the works. The chapter has purchased its own 10 x 20 foot canopy, the banner is in the works, and the food menus are already being planned. Looking even better than 2003, if that is possible, the chapter chef will outline some of the more mundane faire such as "parmesan crusted chicken" or the slow-roasted pork tenderloin with garlic mashed potatoes, steamed vegetables and fresh rolls. Those that did not attend Copperstate 2003 will get to experience the great biscuits & gravy that even gives Flo's a run for her money, sausage bits & more.

There will be a horse-shoe pit this year, camp fire pit, marshmallows & our great hot cappucino's with whipped cream. Other games will include trak-ball and evening

entertainment supplied with "grab your lounge chair" seating for some of the funniest DVD's to keep your sides hurting with laughter.

As usual, KP duties will be shared as everyone is expected to take their own plates and utensils to the local dumpster for disposal.

Don't miss out on one of the best chapter social events of the year. Plan early.



John Mahany
Master CFI
Member, Ch 7

As you read this, AirVenture is less than a month away! For those that are going, have a great trip! What with my new job, I will miss it this year, but hope to get there next year. I will try to check AvWeb's online daily account of it, as the next best thing.

Right here, in our own 'backyard', at Mojave Airport, now officially renamed Space Port, some chapter members were lucky enough to be on hand for the June 21 historic flight of SpaceShipOne into inner space! I watched it on TV, as it took off at 0647 PST, and climbed into the clear blue California morning sky, on it's way. Space travel, for us non-astronauts, might actually become a reality in our lifetime! Awesome!

This past Saturday evening, June 26, CAP Squadron 150, with aircraft tie downs over by 25 Right, held a party! I arrived late, to find a good size gathering. A good time was had by all! Vaughn even fired up his Bell 47, and gave a few rides! I took a ride with him, got a little stick time, and had a blast! I just wish they weren't so expensive! I have flown a helicopter once before, about 2 years ago, over at Torrance. It was a demo ride in an Enstrom. Lots of fun!

Here is a simple rule of thumb for converting Celsius to Fahrenheit, when you are listening to the ATIS or ASOS ; take the Celsius Temp, multiply time 2, and add 30. This will get you within a degree or two of the actual Fahrenheit Temperature. Ex., $15C \times 2 = 30$; $30 + 30 = 60$, which is within 1 degree of 59, which is the actual Fahrenheit Temperature.

There is one other method, which is more accurate, and involves more steps; Cent. Temp x 2, Subtract 10%, Plus 32. Ex.; $15C \times 2 = 30$, $30 - 3$ (10% of 30) = 27, $27 + 32 = 59$. Use whichever works best for you.

Now that my full time teaching has me in the classroom and the simulator, I have decided it is time for me to get back into a tail wheel airplane and some 'stick 'n rudder' flying, the kind I love! I am going to get current and checked out in the Super Cub at Hart Air! I am looking forward to this!

Have fun at AirVenture!

Blue Skies ✈

2004 Membership Lists

Currently the chapter is showing **59** paid and honorary members according to the treasurer's records. Printed lists of the membership will be available to members attending the meeting. If you receive your newsletter via e-mail, please send a request to always1@verizon.net and I will be sure to send you a copy. Please specify MS-Excel or Adobe Acrobat format.

Chapter 7 continues to be one of the lowest rates for membership, just **\$12.00**. Considering the amount of information and excellent articles by our contributors, this is a major bargain for members.

I urge you to renew so you do not miss a single issue. An application form is included again as in past months. Please mail or bring to the meeting on Thursday. If unable to attend, mail your check for \$12.00 payable to "**EAA Chapter 7**" with \$0.37 postage to: **Woody Fowler, EAA Chptr 7 Treasurer, 11449 Anticost Way, Cypress, CA 90630-5429**.

Spaced Out

From **Mojave Spaceport**
by
Mike Stearns

June 21st was my birthday. Returning from Las Vegas I had stopped in Yermo to treat myself to a delicious birthday burger, fries and shake combo at Peggy Sue's 50's Diner. With a full stomach and a smile on my face, I turned right off I-15 and proceeded westbound on Highway 58 and pulled out my cell phone to call Mike Sawicki. "Are you already there?" I asked. I was anxious to get to Mojave. We'd be witnessing the first-ever civilian sub-orbital space flight!

Mike told me that he, Connie and a few friends had already set up camp at Mojave Airport, and that I was welcome to join them. It would cost me \$10 admission to spend the night, and I could move my car to the public parking area at 3:00 a.m. It sounded like a good deal to me.

Upon arriving at the airport, I was given a variety of different stories by different "officials" as I moved in line toward the entrance to the RV (recreational vehicles, not Van's airplanes) parking area. My entrance fee soared from \$10 to \$40...and then I was told I couldn't park there at all...something about cars not being insured on the property. But when I got to the gate and told the gatekeeper that I had friends with a tent already set up, he waved me in for free. I put my forty bucks back in my pocket and joined Mike, Connie and friends who were grinning and bearing it against the Mojave's notorious 35 mph winds.



The winds blew. And then they blew harder. As darkness fell on our campsite, we retreated to Mike's "Taj Mahal" tent to escape gusts of 50 mph or more of blowing desert dirt and sand (ouch!).

As I was mopping up the floor after one particularly hearty gust blew the beer from my hand, a friendly female face showed up at the door of the Taj. "Would you all like to come to a barbeque?" she shouted above the wind. Most of the group hadn't eaten. Because of the wind, no cooking facilities had been erected at the campsite. We all decided to accept the invitation, and hiked the better part of a mile across the dark, windy Mojave to enjoy food and drink with our hosts, the National Space Society. It gave me a chance to walk off Peggy Sue's wonderful combo.

Their RV's were circled like covered wagons defending against an impending attack. Once inside the circle, we were not only protected against potential flying arrows, but also surprisingly, the wind. It was an eclectic crowd. A disk jockey dressed in a black body suit with aqua and pink spaghetti piping played percussive techno music as the piping on his suit and a "Close Encounters of the Third Kind" multi-colored light box pulsed with the beat. One young man held another by the ankles upside-down as they attempted to empty a keg of beer by directly connecting the hose and spigot to his mouth. And people ate, and they chatted. There were engineers, financial sponsors, aviation and space enthusiasts and even a few UFO junkies in the crowd.

I had an opportunity to speak with Randa Milliron, CEO of Interorbital Systems, another Mojave-based company competing for the \$10 million dollar Ansari X-Prize. Wearing dark desert goggles, Ms. Milliron described her company's approach to sub-orbital flight to me, describing an ocean-based vertical launch. She voiced her personal doubts about the practical and commercial application of "Burt's stunt" as she called it. His nitrous oxide and rubber rocket fuel: "Not very efficient." And after all, Burt Rutan's really just an "airplane guy," she said. A little rocket envy perhaps, hmmm?

It was 10 p.m. or so when we again battled the winds to hike back to our campsite. Although mostly still intact, Mike's big tent had suffered damage from the incessant battering from the winds that were now gusting 60-70 mph. And a Portalet had been knocked over! (What is it with Mike, winds, destroyed canvas and toppled toilets? Remember Oshkosh last year?) Two of the tie-down tabs had ripped themselves from the tent which was now violently flapping as the relentless winds continued. Three of us held the tent down as Mike and Connie removed their gear. We

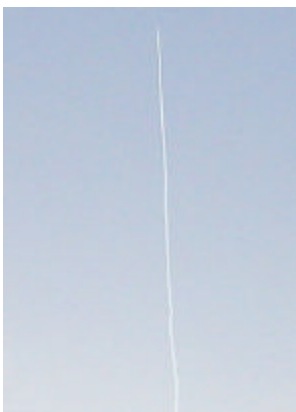
dropped the tent to save it, and its occupants spent the night in their van. I slept in my shaking car, hoping there would still be paint on it in the morning. About 4 a.m., the winds subsided.

We arose to a beautiful desert morning: a wonderful day for a space flight! EAA Chapter 49 from Lancaster had hot coffee available as we meandered down to the flight line. The crowd, which began filling the public parking area at 3 in the morning, was rapidly growing. And there was excitement in the air as we all eagerly anticipated what we were about to be part of.

We set up our chairs and made our cameras ready. And at about 6:40, we heard voices moving toward us through the crowd like a wave building toward the shore: "Here it comes! There it is! Here it comes!" We gazed down the taxiway. Preceded by a very pretty Extra 300 was a strange looking composite airplane. Two remarkably quiet turbofan engines powered it. And a second composite aircraft was fastened to its belly. "Wow! White Knight!" "Look, there's SpaceShipOne!!!" Click, click, click went the cameras. And the crowd clapped and cheered as they taxied by. They were followed by a Beechcraft Starship. A Starship and an Extra? Strange chaseplanes, these, but hey...this is a PRIVATELY FUNDED space launch!

The Extra 300 came to life and launched itself into the clear morning sky. Then the Starship taxied around the main attraction. Its turboprops spooled up to takeoff power and it followed its single engine counterpart into the skies over Mojave. We all held our breath as White Knight's turbofans were brought up to power. And the crowd once again stood and cheered as they witnessed the take off of two of the neatest "homebuilt" airplanes ever fabricated. We all knew we were about to see history be made.

For the next hour or so, the planes circled, being joined by a third chase plane, a German/French-built Dassault Dornier Bréguet Alpha Jet (which got to altitude VERY quickly!). Somewhere between 25,000 feet and heaven, the planes began throwing visible contrails. What a sight! It was somewhere around 47,000 feet that the countdown began as White Knight circled toward the morning sun. Three, two, one, the announcer counted down.



Wait, wait....THERE IT IS!!! A thick white contrail dazzled the morning sky just below the sun as SpaceShipOne lit its rocket engine. A slight wobble (there was a problem with the roll trim which was overcome with a backup system) and then it accelerated what seemed to be straight up! Into the sun and then out the top, for

nearly eighty seconds the rocket pushed its precious cargo up through the top of the stratosphere, exceeding Mach 3. And then it was gone. The crowd was silent, eyes focused skyward. And then some whispered conversation: something about sonic booms being heard in Palmdale. Several minutes went by.

BOOM! BOOM! We all heard it, and the crowd went wild. SpaceShipOne was on its way back home. We peered skyward...and... "THERE IT IS!!" A small white dot glistened in the sun. "There's the Starship...and the Alpha Jet!" Two other small dots converged on this morning's star attraction. As they began a lazy clockwise circle toward Mojave, the planes were joined by the Extra 300. What a sight!



The Extra puffed a trail of white smoke, indicating the final circle and SpaceShipOne dropped its gear. Mike Melvill pointed the nose of his little

rocketship earthward with the Extra close behind and greased his landing before an enthusiastic and appreciative crowd. As he coasted to a stop, our first private astronaut, the Starship, Extra and Alpha Jet did a flyby.

Then, from the left, White Knight did a high-speed low pass followed by a chandelle as the crowd cheered.



Records were set on the 21st. Mojave became our first civilian inland spaceport. Burt Rutan, Mike Melvill and Paul Allen (who provided much of the funding for this project) became true American heroes. This one 55-year-old EAAer had a very **Happy Birthday!**

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.

So-Cal Corner

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events. Newsletter editors: please direct your snail-mail exchange newsletter to: **22380 Rios Ave., Perris, CA 92570-9265** or e-mail to: always1@verizon.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Newsletter seems intermittent. Hope to get back on track and find out what is happening in that part of Riverside County. Applying for 501(c)(3) tax status.

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

EAA Chapter 14. Brown Field, San Diego, CA. See issue on the meeting table. Lot of news and activity. Web site: <http://www.eaa14.org>

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

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

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

EAA Chapter 96. Torrance, CA. Seemed to have lost touch with this chapter, hope to exchange again soon. Hangar still full of projects. Some space available. Web site: <http://www.eaa96.org>

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

EAA Chapter 224, Alhambra, CA. Meets third Tuesday at El Monte airport admin bldg. 8 p.m. Several projects underway. Active, just need more members. Only 10 at last meeting.

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

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

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

EAA Chapter 1116: Bermuda Dunes, CA. Breakfasts and YE flights keeping this chapter busy.

EAA Chapter 1279: Murrieta-Temecula, CA. French Valley Airport. Last Sunday of month, 2 p.m. Good showing at the Hemet-Ryan open house. Chapter coffers increased with

Jul 7-11: Arlington, WA. 35th Annual NW EAA Fly-In. Ctc: <http://www.nweaa.org>

Jul 17: Lake View Terrace, CA. American Heroes Airshow, Hansen Dam Recreation Area. Ctc: 818 / 347-4577.

Jul 27- Aug 2: Oshkosh, WI. 52nd Annual AirVenture. Ctc: 920 / 426-4800 or www.fly-in.org

Aug 14: Hawthorne, CA. Hawthorne Air Faire, Western Museum of Flight. Ctc: 310 / 332-6228.

Aug 27-29: Santa Maria, CA. Warbird Fly-In. Santa Maria Museum of Flight. Ctc Dick Weber 805 / 922-8785.

Aug 28-29: Camarillo, CA. EAA Chptr 723 Airshow & Open House Fly-In. Ctc: www.camarilloairshow.com

Sep 16-19: Reno, NV. Stead Field, National Championship Air Races. Ctc: 775 / 852-6062.

Sep 18: Riverside, CA. Flabob Airport. EAA Chapter ONE Fly-In / Open House. Ctc: Joe Parker 909 / 682-6236.

Sep 18-19: Pt. Mugu, CA. NAWC Pt. Mugu Open House / Airshow. Ctc: LCDR Boggs 805 / 989-7041.

Oct 1-2: Corona, CA. Corona Air Faire. Ctc: Ed Hammell 909 / 845-3325.

Oct 2: Rosamond, CA. Edwards AFB Open House & Airshow. Ctc Public Affairs 661 / 277-3510.

Oct 2-3: Salinas, CA. California Int'l Airshow. Ctc: Harry Wardwell 831 / 754-1983.

Oct 6: Inyokern, CA. Kern County Airshow featuring the Snowbirds. Ctc: 760 / 371-4301.

Oct 7-10: Phoenix, AZ. Copperstate Reg. Fly-In. Ctc: 520 / 400-8887.

Oct 16: LaVerne, CA. Brackett Field, Hot Rods & Airplanes Championships. Cal-Roads Car Club, Ctc 626 / 966-9578 or www.calrods.com.

Oct 16-17: San Diego, CA. MCAS Miramar Open House & Airshow. Ctc: A.J. Ward 858 / 577-4419.

Oct 21-23: Long Beach, CA. AOPA Expo 2004. Ctc: www.aopa.org

Oct 22-24: Santa Maria, CA. EAA Ch 499 Vintage Aircraft Fly-In. Ctc: John Ready.

Oct 24: Los Alamitos, CA. Wings, Wheels & Rotors Expo. Ctc: Roger Baum 562 / 596-5538.

Oct 29-31: Lompoc, CA. Vandenburg AFB Open House & Airshow. Ctc: Don Dietrich 805 / 606-8417.

Nov 13-14: Las Vegas, NV. Nellis AFB. Aviation Nation Airshow. Ctc: Bob Jones 702 / 278-0798.

pancake breakfast sales. Lots of projects in the pot. New web site: <http://www.eaa1279.org>

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



The Eagles Nest
by Darwyn Wolff

With about 30 Young Eagles flown, the June 12th Joint Young Eagles Rally with Chapter 92 at the Planes of Fame was fun time for all and an opportunity for Young Eagles, their leaders and our volunteers to enjoy the Museum and a great barbeque.

Thanks to Coordinator Vince Orton and Chapter 92 for their hospitality and the opportunity to participate.

For upcoming events we are considering August 14th at Fullerton and October 16th at Long Beach. Come to the meeting and sign up to volunteer and share the fun.

Classified Section
Nuts, Bolts, Engines, Planes & T'ings



1958 Tri-Champ model, Champion Aircraft Co. White with two-tone blue trim. Always hangared. Stits cover. Tandem seating. C-90 engine 594 hrs SMOH. TTAf 2490. Cruise 100, stall 38. **Price Reduced 15 Jun 04. True showman quality. \$29,000.** Contact Dwight at 714 / 828-7027.

Hemet – Ryan Fly-In & Airshow

The day started off with a little of bit of haze in the Inland Valley but

Quickly burned off as the sun came over the San Jacinto Mountains. Having been to last year's event, we knew what to expect and headed directly to the parking area where shuttle busses carried attendees to the front gate. Admission was free provided by the city and the Riverside County Economic Development Agency. The RCEDA is promoting nearly every airport in the county as they realize the growth of the area. They are also trying to educate the public on just how important an airport can be to that economic growth.

As we entered the gate you could not help but notice a huge DeHavilland Beaver on "skis" parked along the fence.



Meandering over towards the car display was a tear-drop camper made entirely of wood. The craftsmanship was superb and unique. There were models in the rear showing Stealth, camouflage and Airstream versions.

Even the tow hitch was made of wood.



To have a show here without a venerable Ryan would be to commit a major sin.

From bi-plane to Beaver, DeHavilland was represented at both ends of the scale.



This Navion was immaculate, showed real pride of ownership



Local RC Club had impressive display of jets & quarter-scale. Detail on some were magnificent

The MATS Connie pumped plenty of smoke at startup & did multi fly-bys for the crowd.



Submitted by
Merv Meyer
Chapter Secretary

Secretary's Notepad



BOARD OF DIRECTORS Meeting of June 10, 2004

No business matters for the Board of Directors was discussed requiring any votes.

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

MEETING MINUTES General Meeting -- June 10, 2004

ATTENDANCE: 31

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

OLD BUSINESS

Don Thompson moved that the minutes as recorded in the newsletter be approved. John Mahany seconded the motion. The motion carried.

Woody Fowler, Chapter Treasurer, gave his report. Connie Anderson moved that the treasurer's report be accepted. Dick Ryan seconded the motion. The motion carried.

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

NEW BUSINESS

George McDaniel, Chapter President, told members about a thank-you party to be held on June 19 at the Chapter 96

hangar on Compton Airport. The thank-you is for the EAA volunteers who worked during the visit of the EAA B17 to Long Beach Airport.

John Mahany, Chapter Flight Counselor, told members that although he is involved in his training to be a flight instructor for Flight Safety, he is still available for flight test when a member's project reaches that point. He is still in contact with K. P. Rice, who is working toward flight test approval of his "flying car" design. Rice is still an active pilot at the age of 85. John is now involved in intensive training to be a flight instructor in the Cessna 421 and in all the currently flying Cessna 300 series, with the exception of the Cessna 337 tractor/pusher center line thrust airplane. The training involves classroom and simulator flying. Classroom involves power points presentations, with the emphasis on graphics instead of printed lists. Simulator flying can differentiate between the flight characteristics of the 421B with wing tanks and the 421C with wet wings. If requested, John will instruct a client buying a Cessna 421.

George asked John if it would be possible to have a field trip to the Flight safety training facility. John told George that after he finishes training he will work to get approval from the Flight Safety program manager.

Nick Walton, son of chapter member Scott Walton, has been approved for the Oshkosh Air Academy.

Darwyn Wolff, Chapter 7 Young Eagles Coordinator, asked for volunteers for the event to be held at Chino Airport on the Saturday following the meeting. Four volunteered as pilots and five volunteered as ground crew.

Don Thompson, Chapter Vice President, asked for the number of chapter members who intend to attend Air Venture 2004 in Oshkosh. Ten indicated that they will be going.

Woody Fowler gave Tom Griffith and Bob Daugherty copies of the FAA-approved Amateur Built Aircraft Reference Manual.

Merv Meyer, Chapter Secretary, told members that he had the spec sheets for the Spratt type ControlWing airplane, received from Bill Wolfe in Arkansas, and they are available to interested members. Tom Griffith said that he is interested. Merv will turn over the plans to Tom.

PROGRAM

Don Thompson showed slides of the Royal air Force Museum at Hendon, to the north of London. The aircraft are housed in four buildings. The largest aircraft under roof appears to be the Avro "Vulcan" delta wing bomber, which entered service with the RAF in the Fifties.

Mike Sawicki, Chapter Newsletter Editor, showed slides of the air show at March AFB, Riverside.

REFRESHMENTS

July Sam White
August Birch Parker

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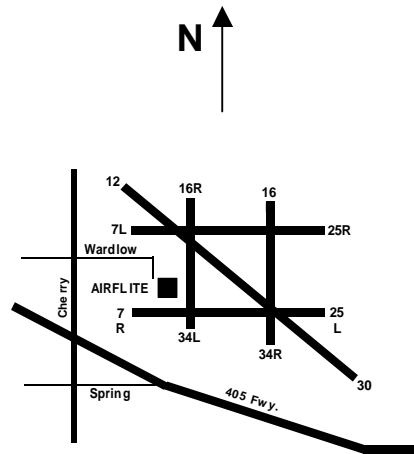
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

Web-Site: www.eaa7.org

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**