



Chapter Seven

Long Beach, CA

President's Message

by John Mahany, CFI

Hi everyone,

For those of you following developments in the Sport Pilot area, the first sport aircraft received certification as special light sport aircraft (S-LSA) at Sun 'n Fun, in Lakeland, FL. The S-LSAs are the Evktor SportStar, which is being imported from the Czech Republic by Sport Aircraft International. See the article in the June '05 issue of EAA SportPilot, on page 16. The other aircraft is a Flight Design CT, which is being imported from Germany by FlightStar Sportplanes, Ellington, CT.

Is there anyone who is still working out plans for attending EAA Airventure? Let us know if we can be of any help.

Reminder – this months meeting will start 1 hour EARLIER at 6:30pm, sharp! We will have the panel of three aviation attorney's explaining the legal aspects of aircraft ownership and how to protect your assets!!! You don't want to miss this!

John

Wings to Adventure New Outdoor Channel Program

Described as a video version of the popular magazine, Pilot Getaways, OLN features a program you may want to check out.

Wings to Adventure, featuring AVweb's Liz Swaine, debuts July 3 at 2:30 p.m. EST on the Outdoor Channel. The high-definition programming covers the gamut of aviation topics including aircraft profiles, places to fly and pilot tips. The shows will be repeated Mondays at 4:30 p.m. and Thursdays at 1:30 a.m.

VP's Chat Room

by Connie Anderson

Hi everyone,

This of course is the month where back in 1776 we gain our freedom. Last month you saw the freedom we have in what type of airplane you choose to build. I want to thank the following, Rick Thomas who always comes up with something new to show us. Doug Porter for his slide show, Scott Walton for his presentation and finally Donald Moore for his slide presentation. These 4 gentlemen showed what our organization is all about. I hope at our next Home builder's night more of you will share with us what you have built or are in the process of building.

Program — July 14, 2005

SPECIAL TIME 6:30 p.m.
Allow time for check-in at the security kiosk at entrance road

This Thursday we are having a very special meeting and it is one I feel you all need to attend. This is the meeting that the group of Attorneys are coming in to show you how you can loose every thing and how you can protect it. **Please remember the meeting will start at 6:30 pm and not a minute later so please do not be late. Also all Cell phones are to be turned OFF.**

Mike and I will be leaving the Saturday after the meeting for Oshkosh. From the response we have had it looks like we are going to have a good representation from our chapter also going. We look forward to a great time. Any of you going please take lots of pictures because the August meeting will be our Oshkosh share and tell night.

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WANTED: Roving reporters. Been to a fly-in lately, taken a trip, been to another chapter meeting. Take your camera, we'll do the rest. A short telephone interview and we can compose a great feature that your fellow members will enjoy.

Featured Airplane for July 2005

Dwight Carruthers beautifully reconditioned 1958 Tri-Champ. See our Classified Ads as this can be yours to fly tomorrow. Economical and fun to fly, a real head turner at any fly-in event.



2005 Membership Dues

Payment of dues for FY 2005 are now **PAST DUE**. Please see the Chapter Treasurer, Don Thompson, at the meeting to renew your membership.

Past members receive cover sheet only to remind them of the meeting and events. 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** annually.

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 payable to **"EAA Chapter 7"** with \$0.37 postage to: **Don Thompson, EAA Chapter 7 Treasurer, 2259 Roswell Ave., Long Beach, CA 90815-2512.**

VP's Chat Room (Cont'd from Page 1)

JULY Meeting - One NOT to be Missed

Our **July meeting** will be a very important meeting that I advise every one of you attend. With the help of Kathleen at FAA I was able to secure a legal team to come in and speak to you. One member of the team is a Prosecuting Attorney who has prosecuted many Pilots who were involved in crashes. He will explain every thing pilots do wrong in defending themselves.

The second member of the team is a Defense Attorney as well as a Pilot who will explain how he defends Pilots in lawsuits so the Pilot does not loose all his assets.

Finally the third member of the team will explain how to protect your assets so you will not loose them in a lawsuit.

The meeting will start at **6:30 pm** sharp as it is a 3 hour presentation so make plans now so you will be on time. At the end of the presentation questions will be answered. **NO QUESTIONS DURING THE PRESENTATION.** Notepads will be available for you to make notes and write your questions for discussion at the end of the presentation.

This information not only applies to pilots but can be useful for auto accidents or any action that can bring a liability lawsuit against you or members of your family. Learn how you can protect yourself and your loved ones should your accident be fatal.

See you at the June meeting.

Connie

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. *** indicates a newly listed event.

Jul 25-31: Oshkosh, WI. EAA AirVenture 2005. Homebuilts, displays, workshops, forums. Ctc: 530 / 852-0321 or <http://www.eaa.org>

Aug 6-7: Santa Paula, CA. 75th Anniversary. Check NOTAMs for airport operations. Ctc: 905 / 933-1155.

Aug 13: Hawthorne, CA. Hawthorne Air Fair, Western Museum of Flight. Ctc: 310 / 332-6228.

Aug 20: Big Bear, CA. Family Air Fair 2005, 9 am—4 pm. R/C flying, spot landings, more. Ctc: 909 / 585-3219.

Aug 26-28: Santa Maria, CA. Thunder over the Valley, sponsored by SMX Museum of Flight. Ctc: 805 / 922-8758.

Aug 27-28: Camarillo, CA. EAA Chapter 723 Airshow: Youth & Aviation. Ctc: 805 / 383-0686.

If you happen to attend one of these events, I would appreciate your taking digital photos. I can also scan standard print photos. I will be more than happy to meet with you and get notes about the things you saw and did (what can be published anyway). It will help to share some of the quality planes on display or new things you saw. Contact me at 951 / 940-8091 or 714 / 343-4547 or send your e-mail to: always1@verizon.net



John Mahany
Chapter 7 Member
Master CFII

I have been having lots of fun and keeping busy in recent weeks conducting tail-wheel proficiency training for a few pilots, in the Aviat A1-A Husky, the Citabria and the CE 185! Proficiency training means that these pilots have tail wheel experience, but they are either not current, or they simply want to review the basics and practice landings. This has been great fun! Doing any tail-wheel training always takes me back to basics...stick and rudder skills.

(Cont'd on page 3)

Flight Adviser (Cont'd from page 2)

I have not yet been able to get up to Big Bear to meet and fly with Bob Hartunian. But this is on my list of things to do. I hope to get up there before the end of the summer.

I recently had the opportunity, on June 18, to fly the new Diamond DA 40, at John Wayne Airport, on a short demonstration flight. This aircraft is equipped with the Garmin 1000 avionics, which, if you have not seen this 'glass' panel before, will take some getting used to. The aircraft is very easy to fly, is very responsive, and flies very nicely! The panel is all glass, with three conventional steam gage instruments, airspeed, altimeter, and attitude, for back-up. There is a side-stick control replacing the conventional stick or control yoke. I found it very easy to get used to. Sunrise Aviation will have three of these aircraft available for rent.

For any of you who might be interested, I will be conducting an FAA Safety Seminar, next month, discussing GPS Approach Plates, at AirFlite, on Wednesday, August 17, at 7pm.

I expect to have much to report on after attending AirVenture next month!

Keep the blue side up!

John

Classified Section

Nuts, Bolts, Engines, Planes & T'ings



Champion Aircraft - 1958 Tri-Champ

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.**

O-290-G For Sale. Unconverted, very good shape. Asking \$800. Ctc: Dwight at **714 / 828-7027.**
FOR SALE:

FOR SALE: Aircraft honeycomb and aircraft foam available in 4'x8' sheets. Large quantity in stock. Extremely low price. Ctc: Fares Anbarin, 714 / 585-0939 faresanbari@yahoo.com



Thorp T-18, Standard (1976)

All metal construction, Lycoming O-360 engine, fast, excellent cross-country, low time 663 SMOH / TTAF
Contact Tony Paplia — 562 / 421-8755

\$35,000

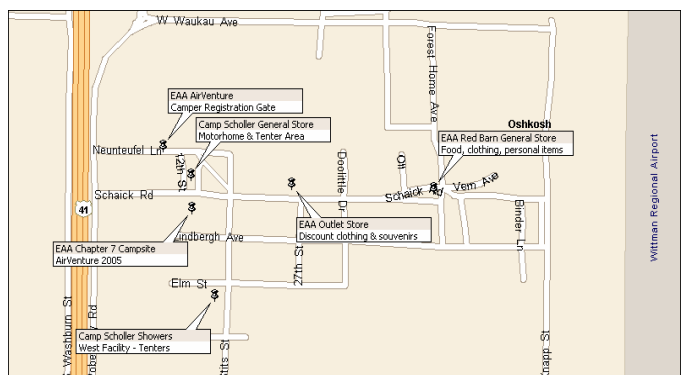
RV-6A Kit for Sale

Almost complete, firewall back. Lost Medical. Installed: Wheels & brakes, wings & tail with control surfaces, landing lights, nav lights, strobe lights, electric flaps, ELT with antenna, nav antenna, transponder & comm. Antennas included. Cowling for O-360 with c/s prop (not incl) & all other parts included in crate. Includes 6 mos. Hangar space at French Valley, Unit B-9. Ctc: Bob Russell 760 / 751-4250.

\$33,000 obo

EAA AirVenture 2005

There are exciting things to see this year that will not be at Oshkosh again, as they go to the NASM after the event. Join us in Camp Scholler at the So-Cal Campsite. Already 21 of 24 reservations are filled. There are exciting activities and entertainment planned. The food menu will feature delicious healthy items for breakfast and dinner. Look for additional information & photos at the meeting. Stop by during the early morning or evening and share a cup of coffee or a glass of iced tea with us. Look for the EAA Chapter 7 sign above two 10x20 awnings.





Chapter 7 Long Beach

Experimental Aircraft Association
SPECIAL EVENT NOTICE

TO: All Southern California EAA Chapters & Friends
FROM: EAA Chapter 7 – Long Beach
SUBJECT: Composite Aircraft Parts & Repair
WHEN: Sat. August 13th 9:00am to Noon
WHERE: Cerritos College (Metals Bldg., Room ME-1)
COST: **FREE !!!**

If you've ever been curious about composites now is the time to get your questions answered.

?? DO YOU HAVE A WING TIP OR FAIRING THAT NEEDS REPAIR ?

?? DO YOU WANT TO BUILD A CUSTOM COWLING OR REPLACEMENT PART ?

?? HAVE YOU BEEN THINKING ABOUT BUILDING A COMPOSITE (GLASS) PLANE BUT JUST DIDN'T KNOW WHAT IS INVOLVED?

NOW YOU CAN GET YOU QUESTIONS ANSWERED AND GET SOME "HANDS-ON" EXPERIENCE WITH FIBERGLASS LAY-UP AND REPAIR.

ON SATURDAY AUGUST 13TH EAA CHAPTER 7 WILL BE HOSTING AN "OPEN HOUSE" AT SOUTHERN CALIFORNIA'S BEST TRAINING FACILITY FOR COMPOSITES. COME EXPERIENCE

?? "HANDS-ON" FIBERGLASS LAY-UP AND REPAIR

?? SEE VACUUM BAGGING AND HOT WIRE FOAM CUTTING

?? BRING YOUR PARTS IF YOU HAVE QUESTIONS OR NEED ADVICE

?? **RSVP for seating (562) 860-2451 ext. 2927**

?? **Bring-a-Buddy, See the facilities, Meet the staff**

?? **Drawing for a Free class for EAA attendees & friends**

Cerritos College
(Metals Bldg., Room ME-1)
Composites Training Center (CTC)
11110 Alondra Blvd., Norwalk, CA 90650

(Studebaker and Alondra – just East of the 605 Fwy.)
Terry L. Price, Program Chair, Manufacturing Technology
Ph. (562)-860-2451 ext. 2927 FAX (562) 467-5012
tprice@cerritos.edu www.mfgskills.com



Secretary's Notepad

Submitted by
Merv Meyer

**Chapter
Secretary**

BOARD OF DIRECTORS

Meeting of June 9, 2005

John Mahany, Chapter President, Connie Anderson, Chapter Vice President, Don Thompson, Chapter Treasurer, Merv Meyer, Chapter Secretary, Mike Sawicki, Chapter Newsletter Editor, Sam White, Chapter Young Eagles Coordinator, Tom Griffith Chapter Membership Coordinator and Don Myhra were present.

Don Thompson and Mike Sawicki will work together to spread the word on e-mail about the chapter picnic, Saturday, June 25.

Sam White discussed the June 11, special commemorative Young Eagles event held at Chino Airport instead of at Long Beach Airport. Sam mentioned logistics difficulties in handling individual calls and registration. In the future when there are Young Eagles events coordinated with Chapter 92, he will work with the Chapter 92 webmaster and Young Eagles coordinator. Coordinating the Chapter 7 and Chapter 92 websites will be at no expense to Chapter 7.

Don Myhra told board members that Young Eagles flight credits go to individual pilots, not to the chapter. Don Thompson needs pilots' flight credits in hand to pay for expenses involved in sending candidate Steven Westerdale to the Flight Academy and paying for tuition. Cost of the advanced course at the Air Academy in Oshkosh is \$900. A round trip air ticket to Appleton, Wisconsin is \$385. Don asked Sam White to let board members know how to help. Sam will give his e-mail address to board members via e-mail. He works irregular hours and wants to be able to call for help at any time. Don has local contacts for finding Young Eagles. He asked Sam about computer costs in connection with the Young Eagles program. Sam said that he is willing to contribute these costs to the chapter. Don said that it is not necessary for him to pay; the chapter has money to cover these expenses. The chapter will pay for new printing cartridges; Don wants to keep track of Young Eagles expenses. Sam and Mike Stearns, Chapter 7 webmaster, will coordinate with the Chapter 92 webmaster. Mike Sawicki wants to keep Chapter 7's autonomy, so that Mike Stearns will work with Chapter 92 and independent of Chapter 92.

Mike Sawicki said that newspaper articles bring in Young Eagles. Don Thompson has contact with two reporters who contribute to the Long Beach Press-Telegram. He will ask one reporter to consider doing articles about the Long Beach aviation community. The community includes the Long Beach Airport Association, the EAA and the Civil Air Patrol. John Mahany said that the aviation community should be proactive, looking for ways to promote their interests, instead of simply reacting to press interviews. Don said that a group called Alliance Organization is opposed to airport expansion and is usually an adversary to pilots' interests and appears to have political clout. Sam White is a member of Long Beach Rotary, which is influential in local matters, including aviation.

Connie told board members that the July 14 board meeting should start no later than 6:00PM. There will be a three hour program on this date. Three attorneys will present the program. One attorney has prosecuted many pilots who have been involved in crashes. Another attorney is a defense attorney, who will explain how he defends pilots in lawsuits so that the pilot does not lose all assets. The third attorney will explain how a pilot can protect assets so that they will not be lost in a lawsuit.

John Mahany asked for new business. Connie brought up the Christmas party. Tom Griffith noted that the chapter Christmas party had a much larger turnout when it was held as a potluck in the meeting space we have at AirFlite. It was agreed that the 2005 Christmas party will be a potluck at AirFlite.

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

MINUTES OF THE GENERAL MEETING

Meeting of June 9, 2005

Attendance: 44

John Mahany, Chapter President, led members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Don Thompson, Treasurer, gave his report. He informed members that the cost of sending candidate Steve Westerdale to the Air Academy in Oshkosh is \$900 for the advanced course and round trip air fare to Appleton, Wisconsin of \$385. He said that chapter fund raisers are a way of covering special expenses like this. Don has donated a Cessna 150, which he co-owns, toward Steve Westerdale getting his pilot license. Steve should have his license before Air Venture 2005 begins. Steve pays only for the fuel he uses in the 150. Mike Hanson is instructing Steve without charge. The 150's insurance is based upon no money being charged for the use of the airplane. As long as the 150 is not used commercially, up to six individuals, including student pilots, can be listed on the policy. Connie Anderson moved that the Treasurer's report be accepted. Joe Porter seconded the motion. The motion carried.

Woody Fowler moved that the minutes be approved as they appear in the chapter newsletter. Don Moore seconded the motion. The motion carried.

NEW BUSINESS

Guests were introduced:

PETE BISSON

ELAINE FORD, manager of Meadowlark Airport, formerly Seal Beach Airport. She talked to the members briefly about her 40 plus years on aviation and how she enjoyed flying and the people she met.

Craig Kump, security supervisor for AirFlite, told members that in the future they will be required to wear identification badges while they are in the AirFlite building. A computer will print out badges. Members will also be required to sign in on a ledger. When members leave they will deposit their badges where a security guard is stationed at the right side of the kiosk curve near an exit. Connie Anderson, Chapter Vice President, told Kump that at a special meeting, like the one in July, she might not be able to provide information on most of the people who attend. Kump replied that the plan is preliminary and that she should inform AirFlite Customer Service and that there should be no problem since EAA Chapter 7 is considered a good tenant. Members entering the building for the meeting must show an identification with a picture. Connie will provide Kump with a roster of members. Connie asked Kump about guest speakers. Kump asked for 24 hour notification. Guest speaker badgers will be manually typed out by the computer. There is no requirement for LAPD officers coming in from the ramp, or pilots entering the building from ramp from their parked aircraft.

John Mahany told members that, among the aircraft at Air Venture 2005, will be the Rutan Global Flyer, the Rutan Rocket Ship and the Rutan White Knight. The Glacier Girl, a P38 found embedded in glacial ice in Greenland, retrieved and restored, will also be there. Mike Sawicki said that WWII airplanes will be there, including a B17, B24 and B29. French and Dutch airplanes will be there.

Connie asked members to arrive for the July meeting by 6:30 PM, because of the length of the program, about three hours. She referred members to the newsletter. The program involves

attorneys, a prosecuting attorney, a defense attorney for pilots and an assets attorney explaining how pilots can keep from losing all their assets as a result of an aircraft accident. The program was recommended to Connie by Catherine O'Brien of the FAA. Note pads will be supplied. John Mahany asked if one of the attorney's names is Stuart Frankel. Connie answered affirmative. John said that Frankel had held a seminar which he attended. Frankel was very enlightening.

Tom Griffith, Chapter Membership Coordinator, has new badges and cards at the officers' table.

John Mahany asked Roland Koluvek about his progress in obtaining an A & E license. Roland passed one test and has two more tests to go. He will then be eligible to be Chapter Tech Counselor. John will check the EAA website to find out what steps are necessary for Roland to be registered as Chapter 7 Tech Counselor.

Sam White, Chapter Young Eagles Coordinator, told members that the Young Eagles event the next Saturday would be held at Chino Airport, working with Chapter 92, instead of at Long Beach Airport. Sam said that one bonus for holding the event at Chino Airport was that Young Eagles got free admission to the Planes of Fame Museum. Sam asked for pilot and ground crew volunteers to check in with him before the end of the meeting.

Mike Sawicki, Chapter Newsletter Editor, asked if any members had not received the newsletter. No one indicated that the newsletter was not received. There are newsletters from other chapters on display. The Southern California EAA website has newsletters of southern California EAA chapters on line. To date there are no new Chapter 7 polo shirts. So far there are 12 reservations for the Chapter 7 hospitality tent at Oshkosh Airport for Air Venture 2005. Reservation is open to members of other chapters. Mike expects a full house of 24 reservations. Mike has planned a large menu, including barbecue. Chapter 7's pavilion will be the same place as last year, across from the general store.

PROGRAM

Doug Porter showed slides of the "other P38" which he flew, This P38 is a tandem two-seater with a Rotax pusher engine, based upon an ultralight design. Doug flew it out of Perris Airport. The P38 has tricycle landing gear, a low mounted wing and aluminum tubing framework. At the end of a tail boom there is a elevator and two rudders. For an airplane engine the Rotax has very high rpm. There are pulleys to reduce the rpm at the propeller. Doug experienced a quick take-off and a good climb-out to 900 ft AGL. Then he started to lose power, although the engine was at a high rpm setting. He turned downwind and realized that he was not going to make it back to the airport. The terrain had many rocks sticking up from the ground. On landing rollout the right wheel hit a rock. A pulley belt fell off, starting a grass fire. Another pulley belt fell off, starting another grass fire. Doug and friends put out the grass fires. It is necessary to keep tension on the pulley belts. But due to being warmed by the engine heat, four belt pulleys lost their tension. The engine was doing well, but the prop wasn't doing anything. Marshall Gaines, owner of the P38, donated it to Mount San Antonio Community College.

Marshall Gage owned the Rutan VariEze in which chapter member Don Thompson crashed a few years ago. On take-off a cockpit alarm sounded, indicating that canopy was not secure. Don pulled back the throttle and informed the control tower. He was about 15 feet off the ground and the airplane slid left and then turned left. Don rolled it back to the right, but it rolled back to the left again despite hard right rudder and aileron. Indicated air-speed was 95 mph. The airplane rolled into the ground at 120 mph, bounced about 150 feet and slid another 150 feet. It came to a stop upside down, the canopy shattered.

Don felt fuel running down on him and reached for the fuel switch on the instrument panel. The instrument panel had disappeared. He cut the seat belt and managed to roll over. Then he heard Joe Porter say, "He's alive! I can see his hands moving!" Doug Porter, all 110 pounds of him, managed to lift the wing and Joe Porter dragged him free of the airplane. Joe was afraid to lift him because he thought Don's back might be broken. Exposed to sunlight Don's skin, soaked with fuel, felt like it was burning. An emergency vehicle arrived and Don's skin was treated with a saline solution. Then a nine-mile ride to the hospital followed.

Rick Thomas has, over time, has managed to put together cheap hardware to substitute for expensive new parts from aircraft dealers. His hardware has done the job safely and at a fraction of the cost of a new part. Rick showed a sealed lead acid battery 12 volts, weight 12 to 13 pounds which he bought for \$35. It can be mounted anywhere inside an aircraft; it can be used for ballast. This battery cannot be used with a fuel injected engine.

Rick showed a unit with the trade name G-Com. It is a drive-in computer which can give different read-outs on fuel use, such as rate of fuel burn and distance traveled. He bought the unit at a swap meet for \$20. G-Com units are advertised on e-Bay from \$40 to \$60. Four sensors are arranged around a magneto ignition coil, secured by a grommet. Sensors read pulses per minute to provide fuel information. Fuel information can be calibrated to read out in liters, American gallons or Imperial gallons. Regular units providing fuel information run from \$320 to \$850.

Catalogs have small nylon gears for sale at \$1.50 each. Using these small gears, doing some soldering and gluing a repair can be made saving the cost of buying a replacement unit.

Scott Walton discussed his project building a Ken Rand design, the KR2S stretch). The airplane is more a scratch built project than building a kit. He brought the main center spar. All the wood must be shaped to fit together. Sometimes on the plan sheets he encounters the instruction, "Improvise as needed." Specs call for spar caps 2" x 2 5/32". This thickness is larger than available now. Scott laminated wood together to get the specified thickness. Lamination is more work but improves strength. He drilled holes in the spar to allow airflow to counter heat expansion. Scott uses T88 epoxy. He has already used more epoxy than specified, but he figures that if he uses excess he ensures that all the surfaces to be glued together are completely covered by epoxy. He doesn't mind sanding off the excess epoxy.

Scott received the plans September 9, 2000. He has put more time into the project the last six months. When completed the KR2S will be a tail-dragger. There is an internet support group for KR builders, which has been useful to Scott. He thanked Don Thompson for his help on the project.

Chapter member Don Moore is building a project of his own design, the Aquarius He brought a three-view of the Aquarius. It is a four-place amphibian, midwing, with a pusher engine mounted atop the fuselage. It has a T-tail. The wings are removable for towing and storage. Since it is an amphibian, the landing gear is retractable. Gross weight is 2560 lb with a payload of 1000 lb. The Aquarius has a large wingspan (38 ft) to compensate for the low power of the available engines (160 to 210 hp). He would like to get an IO360 engine. The fuselage is composite, Kevlar and graphite reinforcement. Styro-foam is sandwiched inside the composite except inside the wings. The wing is laminar flow. The Aquarius will initially be a VFR airplane only, with GPS installed in the instrument panel. Don intends the Aquarius to be eventually be IFR capable.

REFRESHMENTS

July Don Thompson
August Roland Koluvek
September John Mahany

Year 2005 Officers

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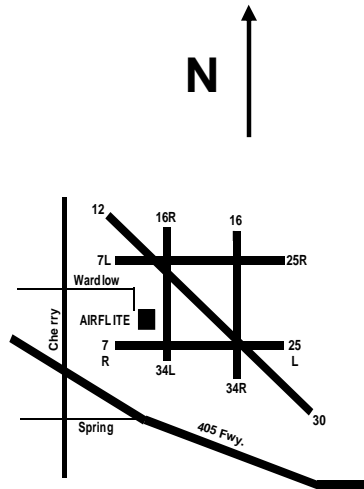
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EAA Chapter 7

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: <http://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.



Michael Sawicki, Editor

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**ADDRESS CORRECTION
REQUESTED**