



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

The Young Eagles Event at Long Beach last month went great, we hope to repeat it this month at Fullerton. Look for Darwyn's article elsewhere in this newsletter.

After the Young Eagles Event I completed my Civil Air Patrol form 5 check ride. This is the first step along the way to becoming a CAP Mission Pilot and getting qualified for search and rescue missions. This check ride is intended to confirm to the CAP that I am qualified as a private pilot. It took almost an hour and a half to complete and was equally as hard as my private pilot check ride. I demonstrated all the same maneuvers and soon realized how out of practice I was. Shallow bank turns in slow flight with full flaps hanging on the stall, unusual attitude recovery, and turns about a point had me wishing I had done some recent practice. We all need to get out and practice just to keep our skill level up. I think I learned a valuable lesson for future check rides – "go out and get some time in the practice area working on maneuvers **before** the check ride."

Chino Airshow was great this year. Several Chapter 7 members came out to help Chapter 92 with the "Food Booth", "EAA Information Booth" and transient plane parking. The Planes of Fame Museum did their usual great job of putting on a great show. Lots of planes performed and the crowd had a great time. Chapter 92 sold out all the Bratwurst both days and had a very successful fund raiser.

Now is the time to plan your trip to Oshkosh. This is the 100th anniversary of powered flight and the celebration will be great. It would be nice to see a large group of Chapter 7 members show up this year. Please let me know if you are thinking about going but haven't decided, I will do my best to convince you that you need go. I can't recommend it enough.

See you at the meeting.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- June 12, 2003

Our program for June will be guest speaker, Matt Liknaitzky. Matt was in an article by ANN (Aero-News Network). Matt is a distributor for the Aerotrike Cobra which he learned to fly in South Africa.

Matt will explain the process of gaining his "glider-trike" rating from the local FAA office.

I don't want to spill all the details here from the AN article but do look forward to a very interesting program.

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.

Chapter Newsletter - - - - Identity Crisis ???

Not any longer! The board of directors addressed the situation in May and by vote of the general membership it was voted to identify the newsletter as the "X-Plane-r". The name is fitting since our article stress ways of improving our flying capabilities or taking care of our aircraft.

Please excuse the lack of name change of artwork as I am still looking for the proper artwork and type style. I am looking for the pictures of the Rutan scewed wing design from back in the 70's. If you locate any, give me a holler.

Secretary's Note Pad

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of May 8, 2003

Don Thompson, Chapter Vice President proposed that Woody Fowler, Chapter treasurer, be authorized to negotiate the sale of Rick Vaux's Christavia for as low a price as necessary to sell.

The Board authorized Woody to negotiate for \$1900 or best offer.

In order to be eligible for a national EAA award, it is necessary for the Chapter 7 newsletter to have a name. Woody presented Board members with a list of 19 names. The Board unanimously selected Scud Runner and X-Planer to be presented to the members for approval.

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

MEETING MINUTES General Meeting May 8, 2003

Attendance: 32

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

OLD BUSINESS

Woody Fowler told members that he is asking, on behalf of the Chapter, \$1900 or best offer for the components of Rick Vaux's Christavia. The Christavia is one of the projects featured in the current issue of Sport Aviation. There is a website which shows pictures of a completed Christavia. Woody has the information to access this website. Woody told members that Rick's Christavia fuselage is 99% welded. All materials are available to finish the project; value of all materials, minus engine, is \$6,800. Frank Gaggia suggested advertising the project in Trade-a-Plane. John Mahany suggesting advertising on the internet on barnstormers.com.

Woody Fowler, Treasurer, gave his report. He is transferring money from a CD to member Scott Walton, to enable him to send his son Nicholas to the Air Academy in Oshkosh. Darwyn Wolff moved that the treasurer's report be approved. His motion carried. Darwyn Wolff moved that the minutes be approved as they appear in the newsletter. The motion carried.

Videotapes are available for check-out . They are in boxes located on a table near the officers' table.

NEW BUSINESS

Guests were introduced:

DAVE GLIDDEN, a pilot. He is looking for a project to build which will accommodate his height; he is 6'7".

ROLAND KOLUVEK.. He has resumed flying after 10 years. He plans to build an airplane.

BOB ATKINS, program presenter

George McDaniel told members that it is necessary for the Chapter 7 newsletter to have a name, to be eligible for a national EAA award. Members voted on three names:

CLOUD SKIPPER...2 votes

SCUD RUNNER.....7 votes

X-PLANER.....8 votes

It has therefore been decided that X-PLANER will be the name of our newsletter.

Woody Fowler told members that he has shop space in Garden Grove available for rent. Space is 15' x 25". Rent, including utilities, runs about \$200/month. If nobody with a project in this chapter is interested, by the end of June he will shop the space around to the other tenants on site.

Chuck Newcomer, Chapter Technical Counselor, has manuals on weight and balance and articles where weight and balance affected flight, available to chapter members. He asked members for input on topics for future articles in the chapter newsletter.

Darwyn Wolff, Young Eagles Coordinator, gave his report. At the April 12 event at Fullerton Airport the mayor of Fullerton did not show. He had promised to attend the event. 47 kids became Young Eagles. The next Young Eagles event is May 10 at the Aero Plex ramp on Long Beach Airport. Woody asked about the storage of the Wild Blue Wonders books and the old flight charts used as education tools in ground school prior to the flights. Merv Meyer, Chapter Secretary and custodian of the chapter film library. Will store the books and charts if necessary.

Darwyn passed around the membership roster for sign-up by pilot and ground crew volunteers.

Darwyn said a goal of the Young Eagles program is to fly one million kids by December 17, the centennial date of the Wright Brothers first successful powered flight. Don Thompson , Chapter Vice President, said that over 900,000 kids had been flown as of the end of April.

John Mahany, Chapter Flight Advisor, asked for a response from members who are within 6 months of their first project flight. There was no response. John told members that he is conducting a seminar on GPS use for Pilots West on May 13, 7:00 PM, at the same location as the members' meeting. A Garmin representative will be present, along with some Garmin products.

Don Thompson told members that Garmin will not honor their warranty if the Garmin GPS unit is not factory installed.

Mike Sawicki, Chapter Newsletter Editor, told members that there will be a public barbecue at Oceanside Airport on June 7, to celebrate the preservation of the airport. It appeared at one time that the airport would be shut down. Chapter 7 is invited to a career day for 1200 high schoolers at Long Beach Airport on Thursday, May 15

Darwyn told members to go to YoungEagles.org website to get progress reports on the Young Eagles program.

Long Beach Airport Association informs pilots that runway and taxiway improvements will restrict operations for months. A TFR will be in effect two hours twice a day. No general aviation flying will be possible during these times.

Tom Griffith showed members an oil-changing device. It is a bucket with a lid for carrying engine oil from the aircraft to a disposal point. Tom found the device at Corona Airport in Riverside County.

Rick Thomas asked for information on molding a cockpit canopy. Woody Fowler referred Rick to an article in Sport Aviation about a year ago.

Mike Stearns showed members an updated jacket for a hand held GPS unit. The jacket also holds software. The unit is called GPS Pro. It has a plug-in for antenna. Price was \$179.

PROGRAM

Bob Atkins, CEO of Liquid Cooled Air Power, showed members a video of his Piper Cherokee, powered by a 185 hp liquid cooled Lycoming, flying out of Palomar Airport in San Diego County. The Cherokee has fixed landing gear. The video shows his Cherokee passing a Piper Arrow with landing gear retracted. At the cowling intake there is a pressure drop of 7 1/2 " water from air cooled to liquid cooled. 15 hp is used up in cooling an air-cooled engine; 7 1/2 hp is used up in liquid cooling.

Bob presented an analysis of an in-flight failure. On April 13 he experienced a catastrophic engine failure. Shortly after take-off from Palomar Airport, headed north, the oil pump failed. He reduced airspeed to 85 mph, for best glide. The engine ran rough, but continued to run. The terrain off the coast to his right was too rough for any landing site. He flew over I-5, looking for an off-ramp where the approach would not be obstructed by power lines. He applied more power and kept on rolling. He called in his emergency and turned on his landing lights and strobe light. He found an overpass clear of traffic at the intersection of California Highway 73. He landed and turned everything off. He pushed his airplane to the far right shoulder by hand. The California Highway Patrol arrived and contacted the National Transportation Safety Board for him. They were unable to contact the FAA. The tow truck arrived and carried his airplane 15 miles to a general aviation gate at John Wayne Airport (SNA). Cost was \$600, but Bob said that the cost would have been much higher if it had been necessary to dismantle the airplane. Later, after he found a place for his airplane he called the FAA. The FAA defined what happened as an incident not an accident; the case is closed as far as the FAA is concerned.

Initial exam of the engine showed that the cooling system stayed intact. The engine continued to run after total oil loss. A piston sleeve failed below the threaded area. There was no valve damage. The piston head and upper quarter of the piston sleeve attempted to exit the engine. A rod nut cracked. The steel sleeve failed. Overheating to excess of 900 degrees Fahrenheit, is the most likely cause structure degradation. The part passed an initial test report by Durkee Testing Laboratories. The source steel was likely substandard; the report was completely false. The plasma hardening process made a bad situation worse. Tensile strength was reduced from 132 ksi to 118 ksi. The sleeve had somewhat over 60 hours of operation at the time of failure.

Bob has come up with a number of corrective actions:
Re-design sleeve to head mating system.
Increase combustion chamber seal area to twice the present size; design a tapered press fit.
Double thread cut from 1" to 2".
Decrease thread loading.
No more billet steel barrels; no more extreme heat treatments.
Question everything. Bob's company now uses two independent destruction test labs. The company tests even the obvious. At least one unit from each forging or steel source batch is tested. The barrels are serialized for traceability.

Bob's company is working on increasing the compression ratio of the engine from 11:1 to 12:1.

Bob recommends Newport Jet Center at John Wayne Airport because the courtesy they showed and the help they gave him. Newport Jet Center's customers are usually business jet owners, but this company gave him space on the ramp to work on his little airplane and transported the engine to the vehicle he used to carry it back to the shop.

REFRESHMENT

JUNE Don Thompson

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



Tire Pressure Just How Flat Can They Really Be

by **Chuck Newcomer**
EAA Ch 7 Tech Counselor

Dear Chapter 7 Members.

A Critical Factor in Tire Life

There are many factors that can shorten the life of an aircraft tire. One of these many life shortening factors is operating at improper inflation pressure. Although often

overlooked, one of the easiest ways to help ensure longer life of your tires is to ensure they are maintained at recommended pressures.

Safety considerations

Tires should always be inspected very carefully during Pre-flight, Post-flight (what's THAT?), and especially after some of those not so perfect landings that we don't often talk about. During the Pre-flight and Post-flight don't be afraid to use the Tow Bar to roll the Aircraft backwards and forwards to get a good look at the entire tire.

When inspecting or servicing tires, safety precautions recommended by the tire manufacturer, and/or the aircraft manufacturer must be followed. Any failure to follow recommended procedures could result in shortened tire life, uneven tire wear, damage to the aircraft and/or injury to personnel. In general the following precautions should be noted.

Tires should be serviced with nitrogen (I can't say that I agree completely with this procedure, but on Page 9-11, Paragraph 9-16 of AC 43-13-1B, Change #1 there is a Note and it states that "The use of Nitrogen to inflate tires is recommended. Do not use oxygen to inflate tires...etc.). If a tire overheats, hydrocarbon gases are generated within the tire from overheated rubber or hydrocarbon contaminants if present. These gases can mix with high-pressure air in the tire and ignite. Since nitrogen is inert and will not support combustion, the possibility of this explosive mixture forming is decreased.

On braked wheels, install only tires that have been inflated with dry nitrogen or other gases shown to be inert such that the gas mixture does not exceed 5 percent oxygen by volume."

To prevent tire burst during servicing, it is good practice to regulate pressure in the supply line so that it doesn't exceed a pressure of 50 percent higher than the rated pressure of the tire.

Heat generation

Heat is a big contributor of shortened tire life. Excessive heat buildup will damage the rubber compounds and fabrics in the tires. It can contribute to tread and carcass separations, bead failures, and destruction of the tire/wheel assembly. Exposure of the tire to temperatures as low as 220 F can shorten the service life of the tire.

Heat buildup occurs when the tire is rolling - taxi, takeoff, and landings. It is a result of the plies in the tire flexing. It is normal for some heat to be generated; however, it is possible to develop an excessive and dangerous amount of heat in the tire. The rate of excessive heat buildup is proportional to tire deflection, speed, and distance (deflection can be caused by aircraft loading and/or under-inflation). So

we can see that an under-inflated tire will be most susceptible to failure when the aircraft is taking off (high speed, long distance, and maximum loading).

While even the best maintenance cannot control the factors of speed or distance, or even excessive deflection due to overloading, we do have a direct role in ensuring tires are not over deflected due to under-inflation.

Factors leading to pressure loss

During normal operation any aircraft tire will lose pressure. As long as this pressure loss is not excessive, it is normal and due mainly to diffusion. If you have ever performed a leak test using a soap solution to find a leak, you probably noticed the effect of this diffusion at the tire's vent holes. The vent holes are small holes placed in the lower sidewall rubber. They are evenly spaced, and are located on both sides of the tire to a controlled depth. The purpose of these vent holes is to prevent internal buildup of pressure in the casing. It allows gas that was trapped in the casing during fabrication to escape as well as allow gas due to inner-liner diffusion to escape. Pressure loss from diffusion can be as much as 0.2 percent in a 24-hour period.

Tire growth

Another factor that leads to pressure loss is tire growth. After a new tire is installed and inflated to operating pressure, it grows. This growth from initial inflation to when it stabilizes can be from 6 to 10 percent for bias tires and 6 to 7 percent for radial tires. In addition, the tire can grow another 2 to 3 percent after rolling from the centrifugal forces acting on it.

As the volume of the tire grows, its pressure drops. That is why it is important to keep a close eye on pressure values of a new tire after installation. It is recommended to check the tire pressure after 12 hours and re-inflate it before placing aircraft in service.

Damage patterns of under-inflation

Tires with chronic under-inflation will exhibit excessive shoulder wear. This increases the chance of damaging shoulders and sidewalls, which shortens tire life because of excessive flex heating.

Pressure checks

The best defense against under-inflation is regular tire pressure checks. The tires should be checked at least once per day. This pressure check should be on a cold tire. A cold tire is one that is approximately the same temperature as the surrounding air. If pressure is checked on a hot tire, it will give a higher pressure indication than that of a cold one. It should be noted that this indicated high pressure should not lead to a mechanic removing pressure from the tire, as this will lead to an under-inflated condition.



by
John Mahany
Master CFI
Ch 7 Member

Pressure should be checked using an approved, calibrated gauge. Always refer to the manufacturer's instructions and avoid over-inflating the tire, as severe damage can occur. It can be beneficial to keep a log of tire pressure checks. Information such as date, time, temperature, pressure, and action taken (re-inflated for example) should be included. This can help find trends such as a leaking tire that may otherwise go unnoticed.

Changes in temperature

Tire pressure changes with temperature. For every 5° F change in temperature, the tire pressure changes about 1 percent. This can lead to an under-inflated condition during extreme temperature drops. It is good to know how varying temperatures affect inflation and adjust tire pressures appropriately.

Tandem configuration

So far, the discussion on under-inflation in this article has focused on the damage experienced by an under-inflated tire. But in tandem configurations, this changes. In a tandem configuration, it is the properly inflated tire that suffers the most damage. That is because it is subjected to a significant higher load as it takes up the work of the under-inflated bogey. This increased load significantly increases the heat that is generated. If a tire pressure is less than 80 percent of operating pressure, it is recommended to remove the under-inflated tire/wheel assembly from service as well as the axle-mate tire/wheel assembly.

Over-inflation

Besides the perils of under-inflation, over-inflation poses a significant danger. Although tires are engineered to withstand several times their rated pressure for a few seconds under test conditions, excessive inflation pressure can cause the tire/wheel assembly to explode with catastrophic force.

Other effects of over-inflation are:

- Excessive strain on the cord body of the tire
- Excessive stress on the wheels
- Accelerated center-tread wear
- Reduced tire traction
- Significantly increased tire/wheel assembly susceptibility to cutting by foreign objects, bruises, and impact breaks.

Let's all of us remember that regular inflation checks are an integral part of an effective tire maintenance program. With all of the hidden damage that can be caused by improper inflation, ensuring that the tires are not subjected to this damage can help ensure we get the most life out of our tires.

Upcoming SportAir Workshops

June 6 - 8, 2003 Corona, CA
Topic: RV Assembly

Last night I was among the more than 400 people in attendance at the Costa Mesa Hilton, where retired UAL Captain Al Haynes spoke about the Sioux City, Iowa crash of UAL 232, in July 1989. It is quite a story, if you have not heard it! Only the cooperation of everyone involved resulted in things going as well as they did. Captain Haynes message to the rest of us is, how well are you and your family prepared for an accident/disaster/trauma, of any kind, either in your home or office? Only the combined teamwork, cooperation and resources of the cockpit/cabin crew/ATC/police/fire/paramedics/others made a successful outcome possible. He also addressed post-traumatic stress disorder, which he conceded he had not thought much of, previously. In the aftermath, he has found himself afflicted with this condition, and he has been dealing with it since the accident. As he explained it, it is very important that you talk about what has happened after dealing with any kind of a traumatic situation. You need to talk with friends/co-workers/family, and not keep it suppressed inside. You have to deal with it. You can not ignore it, or it will affect you.

Well the long, warm, hazy days of summer are again upon us. We are approaching the summer solstice, June 21. Density altitude is taking its' toll, and performance is getting worse. This is also thunderstorm season, in some places. Generally, flying earlier in the day is better, when temps are cooler, and performance is better, than mid-day and afternoon, to avoid convective weather. By then, with higher temperatures, there will be more convective (rising/descending air) currents, and resulting turbulence. Try to plan your flying accordingly.

For some of you, this might be a good time to catch up on some reading. There is always something to learn or review. There are many interesting aviation books to chose from, depending on your interests. Consider such classics as Weather Flying, Stick 'n Rudder or Proficient Pilot, to name a few.

There is nothing new to report on KP's flying car.

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.

June 14: Columbia, CA. Father's Day Weekend Fly-In. Saturday 8-5. Food, contests, flour bombing, spot landing, displays, camping.

<http://www.airnav.com/airport/O22>

June 20-22: Yuba City, CA. Goldenwest EAA Regional Fly-In. www.goldenwestflyin.org (530) 741-6463.

June 21: El Cajon, CA. Challenge Air for Kids & Friends. Non-profit organization provides motivational, inspirational & life-challenging experiences to the physically challenged. Ctc: Byron Laszlo 214/351-3353, ext 12 blaszlo@airmail.net

June 21-22: Van Nuys, CA. Van Nuys Air Fair with participation by EAA Chptr 40. Web site : www.eaa40.org (818) 705-2744.

June 28: Santa Maria, CA. Chapter 499 Fly-In & Chili Cook-off.

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>

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.

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

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

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.**

El Monte – The Mallard Restaurant is now looking for new ownership. Anyone interested may visit the facility and view the current installation. Airport management would like to see someone else come in to take over the operation since extensive changes were made to accommodate a food service facility. CLOSED UNTIL FURTHER NOTICE.

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. Looking for your latest copy of newsletter. 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, Jun 21, 10 a.m. LOTS of activity. <http://www.geocities.com/eaag96>

EAA Chapter 40. Van Nuys, CA. That chapter hangar still has potential. Van Nuys Air Fair Jun 21-22. New web site: <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 Chapter 7 June Young Eagles Rally will be June 14th at Ray's Flying Club on Fullerton Airport. Entrance is southbound onto Dale Place from Artesia Boulevard. This intersection is just east of the intersection of Dale Street and Artesia Boulevard. We will need pilots with planes and ground crew volunteers. As usual everyone's individual participation will make a significant difference in the success of the event. We will need help for setup, pilot briefing, registration, crowd control, ground school, preflight instruction, flight team formation, ramp operations, certificate printing, forms completion and teardown. All these tasks are very easy and if enough volunteers participate everyone will have extra time to socialize, enjoy the rally and have a great time. Sign up to volunteer at the June meeting or just come out to Ray's on the 14th. We will start setting up at 8:00 a.m. but will appreciate your help as your schedule permits.

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

ROOMMATE WANTED in CYPRESS. Beautiful 3 bedroom townhouse with pools, spa, sauna, and clubhouses in Cypress Village. Only \$395 per month plus share of utilities. Woody Fowler and Darwyn Wolff, 714-897-6566.

For Sale: 1/3 partnership in 1977 Grumman American **Tiger AA5B** based at El Monte. I am second owner for past 19 years. \$19,900. Woody Fowler, 714 897-6566

Shop Space, 15' x 25' aircraft assembly (or whatever), 11' high, in west **Garden Grove**, \$194/month, 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) newstr 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).

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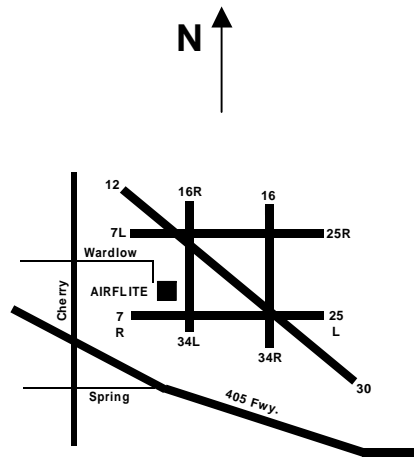
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

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

Web-Site:

www.beegroup.com/eaachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**