



# Chapter Seven *Long Beach*

## President's Message

Once again let me use this space to push my agenda. I know we are not supposed to be a political group but we might need to start thinking about getting a little more involved in local politics. Last night I attended the quarterly meeting of the Long Beach Airport Association and learned that Boeing is planning on tearing out an entire section of buildings and plans to build a new high tech industrial park right next to Long Beach Airport. This didn't sound too alarming until I learned this complex will include a housing complex. If I have learned anything from reading my monthly newsletters and magazines it is that housing and airports do not mix well when right next door to each other. It is very disturbing to me that we not only must fight the everyday battles but now must fight one that is from within the aviation industry. It is unbelievable to me that an aviation company like Boeing, a company who is dependent upon airports for its survival, would even consider such a thing. The guest speaker at last night's meeting was the President of NATA. He was in town after just completing the annual NATA Convention and was kind enough to come be our guest speaker for the evening. He spoke of the growth predictions for aviation in the next ten years and how there is simply not enough runways for the expected traffic and because of the massive amounts of red tape how long it takes to build new

runways not to mention entire airports. This only supports the idea that we must be very careful to defend the airports and runways we already have. I will be checking on ways we can become involved and try to stop Boeing from making this mistake. We might all have to become politicians or at the very least activists.

OK, now that I am down from the soapbox let me again thank everyone who was involved in the B-17 tour stop at Long Beach. It was far far more successful than I ever imagined.

**Thank you, thank you, thank you, I can't thank you enough.**

Mike and Kendle are due in tomorrow (Sat, 5 May) from a transcontinental trip across the country from Cape Cod Massachusetts to Long Beach in a Waco that they bought; hopefully we will get the details at the meeting on Thursday.

The first **Flabob Air Academy** has been scheduled for **June 2<sup>nd</sup> and 3<sup>rd</sup>** please read the article elsewhere in this newsletter. They are asking for volunteers to help get this started and I am sure we will want to help.

Also at Flabob there is going to be an 80<sup>th</sup> birthday party for Ray Stitts on **Sunday June 10<sup>th</sup>** starting about noonish. I am sure most of you know Ray started EAA Chapter 1 back in the early days. He also is the inventor of the Poly Fiber covering process.

It is time to select this year's candidate for the EAA Air Academy at Oshkosh, I would like to ask for your support in sending my son Matt this year. Last year I didn't submit him as a candidate because I felt that as Chapter President it would unfairly sway the vote for him and away from Jocelyn. I knew that she would benefit from the Air Academy and might not get another chance. I also knew Matt was going to Oshkosh with me and had already been once. As far as I know we don't have any other candidates so I am asking for your support. By the way thanks to the B-17 Tour we have the funds....

We have the annual 50% off books and videotapes special for Chapter members again, so bring your checkbooks to the meeting Thursday night.

See you at the meeting..

George McDaniel

### Word of the Day:

Perspicacious (adj.) Having keen mental perception and understanding.

## VP's Chat Room

### May Program

This month our program will consist of two separate presentations.

Woody Fowler attended the Sun n' Fun for 2001 in Lakelakd, FL. He will bring us up to date on some of the most recent ideas to hit the sport aviation market. Already we have read many articles on the new RV-7. New engines are being flight tested in the Cirrus, and the FAA is still trying to define the term of the "Sport Aviation" pilot program.

Secondly, Mike and Kendell Hanson will give us a presentation of their newly acquired toy, a Waco with two seats in the front hole. Designed back in the barnstorming days, it was to provide additional revenues by taking aloft two passengers at a time. For that passenger that was queazy about flying, it provided room for someone to be there for encouragement.

There will be a sign-up sheet for the Young Eagles which is scheduled for May 12<sup>th</sup>. We will need ground personnel along with pilots to handle this month's group of prospective aviators, flight attendants, mechanics, and other aviation related fields.

See you at the meeting.

Don T.

P.S. Don't forget to keep your eyes and ears open for program ideas and pass those along to me. Thanks D.T.

*Secretary's  
Note Pad*



## **BOARD OF DIRECTORS Meeting of Apr 12, 2001**

Board minutes will be available at the general meeting.

### **MEETING MINUTES General Meeting Apr 12, 2001**

Attendance: 36

George McDaniel, chapter president, led the members in the Pledge of Allegiance to the Flag.

### **OLD BUSINESS**

The minutes of the March 8 meeting were approved.

George McDaniel informed members that the EAA B17, during its visit to Long Beach Airport, had 14 full flights, well in excess of the originally planned 8 flights.

Don Thompson, chapter vice president, reported 12 Chapter 7 members and 2 Chapter 92 members worked the concessions and the ramp during the visit of the B17.

On Wednesday, April 11, Mike Hanson gave Walt Lane, charter member, a flight in his Stearman biplane.

By lottery, 3 members of Chapter 7 and one member of Chapter 92 were given rides aboard the B17 on the flight from Long Beach to San Diego. Lottery winners were Tish Hall, Carl Johnson, Don Thompson and Charlene, who is a member of Chapter 92 now.

John Mahany, chapter flight advisor, flew Tish Hall and Carl Johnson back from Gillespie Field, San Diego to Long Beach Airport. Archie Lane of Chapter 92 flew Don Thompson and Charlene back to Long Beach in his Beechcraft Staggerwing.

George talked about the camaraderie between Chapter 7 and Chapter 92 members.

### **NEW BUSINESS**

Guests were introduced:

BYRON CALOMIRIS is an early member of the EAA; his member number is 450. He is Secretary of

the American Aviation Historical Society. In 1944 he attended the Army Air Corps B17 School, but was assigned to a B24 squadron. He is retired from Grumman-Northrop.

CHUCK NEWCOMBE joined the EAA through the EAA website. He is planning on building an RV9A.

ROY AND IRENE TEST. Roy was a B17 co-pilot. He flew 32 missions with the 398<sup>th</sup> Bomb Group. The EAA B17 has the markings of the 398<sup>th</sup> Bomb Group.

JOHN FAY is a former Navy fighter pilot. He flew the Grumman F4 and F6, and the Vought F4U.

ROY CUNDIFF is a former fighter pilot.

DR. JERRY CURTIS

Don Thompson introduced discussion about Flabob Field, in Rubidoux, north of Riverside. Flabob was purchased by Tom Walton. The asking price was \$4.5 million. It appeared that any prospective buyer would convert the airport into a housing tract. However, a granite floor just 250 feet below the surface prevents diffusion of pollutants (oil, pollutants) accumulated during the years of operation as an airport. Walton bought Flabob for \$2.75 million and will continue the operation of Flabob as an airport. He intends to install an air academy at Flabob. The academy will start with half-day programs for grade-schoolers. Walton is looking for instructors from the membership of EAA chapters.

Rick Vaux, chapter tech counselor, proposed getting interviews on tape from members of this chapter who served in World War II. Merv Meyer, chapter secretary, volunteered.

Darwyn Wolff, chapter Young Eagles coordinator, distributed a roster for volunteers for pilots and

ground crew for the Saturday, May 12 Young Eagles event.

Jerry Curtis is offering an economy hotel package for Air Venture 2001 in Oshkosh. Accommodations will be on the campus of the University of Wisconsin in nearby Madison. He is offering a \$1 annual membership to Chapter 1, based at Flabob Airport.

Bob Hartunian has information on a propeller, for a Rotax engine, which can be manually adjusted in flight through a rod and cam connection. Cost is about \$1,500. Al Gibbs brought the horizontal stabilizer of the RV9 he is building for inspection by members.

Mike Sawicki, newsletter editor, introduced a solution to finding yourself in an airport with no rental cars or taxi service. It is a scooter powered by an electric motor. The motor drives the rear wheel of the scooter. The scooter has a range of 11 miles at 11 mph. It weighs 45 pounds and can be disassembled to fit into the cargo hold of a private airplane.

## PROGRAM

Don Thompson introduced Roy Test, who built and flew B17's during World War II. Roy told members that ordinarily pilot training was restricted to men with college education. However, the training program was open to candidates who could pass a day long exam. He passed the exam and the physical and was sworn in as an Army Air Corps cadet on his 21<sup>st</sup> birthday. In July of 1942 he returned to work. In February of '43 he was called to Lackland Field, San Antonio for preflight training, which lasted three months. He then went to Pine Bluff, Arkansas, for primary flight training on Fairchild PT19's. The instructors were civilians. From there he went to Coffeyville, Kansas for basic training and night flying on the Vultee BT13. Pilots were expected to stay within the A

or N quadrant of a low frequency radio range. He then proceeded to Altus, Oklahoma for training in the twin engine Cessna UC78, night flying cross country on a triangular course. In December 1943 he was commissioned, getting his wings. From Oklahoma he proceeded by troop train to Rapid City, South Dakota to join the 398<sup>th</sup> Bomb Group. The group was being outfitted with bare metal B17G's. The G was the final modification of the Flying Fortress. In April of 1944 the group received orders to fly to England. At the Army Air Corps Field in Grand Island, Nebraska, the B17's were fitted with bombsites. Once fitted, the B17's were under 24 hour guard. The group flew to England by way of Bangor, Maine, Goose Bay, Labrador, Keflavik, Iceland. Prestwick, Scotland and North Hampstead, England. The bombers were not yet fitted for combat.

Combat missions commenced May 20, 1944. He flew 32 missions in 77 days. Tail marking was 387 H; his bomber was called "Bad Penny". Missions included bombing runs over Berlin. At this time the bombers had fighter escort. Escort fighters were the Lockheed P38, Republic 47 and North American P51. A full group was 48 bombers. He flew with a nine-man crew; the radio operator wasn't needed. He seldom saw German fighters. The Bad Penny had shrapnel (flak) damage, but no bullet holes. His last mission was on August 4, 1944.

Back in the States he was sent to B17 transition training school, which he had missed before going overseas. None of his instructors had been in combat. He was transferred to Phoenix, where he was a flight instructor on the North American AT6 advanced trainer. He was discharged after VE Day.

## REFRESHMENTS

May . . . . . Tom Griffith



## Conformity Inspections

### What to Do And How

Hello, gang. This month and next I'd like to discuss annual Conformity Inspections required for homebuilt aircraft. We'll cover who can do them, some special requirements, tips on what and how to inspect, and finally, paperwork.

So, who can do these inspections? Very simply, a licensed A&P mechanic, or the builder of the aircraft being inspected (provided he or she has applied for and been granted a Repairmans Certificate.) Note: This certificate applies only to the original builder of the aircraft. It does not transfer to another owner thereafter. Conformity Inspections on a homebuilt is, with very few exceptions, the same as an Annual for Type Certificated aircraft.

The inspection must be accomplished in accordance with FAR 43 appendix D. and FAR 43.15(b) for rotorcraft. If the homebuilt has a certificated eng/prop, and the owner wishes to maintain this certification, all AD notes which apply to engine, propeller, or engine appliances (mags, generator or alternator, starter, carb., etc) must be complied with.

Except for the above paragraph, amateur builders have some advantages. They include:

- (1) No I.A. signature is ever required.
- (2) No AD notes on uncertificated engines of props.
- (3) No airframe AD notes (It is important to comply with any plans sellers or kit manufacturers service bulletins, however.)
- (4) All maintenance and Conformity inspections may be

completed by the original aircraft builder.

Sound like fun? Good. Let's press on to the Conformity inspection itself, and maybe along the way I can provide some tips and observations that might make it easier.

In order to accomplish the task, you will need some inspection tools. These must include a strong light (my favorites are the Streamlight Stinger and Super Stinger, both of which I use every day, ) an extendable mirror (I use a 2-1/4 inch round mirror as it is easier to get in and out of tight places,) a 6-inch scale (ruler,) and a 10x magnifier. You will also need various screwdrivers, wrenches, and pliers. Oh yeah, beg or borrow a Differential Compression tester for the cylinder compression test.

Have you decided where and what time the inspection will be done? Try for a time or place where ambient lighting is subdued. Such as, outside in the early morning, late evening, overcast day, or night. The Sun's glare and very deep shadow in midday make seeing in holes and corners very difficult. In a hanger, close the doors and you'll be fine.

O.K., you've got the tools, found a place for the inspection, and you're ready to go, right? Right! Let's get started. Grab that solvent sprayer, and follow me! Yeah, you need to get this baby really clean. After all, It is impossible to see a problem if it's under dirt or grease. Next, remove all panels, fairings, seats, floorboards, cowls, old sectionals, and your last powerbar so the mirror and light can penetrate the gloom.

This month, we will deal with our powerplant, so clean it from stem to stern (that's front to back for you Air Force or Army types!)

FAR 43 appendix D will now be our guide.

(1) Engine Section - Check for visual evidence of excessive oil, fuel, or hydraulic leaks, and sources of such leaks. Be sure to check and note any leaks before cleaning. Repair leaks found and recheck on engine run.

(2) Studs and Nuts (about covers all of us, doesn't it!) - For improper torque and obvious defects. No, don't retorque everything. Just look them over carefully for defects.

(3) Internal Engine - For cylinder compression and for metal particles or foreign matter on screens and/or sump plugs. If there is weak cylinder compression, check for improper internal condition, and improper internal tolerances. Conditions may be caused by broken piston rings, burned valves, excess wear, etc. Note: Use 80psi inlet air pressure on compression tester. The cylinder must hold 60psi (hot) to be o.k.

(4) Engine Mount - For cracks, looseness of mounting, and looseness of engine to mount.

(5) Flexible Vibration Dampers - For poor condition and deterioration.

(6) Engine Controls - For defects, improper travel, and improper saftying.

(7) Lines, Hoses, and Clamps - For leaks, improper condition and looseness. Be sure you check line and wire routing at this time.

(8) Exhaust Stacks - For cracks, defects, and improper attachment.

(9) Accessories - For apparent defects in security of mounting.

(10) All Systems - For improper installation, poor general condition, defects, and insecure attachment.

(11) Cowling - For cracks and defects.

Man, I'm ready for a break! See you at the meeting, and bring your questions.

Rick Vaux  
TC4130

## 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.

**May 11: Tour of the Boeing rocket assembly plant, Huntington Beach. Sign up at meeting, must be U.S. citizen.**

**May 12:** Apple Valley Open House – 0900 to 1500. Come one, come all, EAA Chapter 768 (that's us), High Desert Pilots Assn., Flightline Aviation, Midfield Aviation, San Berdoo Sheriffs chopper, CHP super duper 185's, etc. Everybody come on up, where we have 340 or so great flying days a year and 100 mile visibility (and, yes, you can trust air you can't see).

**May 13:** Rubidoux, CA. Chapter 1 Bar-B-Q . Noon to 1 p.m. Proceeds go to hangar bldg fund. 909/682-6236.

**May 18-20.** Santa Ynez, CA West Coast Cessna 120/140 Fly-In.

**May 18-20:** Porterville, CA. Mooney Mite Fly-In. Ben Favrholt 559/782-8925 or [n6mx@sosinet.net](mailto:n6mx@sosinet.net).

**May 19:** Mariposa-Yosemite Valley, CA. EAA Chptr 1261 Open House. 209/966-2143.

**May 19:** 10<sup>th</sup> Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark, Rosamond, CA. Site: <http://www.eaa1000.av.org>

**May 18-20:** Gathering of Luscombes 2001, Columbia, CA. Doug Clough. (360)893-5303.

**May 26-27:** 7<sup>th</sup> Annual "World's Smallest Airshow" at Brian Ranch, Llano, CA (661) 261-2316

**May 25-27:** Watsonville, CA. Fly-In and Airshow. 831/763-5600.

**June 1-2:** Flabob Airport, Rubidoux, CA. EAA Air Academy West. Ctc: Kathy Rohm 909/683-2389. Let's give this our full support from Chapter 7.

**June 1-2:** West Coast Antique Fly-In, Merced, CA. Virginia Morford (209)383-4632

**June 1-2:** Ramona Air Fair, Ramona, CA. Aleta Pharris (760)788-6174. Proceeds go to benefit families of aerial firefighters that died in the line of duty. [www.RamonaAirFair.org](http://www.RamonaAirFair.org)

**June 8-10:** Bellanca-Champion West Coast Fly-In, Columbia, CA. Ozzie (661)942-7149

**June 16:** Columbia, CA. 35<sup>th</sup> Annual Father's Day Fly-In. 209/533-5685.

**June 23-24:** Aviation Expo 2001, Van Nuys, CA. Stacy Geere (818)909-3529.

**June 30:** "Warbirds at Cable" Fly-In, Cable Airport, Upland, CA. 909/751-1131.

**July 24-30:** EAA Airventure 2001, Oshkosh, Wittman Regional Airport. 920/426-4800.

**July 29:** Mustang - Wings & Wheels Display at Museum of Flying, Santa Monica, CA. 310/392-8822.

**Sep 7-9.** Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. 925/676-2114. [www.gwfly-in.org](http://www.gwfly-in.org)

**Sep 22-23.** Flabob Airport, Rubidoux, CA. **Chapter One** Annual Open House Rain Date. See So-Cal Report. 909/682-

6236. New annual period to get away from the February raindrops.

**Sep 30 - Oct 3:** Santa Monica, CA. British Wings & Wheels. Museum of Flying. Santa Monica, CA. 310/392-8822.

**Oct 10-13, 2002:** Copperstate Fly-In. Event is canceled for 2001. Will be based at the **new Phoenix Regional Airport**.

**Oct 20-21:** Edwards AFB, CA. Annual Open House. Wendy Youman 661/277-7811.

**Nov 10-11:** El Monte, CA: Air Fair. Gabe Lopez. 626/444-7739.

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!

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.

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"Do not think what is hard for you to master is humanly impossible; but if a thing is humanly possible, consider it to be within your reach." --Marcus Aurelius



**YOUNG EAGLES**

**MAY 12th**

There are several groups that we plan to have attend the Young Eagles events this summer and we look forward to your participation to volunteer to assist with one of the position to make it a success.

Chapter 7 is providing rides for the Young Eagle program which gives the Chapter points towards

sending a candidate to the EAA Air Academy.

Groups are reserved for this coming Saturday so we would appreciate your participation.



The Cessna 172 is an airplane familiar to all of us, but there have been a number of changes made to the models over the years. If you currently fly a Cessna 172, or have any plans to check out in one soon, there are changes between the models, ranging from different weights and fuel quantities to engines, starting procedures and systems. This is especially true if it has been a long time since your initial checkout. If you have also flown other Cessna's, some important differences may have been glossed over during your initial checkout. You want to take some time to familiarize yourself with the model you will be flying.

The biggest changes have occurred in the years since Cessna resumed production of single engine piston aircraft in 1995, after Cessna suspended production of all single engine piston aircraft in 1986 due to problems resulting from product liability. The first 172 model produced after resuming production was the 'R' model, which incorporated many new and overdue changes. A few of these changes are: a new higher gross weight and useful load, fuel injection, integral fuel tanks, which are referred to as 'wet wings', which replaced fuel bladder tanks, increased fuel quantity, a new annunciator panel, and a 2<sup>nd</sup> vacuum pump for redundancy while operating under IFR. Please refer to the POH for specific details.

The Long Beach Flying Club requires pilot's new to the 'R' and 'S' models to watch a 15 minute video prior to initial check out. The

video highlights many of the changes, including the proper starting procedure for the Lycoming fuel injected engine. When this model was introduced, there were reported problems with pilots running the battery down while unsuccessfully attempting to start, due to not being familiar with the proper Lycoming fuel injection starting procedure.

Please make sure you consult the Pilot's Operating Handbook appropriate to the 172 model you will fly before flight.

John Mahany 562-983-1265  
[jmav8@gte.net](mailto:jmav8@gte.net)

"To attain happiness in another world we need only to believe something; to secure it in this world, we must do something."

--Charlotte Perkins Gilman

## **Flabob Air Academy** **Wathen Foundation & EAA Aviation** **Foundation Join Forces**

by Chuck Larsen, EAA-HQ

The Wathen Foundation and the EAA Aviation Foundation have combined resources to establish the FLABOB Air Academy with its first program set for Saturday, June 3 and Sunday, June 4. This is the "test flight" for what is projected to become a year 'round schedule of aviation opportunities for children, youth and adults. This partnership will carry the traditions and content of the EAA Air Academy offered in Oshkosh since 1984 to Southern California.

"The Academy belongs here" was the sentiment expressed by Chapter 7 President, George McDaniel in a recent organizational meeting at FLABOB. "It is rich in history and with the Academy, will be a part of the future of aviation." The Academy will grow with the Airport to help FLABOB be the focus of Southern California Sport Aviation Activities. Every EAAer in Southern California and beyond holds a stake in the future success of the FLABOB Air Academy.

It is from your ranks the pilots, groundcrew and instructors, even many of the participants, will come. The Wathen Foundation has provided the site and necessary financial resources to bring this unique opportunity to you. Now it's our turn as EAAers in southern California to provide the people and aviation resources to bring initial and long-term success to the first continuing satellite Air Academy program that will lead the way for other programs across the country.

Please make this your first step toward its success, and assure your chapter's attendance at FLABOB on June 3rd & 4th. It will be an opportunity for you to be part of the first FLABOB Program. Participating and observing these two days will help you understand the current and future needs for the Academy and how you can be a part of its success.

Please verify your participation and address questions regarding local arrangements to Kathy Rohm, Director of Community Relations, FLABOB Airport at (909) 683-2389 or [KathyRohm@aol.com](mailto:KathyRohm@aol.com). For questions regarding the program and activities please contact Chuck Larsen at (920) 426-4815 / [clarsen@eaa.org](mailto:clarsen@eaa.org). Chuck Larsen, Executive Director-Resident Education, EAA Aviation Foundation, Inc.

## **So-Cal Corner**

My sincere thanks to the chapters that are participating in the newsletter exchange between the southern California chapters. It is a source of news of other chapters in the immediate area. The classifieds in the newsletter are a good source of parts without having to buy sight unseen or have shipped cross-country. I urge you to support these other chapters and you may want to attend some of their events.

Newsletter editors: please direct your snail-mail exchange newsletter to: 6710 Via Irana, Stanton, CA 90680-1921 or e-mail to: [always1@gte.net](mailto:always1@gte.net)

**EAA Chapter One.** Flabob Airport, Rubidoux, CA. Lots of news in their 12-page newsltr. New e-mail address. Great format. Lost member Joe Luskins on Apr 22, hit power line in Whitewater Canyon. San Bernardino County thrashed the hopes of Chapter One hosting the EAA B-17. SBU wanted \$1,000 airport use and a cut of the proceeds. Redlands to the rescue. They still haven't learned in 20 years. We were told the same thing for the So-Calif Fly-In at Chino in 1980. Wathen Foundation moving Glasair & Auroa operations to Flabob. By-laws under review. Membership up to 352+. Ray Stits' 80<sup>th</sup> Birthday Bash - June 10, Noon 'til. RSVP Kathy Rohm 909/683-2389. E-mail: [eachapterone@yahoo.com](mailto:eachapterone@yahoo.com)

**EAA Chapter 11:** Santa Monica, CA We'd like to hear from you again.

**EAA Chapter 14.** Brown Field, San Diego, CA. Have not heard from you. Your latest newsletter on your web site is Jan-Feb. Would like to hear from you. Web site: <http://www.eaa14.org>

**EAA Chapter 49.** Lancaster, CA. We'd like to hear from you, either e-mail or snail-mail.

**EAA Chapter 96.** Torrance, CA. Newsltr available on web-site. YE flights at CPT 4/21, HHR on 6/9/01. Tiffany Fine is nominee to EAA Air Academy. YE event at Torrance flew 31 YE's on 1/27/01. Chapter has new shirts and hats. Proceeds going to chapter hangar. Program: Brad Dement of Proplink, Palm Desert. All mechanical variable pitch prop. Site: <http://www.geocities.com/eaa96>

**EAA Chapter 92:** Orange County, CA. Chapter asked to assist construction of a Wright Flyer with the Chino Air Museum. Don Abrams & Charleen Beam ride "Aluminum Overcast" to Gillespie Field, San Diego. Web site: <http://www.eaa92.org>

**VAA-33.** Flabob Airport, Rubidoux, CA. Open House held on May 5<sup>th</sup>. Great weather. Another Young Eagle pursues aviation career. Lisa Lobdell got a ride with Don Moore on Jan 15,

2000. Graduating Riverside Christian HS, she moved on to Riverside City College. Reported to duty & assigned to USS Carl Vincent. Upon return from 6-month tour, she will go to Naval Aviation Maintenance Training. She gained the nickname "Navy Barbie" and now has e-mail: [NvyBrbie@hotmail.com](mailto:NvyBrbie@hotmail.com). Keep up the great work. Flew 141 YE's on Jan 20. 21 pilots & 25 groundcrew.

**EAA Chapter 40.** Van Nuys, CA. Hosted EAA B-17. Some overcast. Flew 58 YE's on April 21. New web site: <http://www.eaa40.org>

**EAA Chapter 71.** Bakersfield, CA. Just going to have to attend the next RV Gathering (Jun 3) in Bakersfield and beat up on the editor. Would like to hear from you guys.

**EAA Chapter 275:** Lompoc, CA. Latest issue via mail, Feb. Would like to hear from you again. Ollie, am I on your newsletter list to receive via e-mail? Last copy was February.

**EAA Chapter 224.** LaPuente, CA. Would like to hear from you. Let us know what is happening in your chapter.

**EAA Chapter 275.** Lompoc, CA. Haven't heard from you in a while. Let us know what is happening in your chapter.

**EAA Chapter 286.** Fallbrook, CA. Would like to hear from you. Web site <http://www.geocities.com/ea286>

**EAA Chapter 448.** Cable Airport, Upland, CA. Would like to hear what's happening in your chapter.

**EAA Chapter 494.** Corona, CA. Would like to hear what's happening in your chapter.

**EAA Chapter 499.** Santa Maria, CA. Would like to hear whassup! In your chapter.

**EAA Chapter 527.** Santa Barbara, CA. Bruce Hinds, guest speaker, discussed spatial disorientation. Hosted EAA B-17. Some weather restrictions. Very little press coverage by local media. Bob Brantley about to fly his bright yellow Falco. Web site: <http://citabria.westmont.edu/ea>

**EAA Chapter 723.** Camarillo, CA. Would like to hear from your chapter. See column heading for snail-mail address. Web site: <http://www.eaa723.org>

**EAA Chapter 768.** Apple Valley, CA. Membership up to 28. May 12<sup>th</sup> Open House.

**EAA Chapter 1000:** Edwards AFB, CA. Please change snail-mail address. See heading to this column. Last reported copy I have is Feb. Fly-out to Flabob, Mt. Rubidoux. Meeting held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

**EAA Chapter 1279.** Murrietta, CA. Would like to hear from your chapter. See column heading for addresses.

## Commentary

I'd like to take a little of your time to talk about one of the items in this month's newsletter, The EAA Air Academy West.

With rising gas prices, electricity rates, natural gas rates; it is only natural that other services will follow with increases to cover the cost of these other supplies. We soon will see airline tickets and motel rates increase.

We have a unique opportunity here to develop a foundation for a learning facility that will benefit the young people in our region. Rather than have to spend thousands to send a nominee back to the EAA Air Academy at Oshkosh, we can develop that same fervor for the aviation field in our own back yard.

Southern California and the West Coast is rich in aviation history. Flabob is the home of the very first EAA Chapter, through the foresight and dedication of Paul Poberezny and Ray Stits. Look around and you will see some of the best museums which house many of the "firsts" in aviation history. We will never have the Smithsonian National Air & Space Museum or Air Force Museum at Dayton. What we do have is Balboa Park in San Diego, Edwards AFB Museum, Chino Air Museum, Museum of Flight (Santa

Monica), Castle AFB Museum (Atwater) and many other fine facilities within our state borders. Much of the commercial aviation and space industry is based in southern California.

I am a sci-fi buff but one of my favorite movies is "The Right Stuff". We as EAA members, with our years of knowledge and experience, need to nurture and develop the youth of today to see that there "is" a future for them in the aerospace industry. We need to seek out and discover that flame in today's youth and nurture it into a burning desire. That is what will produce "the right stuff". We lost some of our best aviation schools to the Midwest and the South. Let's not waste this golden opportunity to establish a foothold at one of the primary general aviation airports that will be the guiding light to our youth. We hold their future and our own legacies for what we love and cherish deep in our hearts.

As pilots volunteering to give rides to young students, you may just say or do the right thing that will produce the next Chuck Yeager, Buzz Aldrin, Neil Armstrong, Burt Rutan, or Kelly Johnson. Our responsibilities are enormous, but our dedication and experience shall guide us through to fulfillment. Not every Young Eagle will sit in a fighter cockpit or the left seat of an airliner. We need to show the importance of other facets of aviation: flight attendants, ground support, maintenance, technicians, tower operators, and air traffic control.

The replica aircraft built at Flabob represents some of the finest craftsmanship available. It takes skills, many of which have been lost over the years, to form wood ribs and sheetmetal cowling that finally takes the form of the Turner-Laird Meteor. Computers help us to work easier, but cannot give the pride and sense of accomplishment of building an airplane, be it a fixed wing, glider, or ultralight.

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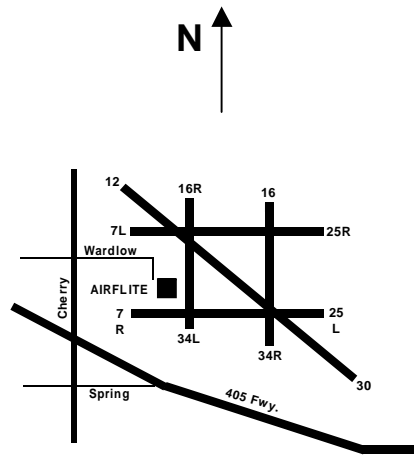
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## Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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](http://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**