



Chapter Seven *Long Beach*

President's Message

The EAA B-17 Tour will be here before you know it.

This month's newsletter and meeting will be the last before the event. We need all the help we can get, please sign up at the meeting. The EAA B-17 is scheduled to arrive on Monday April 9th about 4:00 in the afternoon. Shortly after the arrival of the B-17 we will be hosting a media flight to a few select members of the local media. Upon returning from the media flight we will be hosting a "B-17 Get Acquainted Tour" with a walk through tour of the B-17 for local politicians, dignitaries, business people, airport management and Chapter members.

Tuesday, Wednesday and Thursday morning the scheduled flights will begin between 8:00 and 9:30am depending on the weather and how many flights are scheduled. The flights are usually complete each day by 2:00 p.m. allowing the rest of the day to be used for ground tours. Thursday afternoon is the departure day and we will probably not be doing afternoon ground tours, as the crew will be getting ready for departure. We will need volunteers for ground control, ticket sales, merchandise sales and security, so please help if you can.

The Magical Mystery Tour was a major success. We had a great time and a great turn out. The day began at Mike & Kendle Hanson's hangar with Mike opening up the Stearman for all too see. Jim Wolf

showed up and said that since he still had his RV6 project at home we should go by and see it, so we added him to the front of the list. Jim has done an outstanding job



on his RV and has a great shop to work in. I had to remind everyone that we had three more stops to make so let's get going. Then it was off to Walt Lanes to check the progress on his Vari EZE. Walt is always a great host and is really coming along on his project. After Walt we went to Frank Gaggia's house to check on his Storm project. It is really nice, and Frank is doing a great job. After Franks we went to lunch, the place I had planned on having lunch was packed when we arrived so we went up the street to a Chinese buffet and had a good lunch. While at Franks, Woody Fowler



mentioned that his workshop was only a couple of miles up the road and was on the way to the next stop, surprise visit #2 was in the

shop. After lunch we headed for Woody's shop just up the street, we got to see his progress on his Zenair 701 and also was able to get a peek of Skip McConnell's Christavia project as they share a



shop. From Woody's shop we headed out to Orange to see Rick Thomas' of Chapter 92. He is working on his own custom design that is based upon a Grumman AA1 trainer fuselage. Rick is very resourceful and is building his plane for a minimum of money. He is custom making most of the parts.

Membership Renewal

This is the last issue for year 2000. If you have not renewed, you will not be receiving the April issue. Records indicate that 19 current members still need to renew. If you are in doubt, see Woody Fowler or Tom Griffith.

After Rick's, everyone headed back to Mike's Hanger in Long Beach to pick-up their cars. All in all it was a very successful day as we were able to see Mike Hanson's Stearman, Jim Wolfs RV6, Walt Lane's Vari-EZE, Frank Gaggia's Storm, Woody Fowler's Zenair, Skip McConnell's Christavia and Rick Thomas' Grumman custom . Where else but an EAA Chapter could you see all this in one day?? When should we plan the next Magical Mystery Tour???

AOPA Town Hall meeting. Thanks to Mike Hanson for taking John Mahany, Don Thompson and me with him in the Dakota to Van Nuys for the AOPA Town Hall meeting last month. It was a great learning flight for me as I had never been to VNY and had not gone the route we took over the Hollywood Hills. Oh yeah the meeting was ok also.

I know everyone knows of the accident out over the breakwater, just a reminder that we all need to keep our heads out of the cockpit.

See you at the meeting..

George McDaniel

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"The object of education is to prepare the young to educate themselves throughout their lives."
--Robert Maynard Hutchins

VP's Chat Room

March Program

This month we have no program confirmed. this will give us a chance to talk a little bit about the Magical Mystery tour and the Young Eagles program we just had and spend a little more time setting dates for the next Young Eagles.

Anybody with pictures or project parts should bring them to the meeting. Those that want to update us on their project progress can have the floor.

We had a very successful Young Eagles event. However, having waited an extra week past the Feb meeting, taught us too many volunteers forgot the date. Many thanks to those who did participate and helped the event be a success.

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 Feb 8, 2001

Darwyn Wolff informed the Board that he would be able to continue as Young Eagles coordinator. His new job will be in Irvine, not San Luis Obispo.

George McDaniel, president, was told that the chapter will receive no revenue from any flight aboard the EAA B17 which is not full (7 seats).

MEETING MINUTES

General Meeting
Jan 11, 2001

Attendance: 43

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

OLD BUSINESS

Rick Vaux, chapter technical counselor, has visited two projects to check on progress. Jim Wolf is a few weeks away from completing his RV6. Don Hertzstein is building a four-seater Rutan Cozy. Rick told him that chapter members will help him remove the Cozy from his garage.

Videotapes are available for check-out on the table next to the officers' table.

NEW BUSINESS

Guests were introduced:

BILL ASHLEY

JERRY RICHARD

DON KNECHTEL Airport
Manager, Hawthorne Airport;
program presenter

Darwyn Wolff told members that he will not be moving from this area; he will remain chapter Young Eagles coordinator.

John Mahany will replace Bill Mnich as chapter flight advisor. John introduced himself to the members. He is a qualified pilot in single-engine and multi-engine airplanes, and in motor gliders and sailplanes. He noted the drop in pilot proficiency when a member devotes nearly all his spare time to completing a project. He is available to help members regain proficiency as pilots. Members express appreciation for his volunteering to be chapter flight advisor.

Don Thompson, chapter vice president, called members' attention to an article in the current issue of the Long Beach Business Journal about Long Beach Airport. For future programs Don plans to get the FAA tower chief at Hawthorne Airport, and Ken Brock. Ken is a long time chapter member, owner of an aircraft kit and parts supply business and gyroplane designer and builder.

George McDaniel appealed to members for participation in the EAA B17 programs , April 9-12. He will be making copies of an information kit.

Al Gibbs brought in RV9A parts and all five blueprints. He is learning to work aluminum. He left parts to be inspected by members.

PROGRAM

Don Knechtel, airport manager of Hawthorne Airport and also head of the Department of Building and Safety of the City of Hawthorne told members in which he is involved. He wants to save the airport. There is pressure to remove the airport, in order to build more schools, more housing (Hawthorne has one of the highest population densities in the County). In order to generate more tax revenue to avoid bankruptcy, the mayor and city council are considering replacing the airport with a shopping mall and industrial zone.

Northrop Aircraft Company created the airport. Now Northrop-Grumman, the company is in the process of selling its real estate in Hawthorne.

There are proposed school buildings which will touch the boundaries or encroach upon the runway protection zone. The FAA so far is opposed to any variance which would permit parts of buildings to be inside the runway protection zone.

REFRESHMENTS

March.....John Mahany
April.....Merv Meyer
May.....Tom Griffith



Can't Find Room ?

Can't Find Time ?

Howdy everyone. With your indulgence, I'd like to step away from airplanes a little this month and discuss SHOPS.

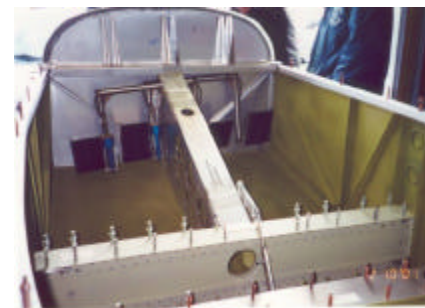
For years, I have used the "no room" excuse to avoid questions such as...Why aren't you building anything? Well, friends, after last months "Magical Mystery Tour" that argument is pretty weak. We had a great turnout and were able to visit five (5) projects: Jim Wolf- (RV-6) Walt Lane- (Varieze) Frank Gaggia-(Storm 400) Woody Fowler- (Zenair 701) and Rick Thomas' (Original). Without exception the aircraft were great, but, where they are being built is a real eye-opener.

The first visit after our group met in Mike Hanson's hanger was Jim Wolf's in Long Beach. Jim's shop started out as a standard detached 2 car garage, to which he added an "L" shaped extension at the back. Large windows were installed in the addition, and many lights were used. The only problem I could see (after the tears in my eyes cleared!) was, Jim is just too organized! Shelves and bins all labelled, tools in their place, clean floor, etc. Kinda makes you ill, doesn't it? No car in the shop yet, but the next project for Jim is a Lotus 7 replica. That should be really neat.

Walt Lane's shop in Downey was the next tour stop. When I first saw Walt's Vari-Eze in July of 1988, he had built an addition for his wing assemble tables that ran the length of his garage, and was about 12 feet wide. Many windows have been installed and the shop is very pleasant. Good light seems to be of primary importance not matter where you build. Three years ago, the fuselage parts, canopy, and firewall were all in

various parts of the house, the wings in the shop, and there were cars in the garage! No more. The fuselage is on it's gear, the wings have been mated (although they are not presently installed), the canard is finished, the engine is hanging on the firewall, the canopy is on, and the cars had to be put under a driveway cover. After all, we have our priorities! For a little comic relief, Walt invited me to do my "Lab Rat" thing and sit in the Varieze front seat. You should have heard the Cat Calls! As I nimbly climbed aboard (that's the way I remember it,) I was surprised at how well everything fit. Throttle and mixture within easy reach on the left, sidestick on the right with full throw on all axis. Rudder pedal position was just right and instruments reachable. The nose gear retract crank could be a little tough getting used to. The cockpit reminded me of a sailplane until I tried to close the canopy. Hey, Walt, if you make a new one about 3" taller, I would sure appreciate it!

From Walt's, the next visit was to my "Old" hiking partner, Frank Gaggia's house in Cypress. Frank



is building an Italian Storm 400 in a 2 car garage, and because the aircraft is a 4-seater, space is at a premium. The fuselage and vertical fin just fit from the back wall to the door. On the other side of the space, are all the wing components and most of the kit parts not yet installed. The shop has a loft built into the rafters which works well for storage. As soon as Frank has the fuselage on it's gear, he will move it to the other side of his shop, and construct the wings on his

assembly table. I have never seen a car in the garage, but, I'm sure Sandy would love to get her Chrysler convertible under cover, and be able to reach the washer and dryer for a change!

On to our next stop where we visit Woody Fowler and Zenair 701 project. Woody and Skip McConneLI rent a warehouse space in Garden Grove where in addition to 2 airplanes (Woody's and Skips Christavia II) there is stored a boat, photo equipment, and tools. Not much floor space is left, so the aft portion (that's the back for you Army and Air Force people!) of the fuselage is suspended from the ceiling, while the forward section and the wings are being built on an assembly table below. Not a bad arrangement, but I imagine the builders would like something closer to home.

Rick Thomas' place in East Orange was the last stop. Although Rick is a member of Chapter 92, most of you will remember him for attending some of our meetings and bringing parts from his project for show and tell.



This is a original design based on a Yankee fuselage with a 6 cylinder Subaru engine, and a homebuilt belt-type propeller re-drive. The wings will have an RV type airfoil and utilize Yankee spars. The tail surfaces were also designed and built by Rick. O.K., here's the kicker...The fuselage and tail, including the engine and prop, fit diagonally in a 2 car garage which also contains a large metal turning lathe, a 10" table

saw, drill press, and a really big vertical mill!

After seeing how these builders cope with space problems, I guess another excuse is in order. I wonder how "I don't have time" will work? Mike, Jim, Walt, Frank, Woody, Rick, thank you for sharing your projects and work spaces with us.

Y'all have sure made it tough for the "King of Procrastinators", Me. Before I go, let me also thank George McDaniel for planning and ram-rodging this get-together.

Great fun and great company.

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.

Mar 24. Riverside, CA. Airshow 2001. Riverside Municipal, ctc 909/683-7263.

Mar 23-24-25. Ocotillo Wells, CA. EAA Chapter 14 "Fun In", Ocotillo Airport (L90) just SE of Borrego Valley. Camping/RV. No facilities. Motel nearby. Call John 858/277-2054.

Apr 8-14. Lakeland, FL ctc: 863/644-2431. On the web go to: www.sun-n-fun.org

May 4-6. El Cajon, CA. CAF Air Grp One "Wing Over Gillespie" WW-II Static Airshow. Ctc Marti Davis 619/561-3100 or on the web: www.EaglePro88@aol.com

May 5. Rubidoux, CA Great Vintage Aircraft Fly-In sponsored by EAA VAA-Chapter 33. Ctc 909/780-7021.

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.

"Optimism is the faith that leads to achievement. Nothing can be done without hope or confidence."

--Helen Keller



YOUNG EAGLES

FEBRUARY 17th

There was no direct report from the Young Eagles Coordinator for this month. Judging from the other comments I can see that should we have the Young Eagles event on a weekend other than that immediately following the general meeting, an e-mail notice needs to go out to members as a reminder. We can be proud of our Young Eagles achievements and look forward to growth in the program this year.

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 positions to make it a success.

Looking forward to our next event.
(Ed.)



It's not shown on the airspeed indicator, but it is an important speed to know, and it changes with the aircraft's weight. It is 'maneuvering speed', or V_a . This speed is the maximum speed that you want to operate at, if you find yourself encountering turbulence. The official definition of maneuvering speed is 'the speed at which the airplane will stall before exceeding its design limit-load factor in turbulent conditions', or the highest speed at which the flight controls can be suddenly and fully deflected without inducing any kind of structural damage. If you find yourself in turbulent air, with its associated gusts, and sudden up and down drafts, these up and down drafts buffet the airframe and induce momentary higher 'G' loads, higher than the normal 1 or 2 'G's' that are encountered in normal flight. For aircraft in the normal category, the limits are +3.8 G's, and - 1.52 G's. It should be noted here that with the flaps up, the wing has more structural strength than when the wing flaps are extended. With flaps extended, the wing has a lower stress limits. Looking at a Cessna 152 information manual, for example, lists the flight load factor limits as: Flaps Up +4.4 g, - 1.76 G. In fact, the maneuvering speed for the Cessna 152 at gross weight of 1670 pounds is listed as 104 knots, and as weight is reduced to 1500 pounds, the new maneuvering speed is 98 knots, and at 1350 pounds, the maneuvering speed is 93 knots. These numbers reflect the utility category. With the Flaps Down: +3.5 G is the limit load factor. A general rule of thumb for determining V_a is to reduce the published V_a by 2 knots per each 100 pound reduction in gross weight. But check the manual for

the specific aircraft you are flying. Unless you routinely operate at gross weight, which would be two big people in a Cessna 152, with full fuel, I don't think most of us have this problem. Having 2 people in a Skyhawk, with full fuel, will typically put you in the Utility category, where the airplane has a higher stress limit of +4.4 G's, and - 1.76 G's.

If you are going to be operating a flight at or near gross weight, with a full payload, you may want to make note of the maneuvering speeds, at different weights, for your aircraft, as part of your preflight planning. Especially if there are any AIRMET's for turbulence in your preflight weather briefing.

John Mahany
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The Downwind Turn Myth Exposed

Here is another of those myths that won't die because there are always some people who don't have a reasonable grasp of the fact that the airplane moves in the air and only in relation to the air, when its performance is considered. Those poor souls insist that if you make a steep or rapid turn while flying upwind and proceed to a downwind heading, there is an increased risk of stalling because the airplane cannot accelerate fast enough to keep up with the wind. Sigh. The airplane doesn't know or care if it is flying upwind or downwind; all it cares about is its angle of attack to the relative wind. (The most insistent on this myth get the concept confused with the effects of wind shear, which is a sudden gust. Wind shear and wind gradient, that is, rapid wind speed changes with altitude, are separate animals entirely. In a steady-state wind, the airplane doesn't have to accelerate to "keep up" with the wind, it is already moving within the air mass.)

If you are ever in doubt about this one, climb up above a solid cloud deck, roll into a steep turn and hold it for several times around. The airspeed will stabilize, the angle of attack will stabilize and you will go round and round happily at a constant airspeed and angle of attack. If Doppler radar isn't available to tell you the actual wind direction and velocity, there is no way you can tell it by looking at the airspeed indicator as you twirl away the afternoon. (Your GPS won't help; it has enough delay to make it less than accurate.)

Yes, when you are down low over the ground and turn downwind the increasing ground-speed gives you the feeling that you are going faster (you are, across the ground) even though your speed through the air is the same. The increased rate of things whizzing by on the ground has caused some pilots to pitch up and stall the airplane, or to increase the angle of bank radically to complete the turn within a desired radius and stall the airplane. Some pilots who have stalled due to the visual effect of increasing ground-speed have loudly reached the wrong conclusion many times over the years: that turning downwind caused the airplane to stall. Sadly, there will be a few people who will get righteously indignant on this issue and insist that the airplane behaves differently in a downwind turn. If you are one of them, before you write, please go do steep turns over a cloud deck.

EAA Chapter 527
March 2001

Membership Renewal

This is the last issue for year 2000. If you have not renewed, you will not be receiving the April issue. Records indicate that 19 current members still need to renew. If you are in doubt, see Woody Fowler or Tom Griffith.

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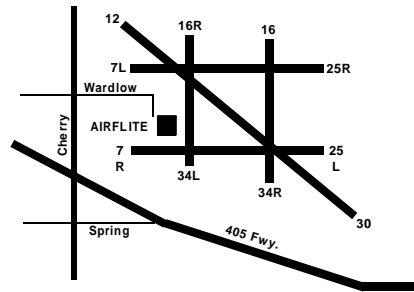
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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. and are open to all members.

Web-Site:
www.beegroup.com/eachapter7

NEAA 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**