



# Chapter Seven *Long Beach*

## President's Message

By George  
McDaniel

### 2002 Looks to be a Very Memorable Year for Chapter 7

We got it; we finally got it..... Don Myrha, Bill Stroud, Don Thompson and I finally picked up our Cessna 172. We now have it tied down at the Civil Air Patrol Area at Long Beach. It needs some tender loving care but I think we are up to the task. We are in the process of setting up to do an owner assisted annual, it isn't due till August but we think it smart to get a look now. I will have some pictures to show at the meeting.



We are having a Young Eagles Event on Saturday March 16<sup>th</sup>, so please plan to help. This is the first event we have had since 9/11, security will be a little different and we will need more help. Don Thompson and I met with Curt Castagna the Manager of AeroPlex to work out the details. The biggest change is that we will be controlling the Young Eagles on the patio and accessing the flight line through the patio instead of the lobby doors.

I just learned yesterday that my application to the CAP was accepted so now I will be a CAP member. I was getting jealous hearing from Woody Fowler about all the fun that he was having with the gliders, now I can start

having some fun too. Who knows it might just make me a better pilot.

Don't forget Oshkosh is just a few months away, start planning now ..... Let me know if you are thinking about going but just can't make up your mind and I will try to tell you a bunch of reasons why you should go. If you have never been to Oshkosh for AirVenture you won't believe it till you see it for yourself...

Chino Airshow is coming up in May and Chapter 92 will be helping "The Planes of Fame Museum" with the fly-in - parking and they will also have 2 booths one selling food and one passing out EAA information. It would be great if we could get some of the great volunteers from Chapter 7 to come out and give a hand with some of these tasks. Please see me if you would like to volunteer.

## Membership Dues

For the past three months we have been sending reminders that membership is due for the year 2002. If you have not yet renewed, please do so at your earliest convenience. If you **HAVE NOT** renewed by this month, you will not be receiving a newsletter for the month of April.

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

I urge you to renew early so you do not miss a single issue. An application form was supplied with the newsletter for the past two months. Please mail or bring to the meeting on Thursday, February 14<sup>th</sup>.

Membership at this time is about 60% so we are looking for that boost of the remaining 40% to bring us up to par. Your membership in Chapter 7 will keep you informed of aviation events, chapter fly-outs, picnics, maintenance articles, flight advisories, and overall camaraderie. This month we will host nearly 60 Boy Scouts for the Young Eagles event on March 16<sup>th</sup>. Come be a part and experience all the chapter has to offer. Be all you can be as an active chapter member.

## March Message

Many times a year Oshkosh is mentioned in various stories from our membership. Many of us have made the trip, some of us numerous trips, for the yearly Convention and Fly-In. I often hear someone saying how they haven't been yet, but would really like to go. This will be the year! Make it your first visit or a return trip!

This is **EAA's 50<sup>th</sup> year celebration** and should be a great event!

At this month's meeting, George and I feel it's time to rally the troops. We will have charts, pictures, maps and stories to share with you all. We can give you current information on the various ways to get to and around Oshkosh. Anyone who has pictures or other information they would like to share is welcome to do so.

Our goal is to have as many of our members and friends attend this year's event as possible. We will coordinate meeting places and "eating" places and some activities away from the airport for all those who want to participate.

I'll be looking for you all at the meeting.

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.

## Secretary's Note Pad

Submitted by  
Merv Meyer



## BOARD OF DIRECTORS Meeting of February 14, 2002

Woody Fowler, Chapter Treasurer, moved that Chapter 7n repay EAA headquarters the amount overpaid to Chapter 7 for the B17 flights. Tom Griffith seconded the motion. The motion carried.

Don Myhra, Chapter 92 newsletter editor, told the Board that the Chapter 92 board is considering a cheaper alternative to the Phoenix Club for the annual Christmas dinner. Don Thompson, Chapter Vice President, will talk to management of the Lakewood

Country Club. Tom Griffith recommended Sam's Sea Food on Pacific Coast Highway in Seal Beach.

Darwyn Wolff, Young Eagles Coordinator, told the Board that there is more security at AeroPlex, which hosts the Young Eagles events. Young Eagles will not be able to wait on the ramp. It will be necessary to find a space inside a building for a project to keep Young Eagles occupied.

Merv Meyer, Chapter Secretary, suggested that veteran members of Chapter 7 write their own aviation biographies instead of being interviewed. The Board prefers interviews. Mike Sawicki, Chapter Newsletter Editor, recommended Diane Keller of Chapter 1 as a source for getting useful information on an interview framework.

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

## MEETING MINUTES General Meeting February 14, 2002

Attendance: 31

Don Thompson, acting Chapter President, led members in the Pledge of Allegiance to the Flag.

## OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. To date there are 43 members who have paid their 2002 dues. After the March issue members who have not paid their dues will no longer receive the newsletter.

Doug Porter moved that the Treasurer's report be approved. Robert Powelson seconded the motion. The motion carried.

John Mahany moved that the minutes of the January 10 meeting, as read in the newsletter, be approved. Rick Vaux seconded the motion. The motion carried.

Videotapes are available for checkout on the table next to the officers' table.

## NEW BUSINESS

Guests were introduced:

JACK PELTON

ROD McDANIEL guests of Doug Porter

BOB FORNESI, program presenter

Tom Griffith, membership coordinator , handed out membership badges.

Rick Vaux, Chapter Technical Counselor, brought MSDS computer readouts. MSDS stands for Material Safety Data Sheet. These data sheets provide information on products which are used in building and maintaining homebuilt aircraft. They are government publications, but can be obtained through large retailers like Home Depot.

Darwyn Wolff, Young Eagles coordinator, told members that AeroPlex, the host of Young Eagles events is requiring more security. Darwyn will need more than the usual number of volunteers because of added security restrictions. There are four pilot volunteers for the March 16 event. 15 to 20 Boy Scouts are expected. Darwyn circulated the membership roster for volunteers. Don Thompson, Chapter Vice President, proposed a longer ground school to keep the Young Eagles occupied and off the ramp until they board the airplanes.

John Mahany, Chapter Flight Counselor, informed members about FAA posters at flight schools instructing viewers to report suspicious activity. There is a new training frequency, 121.95 MHz. Local training attitudes are from 1,000 to 4,500 ft MSL. Nearly a year ago today, on February 15, was the mid-air collision over the Long Beach harbor breakwater. He cautioned anyone planning a flight to Catalina Island, that, enroute from Long Beach Airport, an aerobatic area might be crossed. Dick Ryan warned members to have up-to-date flight charts to avoid trouble on cross-country flights. Being cited for a violation could result in a suspended license. John Mahany told members that Ken Rice's "flying car" is in a garage in Costa Mesa.

John attended the seminar sponsored by the Soaring Society of America at Ontario Airport. He reported sailplanes with 50:1 glide ratios. Along the east side of the Sierra Nevada there have been sailplane flights up to 300 miles.

There was also a seminar for pilots interested in making the transition from ultralight to flying authorized by the new sport license. Woody Fowler told members that the sport license restricts flights to below 2000 ft AGL. No medical is required. A California license is required. Cross country flight is permitted.

Walt Lane has installed a Lycoming O-200 four-cylinder engine in his VariEze. He and Doug Porter attempted to diagnose an engine problem without success and asked for input from the members at this meeting. The engine runs rough at idle rpm and carbon forms on the spark plugs to the rear cylinders. Despite switching front plugs with cleaned rear plugs, replacing the ignition harness with one with lower resistance measured in ohms, cleaning the carburetor , resetting the float and replacing the needle and installing new

points and new capacitors in the magnetos, the rear plugs still foul.

## PROGRAM

Bob Fornesi has been with the Planes of Fame Museum at Chino Airport for seven years. He presented a slide program on early aviation. He started his program with Otto Lillenthal, who began with glider flights in 1891. He made his flights from a man-made hill in Berlin, and from natural heights near Berlin. In 1896 he became the first hang gliding fatality.

The Wright brothers, who operated a bicycle shop in Dayton, Ohio, studied the problems of flight first with biplane gliders adapted from a design provided to them by Octave Chanute, a structural engineer. Eventually they were ready for powered flight. They selected Kitty Hawk , a place on the North Carolina coast, because of strong, dependable winds. They made their first flights on December 17, 1903. They returned to Ohio and for two years made flights they did not publicize.

In Europe powered human flight began with Alberto Santos-Dumont, a French citizen of Brazilian origin. In September and November of 1906 he made straight-ahead flights at Bagatelle, near Paris. In 1907 two box-kite biplanes built by the Voisin brothers made flights.

In October of 1908, Samuel Cody, an American who became a British citizen, made the first powered flight in England.

The Wright brothers, not satisfied with their prospects with the United States Army Signal Corps, brought their latest model to Europe for demonstration flights in 1908. The first demonstration was in France. For the first time in Europe controlled human flight was seen. European flights had been hops followed by more or less controlled crashes.

Back in America Glenn Curtiss developed the airplane beyond the Wright machines. He introduced ailerons, which were a safer and more effective means of control than wing warping.

Both Curtiss and the Wright brothers had teams of skilled pilots who went barnstorming around the country. The most famous barnstormer was Lincoln Beachy, who began with the Curtiss team. He was killed in a crash in San Francisco in 1915, when a monoplane of his own design broke up in a dive.

The 1908 Wright flights in Europe had a big impact, stimulating more design advances than in North America. By 1914 aviation was far more advanced in Europe than in North America.

# REFRESHMENTS

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



## Aircraft Oxygen Systems Breathe In, Breathe Out by Rick Vaux, TC4130

Howdy again, everyone.

Being basically a low and slow type guy, you may have noticed a lack of articles from me about systems related to fast, and/or high altitude aircraft. So, from time to time, I will try to cover subjects that relate more to these high performance birds. This month, let's discuss Oxygen systems and safety.

As you may remember from High School science class, oxygen constitutes about 21% of the air in the atmosphere. This percentage remains constant with altitude. Unfortunately, as altitude increases, air density decreases. In order to survive we humans need supplemental oxygen. The first thing required to provide this life support is a container to put the gasses in. This is provided by a pressure cylinder of which there are 3 types, each with different Hydrostatic Test and Service Life requirements.

The types are:

- (1) DOT 3AA 1800 (3AA)-- Standard industrial steel cylinders, usually installed in older aircraft. Hydrostatic tests must be done every 5 yrs, and service life is indefinite as long as service life and inspection criteria are met. Weight is the disadvantage of these cylinders.
- (2) 3HT-- High-tensile, thin wall, steel cylinders. These are lighter than 3AA. Hydro test every 3 yrs., and service life of 24 yrs. when bottle must be destroyed.
- (3) Composite-- Typically aluminum-lined cylinders with a Kevlar[tm] over-wrap. Lighter than either steel cylinder. Hydro. test each 3 yrs. and must be destroyed after 15 yr. service life.

All cylinder types have identification marks stamped around the neck. The first letters MUST be DOT, which indicates Dept. of Transportation approval. Without this, you may not be able to have the cylinder filled commercially. The 4 numbers after DOT indicate rated

bottle pressure (typically 2015 or 2216 psi). After the rated pressure will be 2 numbers followed by an inverted capital A, and then 2 more numbers. These indicate the date of manufacture. The first numbers are the month and the last 2 are the year.

Hydrostatic test dates will also be stamped on the cylinder, and it is illegal to charge a bottle which is past it's due date.

**Note:** Hydrostatic dates for new cylinders are based on the date of manufacture, not on date of purchase or installation.

There are four types of commercially available oxygen; Aviators Breathing Oxygen (ABO), Medical, Welding, and Research. Be certain you **only use ABO**.

While Medical and ABO are both pure oxygen, only ABO has a control on moisture content and is tested for it. ABO is very dry with a dew point of about -85degf. Moisture must be kept out of aircraft O2 systems because of danger of damage to valves and regulators. Depending on where they are mounted, O2 cylinders may be exposed to sub-zero temperatures in flight. Then, as system pressure is dropped from 1800psi to 70psi across a pressure reducer, the expanding gas will further reduce the temperature to -80 or -100degf. Any moisture in the system is instantly ice, and this ice can badly damage regulator and valves as well as plug lines. In order to keep moisture out of aircraft systems, always be certain to cap lines and ports during maintenance, and leave components in their sealed containers until use. Also be certain to leave some pressure in the O2 cylinder to exclude moisture entry and rust.

As y'all know by now, I can't finish this article without going over some cautions and safety tips to keep in mind when working with oxygen. In itself, oxygen is NOT flammable. However, it is such a powerful oxidizer that virtually anything can act as a fuel for a fire, including metal shavings, wood chips, sawdust, or dirt. That said, the most dangerous mix of all is Oxygen and Hydrocarbons of ANY kind. This is known as a Hypergolic mix and violent fire can erupt without any other ignition source.

To prevent injuries, all tools, rags, work areas, and your hands must be cleaned completely before beginning maintenance on an oxygen system. Use only cleaners specifically intended for oxygen components. When a lubricant is required for 'O' rings or fittings, the only one approved for use by Scott is DuPont Krytox[tm], which must still be used sparingly.

As a pilot, you will probably **not** be servicing your own aircraft O2 system, but, don't allow anyone to do the job without the following:

- (A) Using a clean service cart, free of contaminants-- especially oil or grease.
- (B) Making sure all service hoses, fittings, and protective covers are being used to guard against dirt and dust.
- (C) Being sure the service person purges delivery lines before hooking up to the aircraft.
- (D) Monitoring the fill process to be sure the O2 bottle is filled S-L-O-W-L-Y. Excess heat buildup due to fast compression can elevate the gas temperature hundreds of degrees nearly instantly, possibly causing extreme damage to the aircraft and people around it. Besides, if you are lucky enough to avoid disaster, the bottle will be under-filled when it cools.

In closing, I've been around long enough to have made nearly every Bonehead mistake that can be made around aircraft. So far the Lord has seen fit to frighten me just enough to stay alive. I cannot recommend this technique!! **Please work safe.**



by  
John Mahany  
CFI

This is a continuation of last month's article, focusing on a new approach to safety in the cockpit. Traditional thinking has focused on eliminating human error in the cockpit. The new, contemporary way of looking at this acknowledges that error is a way of life. Errors will occur. Once this basic human tendency is acknowledged, we can now work to create a system based on this thinking. Quoting from retired airline Captain Frank J. Tullo, "So we must create an error management system in which the crew recognizes and corrects errors before negative consequences occur." Taking this to the next logical step, which can be called error management, this thinking helps you to avoid and trap errors.

Avoiding errors can be broken down to include the following;

- Good training
- High levels of proficiency
- Following standard procedures
- Minimizing distractions
- Planning ahead
- Maintaining situation awareness
- CRM – the effective use of all available resources
- 

While this is designed for airline operations, it also applies directly to the kind of flying that we do in single-engine airplanes.

Trapping errors, when flying alone in the single-pilot environment in which many of us fly, is more difficult than when flying with another pilot, as part of a crew. This is where following standard procedures, and being consistent with the way things are done, is important.

- Once an error is committed, it is difficult to catch (trap) your own error
- Other people are often more likely to catch your error
- Therefore, redundancy is one strong defense against error

Some examples of how 'holes in defenses' occur, which result in errors, are increasing workload, undue time pressure (schedule), and fatigue. These affect all of us from time to time, and are part of being human. No one is immune! The trick here is to recognize that a given situation has the potential for error, and to have the self-discipline to force oneself to take the steps necessary to do things properly. Follow 'standard procedures', do not be tempted to take short cuts, and slow-down, to the extent necessary. Take the time to do things right, the first time! You will actually save time, and be ahead of the situation in this way. Easier said than done, of course!



**Can He Take On and Conquer Continental & Lycoming**

Last month we featured comments by Rudolf Winter about the advantages of using a diesel engine in an aircraft application.

**Opposing viewpoint will be published next month.**

Lets say I fly 200 hours per year at 10 gallons per hour which is 2,000 gallons at, say, \$2.30 per gallon or \$4,600 for fuel.

Let's say I can manage the same power using an engine of the same weight and simplicity that burns Jet-A at the same rate for the same power and costs a mere \$1.60 per gallon for \$3200, a savings of the princely sum of \$1,400.

Of course, after the inexpensive Lancair 320 in which I invested a mere \$110,000, I spend \$2,000 (could be more) per year to insure the aircraft, \$140 for Oil (10 qts per 50 hours @ \$3.50/qt), Maintenance at \$2,000-\$3,000 per year including engine and avionics reserves, \$\$\$\$ for a hangar or tie down fees, charts and plates, etc, etc...

That's OK though, with that diesel engine I could have an engine that burns Jet-A -- a simple engine that has a supercharger to start it, a turbo-charger to keep it running, using a fuel that is notorious for attracting water, sometimes allowing the formation of ice crystals

at altitude resulting in blocking screens (ok if you heat it with turbine bleed air), a fuel that requires an anti-gel additive when temps are low (additives cost more), etc, etc...

All this to save \$1,400 per year.

To me, currently, fuel is one of the least expensive costs of aviating (at least here in war torn USA).

Scott Krueger

## 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.

**Feb 17.** Hawthorne, CA. WW-II Air Combat Expo, Western Museum of Flight, Hawthorne Airport, CA. Ctc 310 / 332-6228.

AOPA President Phil Boyer: Town Meetings  
Dates; All Start at 7:30PM\* Meetings  
Click below for meeting details Meeting Type  
**February 25, 2002 San Bernardino, CA PTM**  
**February 26, 2002 Irvine, CA PTM**  
**February 27, 2002 Los Angeles, CA PTM**

**Mar 1 – 3.** Casa Grande, AZ. 44<sup>th</sup> Annual Cactus Fly-In, Casa Grande Airport, Contact John Engle at 480 / 987-5516.

**March 2.** Chino, CA. Axis Aircraft & Pilots of World War II, The Air Museum "Planes of Fame", 909 / 597-3722.

**Mar 23.** Riverside, CA. 10<sup>th</sup> Anniversary Airshow 202. 9 a.m. to 4 p.m., Riverside Municipal Airport, 909 / 683-7263.

**March 22 – 24.** Corona, CA. SportAir Workshop for Van's RV series of aircraft. For more information or to register for any EAA SportAir Workshop, call 800 / 967-5746 or visit <http://www.sportair.com>

**Apr 5 – 7.** Casa Grande, AZ. 7<sup>th</sup> Annual Southwest Stearman Fly-In. Ctc LeRoy Peterson 480 / 641-7467 eves., Terry Emig 520 / 836-7447 (days).

**Apr 6.** Chino, CA. Strategic Air Power, The Air Museum "Planes of Fame", 909 / 597-3722.

**Apr 7 – 13,** Lakeland, FL Sun 'n Fun EAA Fly-In. For more information, call 863 / 644-2431 or visit the web at <http://www.sun-n-fun.org>

**Apr 8 – 10.** Lakeland, FL. EAA Sun 60 / Sun 100 Air Races, 800 / 824-1930.

**Apr 25 – 27.** Palm Springs, CA AEA Int'l Convention and Trade Show, 816 / 373-6565. Hundreds of manufacturers of avionics, instruments, airframe and test equipment along with shop owners, managers and technicians will be coming to the 2002 convention. The 45th Annual Convention and Trade Show is dedicated to providing the avionics industry with the chance to participate, network and extract valuable information to prepare convention-goers to do business in the new millennium. There will be hundreds of ideas presented at informative sessions offering more than 25 hours of learning opportunities in just three days.

**Sep 6-8, 2002.** Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. Date moved to 2002 as the transfer from military to civilian authority will not be completed in time for 2001 date. 925/676-2114. [www.gwfly-in.org](http://www.gwfly-in.org)

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

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.

## 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. Chapter hangar to arrive in May, 70x100 ft. Silent auction to be held at March mtg. **Silver Wings café under new management,**

**closed until end of March.** Will be breakfast & lunch only. See copy at meeting. Applying for 501(c)(3) tax status.

**EAA Chapter 11:** Santa Monica, CA Newsletter bi-monthly. Good report on fire and nomex apparel. Check their contest to name unusual planes.

**EAA Chapter 14.** Brown Field, San Diego, CA. New web-site under construction. Large 17-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

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

**EAA Chapter 96.** Torrance, CA. Hangar is full. Tools being refurbished. LOTS of activity. Great job!  
<http://www.geocities.com/ea96>

**EAA Chapter 92:** Orange County, CA. Looking for a new place to meet. New blood and lots of plans for 2002. Very active schedule planned. Let's wish them well. Web site: <http://www.eaa92.org>

**EAA Chapter 40.** Van Nuys, CA. Word is that Van Nuys Expo 2002 is back on or at least a good possibility. That chapter hangar still has potential. New web site: <http://www.eaa40.org>

**EAA Chapter 71.** Bakersfield, CA.  
WELCOME! Received the newsletter. New editor, new format, LOOKS GREAT! Home of Harmon Rockets.

**EAA Chapter 1000:** Edwards AFB, CA. Those airport police are on the prowl again. Very interesting newsletter. Flew 500 YE for Year 2001. Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.org>

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

## Chapter Projects

I have not received much information regarding projects that our members are working on. Mike Stearns is progressing very well on his Sonex.



Pictured above are his flaps and the ailerons are now completed also. Since Mike is building from scratch, it is time to build the forming blocks for the next step. He mentioned making ribs so we hope to see some items at the meeting on Thursday.



## The Eagles Nest

By Darwyn Wolff

The final plans are being made for Chapter 7's Young Eagle Rally at Aeroplex on March 16<sup>th</sup>. In order to continue the Young Eagle rallies at the Aeroplex venue with the heightened airport security, George McDaniel and Don Thompson represented Chapter 7 in a meeting with the management of Aeroplex. Commitments were exchanged and a workable written plan was prepared regarding personnel access and operating procedures for the Young Eagles events. The new procedures will require tighter control of participants with respect to ramp access and this will result in a bit of extra effort for the Chapter 7 volunteers. Therefore, we need all the volunteers that we can recruit. To be more direct: **WE NEED YOUR HELP!**

Normally we handle 15 to 25 Young Eagles at a single rally. This month's commitment is 3 to 4 times larger as there are 60 Boy Scouts scheduled working on their merit badge for aviation. Take the time to volunteer now, and you'll see the enjoyment you will receive with each smiling face that steps out of the plane after their first ride in a general aviation aircraft.

It has been a while since we have had a Young Eagles Rally primarily due to the government's response to the September attacks was disproportionately restrictive towards general aviation. Let's all come out March 16<sup>th</sup> and show that we can get our Young Eagles Rallies rolling again.

## NORTHWEST PASSAGE

Former member, Don Wiltse, reports that he is making some headway on his project, a composite Spencer Air Car. An original design, it is more than he imagined but seem to have plenty of support.



We hope to see Don back in the Long Beach area when his project is completed. Don was researching the Corvette V-8 engine for power.

## Year 2002 Officers

### President

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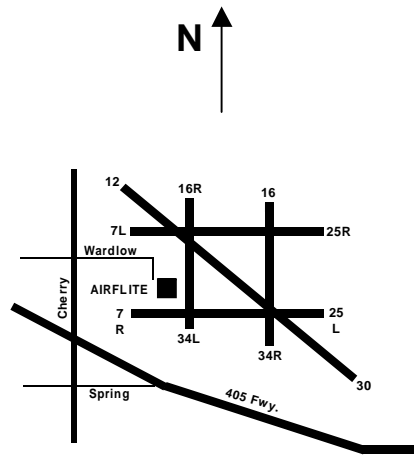
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## Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

George McDaniel, President  
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**ADDRESS CORRECTION  
REQUESTED**