



# Chapter Seven *Long Beach*

## President's Message

By George  
McDaniel

Welcome to another monthly newsletter from EAA Chapter 7. I have some sad news to announce this month, our great fantastic friendly fearless all-around wonderful Technical Advisor; Rick Vaux is being transferred. I just can't say enough good things about Rick; he has been a terrific source of help and information since way before I was involved with the EAA. Rick is always ready to lend a hand or give some encouraging words to help out. He has been writing articles for the newsletter for at least the last 5 years. Rick called me with the news the other day and told me he wanted to donate his project to the chapter, the B.O.D. will be discussing the possibilities of a Chapter project. I don't know if Rick will be able to make the meeting as he is trying to get ready for the move but if he does come by, please let him know how much you appreciate what he has done for the Chapter.

We have a Young Eagles event the 15<sup>th</sup> of this month at AeroPlex. Please plan to come out and help as this is the big push to make the goal of 1 million Young Eagles flights by the 100<sup>th</sup> anniversary of the Wright Brothers flight. Everyone is welcome, this is a great opportunity for some of the new members to come out and see what fun a Young Eagles event can be.

Once again congratulations are in order for Chapter 7 Flight Advisor John Mahany. John has recently been awarded Master CFI designation by the National Association of Flight Instructors. NAFI has awarded less than 400 Master CFI designations out of more than 81,000 CFI's. This Master CFI title adds to John's other awards including Flight Instructor of the Year for the Long Beach FSDO and also Flight Instructor of the Year for the entire FAA Western Pacific Region. Congratulations John, keep up the good work.

Enough for now ..... see you at the meeting.

## VP's Chat Room

By Don  
"Crash"  
Thompson

Program -- Mar 13, 2003

This month we will welcome "Hart Air" into our midst. Don Hart will tell us about his program for "unusual attitude" training designed to make us better pilots.

Plus we may hear updates about the Boeing property PacifiCenter project.

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.

## Membership Renewal T-Minus "O"

It happens to be that time of year again to renew membership. As you read this, it will be your **LAST** newsletter UNLESS you have renewed your dues for FY 2003. We are looking forward to another exciting year in 2003.

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. Please mail or bring to the meeting on Thursday, **March 13th**. If you are unable to attend, mail to: Woody Fowler, 11449 Anticost Way, Cypress 90630.

Chapter policy is for the newsletter to be sent to member until March of the new year unless they renew their membership. **DON'T WAIT** until the last minute. Help to balance our books by renewing as early as possible and get our membership for 2003 to set a new record.

Your chapter officers are working hard to present excellent programs and activities in 2003. We hope that Oshkosh 2003 will set a new record for chapter members attendance.

Chapter 7 has one of the lowest membership fees made possible by the volunteers of the B-17 Tour and other activities. Publishing costs have been reduced dramatically over the years.

Support these efforts by renewing NOW and tell a friend. Better yet, bring a friend to the meeting to show them what EAA is all about.

## Secretary's Note Pad

Submitted by  
Merv Meyer



### BOARD OF DIRECTORS Meeting of Feb 13, 2003

Darwyn Wolff, Young Eagles Coordinator, and Tom Griffith met with the mayor of Fullerton. Darwyn wants to alternate Young Eagles events between Fullerton Airport and Long Beach Airport. The mayor asked them to draft a resolution to that effect.

Tom Thompson, Chapter Vice President, suggested potluck for the next chapter Christmas party.

The Board authorized payment to Don Thompson to compensate him for the difference between money received and the cost of the party.

The Board authorized funding to cover sending Nicholas Walton, son of member Scott Walton, to go to the Air Academy in Oshkosh.

The Board authorized depositing \$1,000 in an Air Academy fund as a memorial to Ken Brock. George McDaniel, Chapter President, will send a letter to Marie, Ken's widow. Tom Griffith will bring a check to Chapter 96, to compensate them for the help some of their members contributed during last year's visit of the EAA B17.

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

### MEETING MINUTES

General Meeting  
Feb 13, 2002

Attendance: 35

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

### OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. John Mahany moved that Woody's report be accepted. Don Myhra seconded the motion. The motion carried.

Tom Griffith moved that the minutes be approved as they appear in the newsletter. Dick Ryan seconded the motion. The motion carried.

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

### NEW BUSINESS

Guests were introduced:

TOM YOCKY

STEVE LISSMAN, a pilot, who is building a Coot.

G.T.McDANIEL, George's oldest son.

SAM WHITE

ANNA POLLEY and

TOM POLLEY, Ray's Flying Club, Fullerton Airport.

John Mahany, Chapter Flight Counselor, finally witnessed the testing of Rice's flying car at El Mirage Airport. The pilot-builder made a few hops. John has digital photos. John said that he apparently came well prepared for the testing; he had a helmet, Nomex suit and a prepared procedure card. He will do more testing in March. The aircraft has a Cessna 337 configuration, but with one engine, a pusher turning a scimitar prop. It is a single seater, powered by a Lycoming O320 engine. Outboard of the booms the wings are removable. He will come to our meeting in May or June as a program presenter.

Sponsored by the FAA, John will be presenting a program on using GPS on March 12. On March 20 there will be a program on instrument approaches. Both programs will be in the members meeting room at Air Flite. On April 8 in the FAA Building at John Wayne Airport, John will give a seminar on mountain flying. In May at John Wayne there will be a program on instrument approaches. A film will be shown, detailing an approach at a 41/2 degree glideslope instead of 3 degrees.

John is now Pacific Region CFI of the Year 2002. On March 6 the national CFI of the Year will be announced.

Tom Griffith, Membership Coordinator, handed out membership cards and badges.

Darwyn Wolff, Young Eagles Coordinator, gave his report. Darwyn is planning on alternate Young Eagles events, one month at Fullerton Airport, one month at Long Beach Airport. This will provide for at least twice as many events in a year. Darwyn Wolff and Tom Griffith met with the mayor of Fullerton. The mayor told them that he would sign a resolution prepared by Chapter 7. A Young Eagles event is scheduled for Saturday, March 15 at Long Beach

Airport and Saturday, April 12 at Fullerton Airport. He circulated a members roster for signing up volunteers for pilots and ground crew. Six pilots volunteered for both dates. Don Thompson described his Young Eagles flight. After takeoff he flies to the right of the Queen Mary and shows his passengers the Sea Launch from the air and continues over the breakwater. He discusses the controls and lets the passenger in front do a little hands on straight flying. The inbound turn is made over the Queen Mary. During the flight he does not exceed 1000 ft msl. Flight duration is about 25 minutes. Jim Wolf has taken Young Eagles out of Fullerton Airport over Disneyland and Knott's Berry Farm. Mike Hanson said that in the future a pilot may fly abeam Disneyland but not over Disneyland. A current NOTAM states that the Disney Corporation has requested the FAA to prohibit flights directly over Disneyland. Mike said that on Young Eagles flights out of Long Beach Airport pilots should monitor 121.95 MHz and watch for helicopter flights on a course between the Queen Mary and Avalon. Aerobatics are legal four miles off the airway and south of Point Fermin. Dick Ryan said that a current NOTAM requires aircraft to pass over places where crowds are, like Knott's Berry Farm and Disneyland, at least 3,000 feet above. Before cross-country flights Jim Wolf checks NOTAMs regarding TFR (Temporary Flight Restriction) areas. TFR's usually apply to crowd locations and to large fires.

Don Thompson recommends visiting Santa Paula Airport. On the west side of the field the hangars are like museums. The airport has open house the first Sunday of the month. Classic aircraft at least 35 years old have tax exempt status. Tax exempt status requires that these aircraft be available for public view from time to time.

George McDaniel presented Nicholas Walton, candidate for the Air Academy in Oshkosh. Nicholas is already a member of CAP Squadron 153. He hopes to be approved by Chapter 7 for the Air Academy. He has learned about aerospace in the CAP. He wants to expand his knowledge about aviation and help his father build a kitplane. The members approved his application for the Air Academy.

Mike Sawicki, Chapter Newsletter Editor, now has internet contact with 35 EAA newsletter editors. This internet contact is a source for finding aircraft parts.

Art Canning bought a Cumulus lightplane kit. The Cumulus is powered by a 40hp Rotax engine; empty weight is 360 pounds. Wingspan is 43 feet and lift/drag ratio is 20:1.

## PROGRAM

Rick Thomas told members how he has made radio and transceiver repairs when replacement parts are not available. He keeps the cost of building an airplane down by obtaining avionics as cheaply as possible. He bought the part which serves the glide slope indicator for \$50. He uses eBay. Mike Sawicki told members that eBay advertises about 5000 aircraft parts. He advised members to check repaired equipment with a radio shop.

Louis Bigelow is disassembling a Bede 4 backwards to kit form.

Mike Sawicki bought a GPS unit and information pack through eBay and saved \$100. Features on the GPS and information pack include a moving map, artificial horizon and other instruments. Information pack and software price is \$495. This combination includes different airport landing instructions, IFR approach information and weather options.

The Long Beach Airshow is scheduled October 4,5 and 6. John Mahany told members the negotiated airspace shutdown for the Blue Angels and Snowbirds aerobatic displays will interfere with commercial air operation. The blackout has a 5-mile radius and extends up to 15,000 feet msl. This blackout occurs twice a day for two hours. Aerobatic aircraft have no fuel reserve; there is no go around. Runway 25R will be closed for static display of aircraft.

Scott Walton passed the written portion of the IFR exam. He is looking for a partner in the building of a KR2S.

Don Myhra now has a glider tow certificate.

## REFRESHMENTS

MARCH ..... Tom Griffith  
 APRIL ..... Merv Meyer  
 MAY ..... Chuck Newcomer  
 JUNE ..... Don Thompson

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

The Chapter newsletter cannot be considered for any awards by EAA National HQ unless it has a "title". I have suggested titles such as "Windtalker" and "Cloudskipper" with drawings. If you have any other suggestions, please bring them to the meeting or submit them to my e-mail address. Thank you. (Editor – Mike Sawicki)



## Thanks for the Memories, Lessons & Friendships

by Rick Vaux, TC4130

Dear friends,

I was going to water your eyes with another story of daring-do from the aircraft maintenance world, but have decided this needs to be more personal. Due to a slow down in the work schedule at LAX, I will be leaving California (probably for Reno) Mar.15. I will have until Mar.17 to report.

I want to take this opportunity to thank each and every one of you for the years of laughter, support, arguments, and education. Yep, I probably learned more from y'all than anyone did from me. For five years it has been my privilege to write this column and believe it or not, I have enjoyed it always.

Sooo...from the bottom of this old mechanic/inspectors heart, Thank You to the Officers and Troopers of EAA Chapter 7. I will not forget you.

Rick Vaux  
TC4130 (I still like that number!)



by  
John Mahany  
CFI

When was the last time you had a 'Lost Comm' situation? Has it ever happened to you? Were you lucky enough to be in VMC (Visual Meteorological Conditions) when it happened? Hopefully so!

This past Saturday afternoon, February 22, it happened to myself again. This time I had an instrument student along with me. Just to make matters more interesting, the surface winds at the airport were out of the south, at about 7 knots, just enough to cause the tower to go to south traffic, which is not normal. They were using 16 left and right. This made it interesting as well as a bit more challenging for everyone.

We were on a practice ILS approach, in VMC conditions, to runway 30, and we would be circling to land on runway 16 Left. For those of you who are not instrument rated, I will explain this. We would fly a portion of the ILS, or precision approach using both a Localizer, for horizontal course guidance, and an

electronic glideslope for vertical guidance, down to what is called a 'Circling MDA', or Minimum Decent Altitude. Upon reaching this MDA, you 'circle' or turn away from, in this case, the ILS Final Approach Course Localizer guidance, and fly a modified traffic pattern, if need be, to get lined up with the runway, and descend for a landing.

In this case, just after SOCAL handed us off and told us to contact the tower, something happened, and we discovered that we could not transmit, but we could receive. The tower began calling us, in between calls to several other aircraft, and we keyed the mike and replied several times, but apparently they could not hear us. Hmmm. Strange! This did not make any sense. To suddenly *not* be able to transmit using either radio or either mike, was unexpected.

After taking a minute or so trying various combinations but with no success, we put '7-6-0-0' in the transponder. At about this time, we had reached our Circling MDA of 820', and I told my student to make a right turn to a 340 heading to enter a left downwind for runway 16 Left. There was no conflicting traffic that I could see, and the tower had us in sight on the approach. This is what they expected us to do. The logical thing at this point was to land as soon as 'practicable', an ATC term, and get on the ground and out of the system. Just as soon as we put the code in the transponder, tower called us and told us to IDENT if we heard him. We complied. The tower then told us to turn base as soon as we were able, and cleared us to land. We were, fortunately, number 1 for the runway at this point. Abeam the numbers, my student cut the power, and we flew a short approach, landed and rolled out. During the rollout, the tower gave us a taxi clearance all the way back to the Long Beach Flying Club via Taxiway Foxtrot, clearing us across active runway 16 Right as well.

This was really a good opportunity for my student to experience and deal with a 'lost comm' situation, for real, in VMC, not in the clouds. Much less stress!

A reminder; the IFR approach seminar will be on Thursday, March 20, at AirFlite, 7 PM.

## 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 29: Riverside, CA.** Airshow 2003, 9 a.m. to 4 p.m., Riverside Municipal Airport. (909) 682-1771.

**Apr 2-8: Lakeland, FL.** Sun 'n Fun EAA Fly-In, Lake Linder Regional Airport. (863) 644-2431.

**Apr 26-27: Visalia, CA.** Vintage Air & Car Show, Visalia Municipal Airport. (559) 787-3659.

**May 2-3: Bakersfield, CA.** Peace Wing & Ride Fly-In, Car, Motorcycles. Bakersfield Municipal Airport.

**May 2-4: El Cajon, CA.** "Wings Over Gillespie" Airshow. (619) 518-5895.

**May 17-18: Chino, CA.** Air Museum Planes of Fame Airshow. (909) 597-3722.

**May 23-25: Watsonville, CA.** Watsonville Fly-In & Airshow. [www.watsonvilleflyin.org](http://www.watsonvilleflyin.org).

**June 7: Bakersfield, CA.** EAA Ch 71 Old fashioned BBQ & Fly-In. Tri-tip, beans & salad staples. Oh yes, don't forget the desserts.

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

**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](mailto: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.** Brown Field, San Diego, CA. Weekly activity at their clubhouse and hangar at Brown Field. See newsletter (8 pages for March). 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. New editor published great looking 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 Mar 15, 10 a.m. LOTS of activity. See article notes. <http://www.geocities.com/ea96>

**EAA Chapter 40.** Van Nuys, CA. That chapter hangar still has potential. Been another good year with resumption of the VNY Air Fair. New web site: <http://www.eaa40.org>

**EAA Chapter 71.** Bakersfield, CA. Tim Barnes reactivated newsletter, great job. Kerry Fowler's RV-4 took to the skies. City sponsored Wing & Ride Fly-In exhibition on May 2-3. Ch 71 BBQ & Fly-In set for June 7<sup>th</sup>, getting back to the old traditions of tasty tri-tip, beans & salad.

**EAA Chapter 465,** Paso Robles, CA. NEW to the list here, Welcome! New member Mike Kelley looking to build Murphy Rebel. See picture of Mike in their newsletter and you will know why the choice of aircraft.

**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.

**EAA Chapter 527,** Santa Barbara, CA. Active chapter. Just got in their latest issue. Former member Bob Brantley just finished his Falco. Moved to Missouri last year but keeps in touch so he has excuse to get out of those chilly Midwest winters. Lots of activity. Be sure to glance at their issue on the table.

**EAA Chapter 1000:** Edwards AFB, CA. Mtg held at Flight Test Museum. 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 first Chapter 92 Young Eagles Rally for 2003 will be **Saturday March 15<sup>th</sup> at Aeroplex (3333 E. Spring Street) on Long Beach Airport.** I have about 4 sources of Young Eagles and expect about 40 total. 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. There is always something for you to do. We will need help for setup, pilot briefing, registration, crowd control, ground school, preflight instruction, flight team formation, ramp operations, certificate printing, and teardown. Sign up to volunteer at the March meeting or just come out to **Aeroplex** on Mar 15<sup>th</sup>. We will start setting up at 8:00 a.m. but will appreciate your help as your schedule permits.

Our second rally of the year is in planning for **April 12<sup>th</sup>** and will be at **Ray's Flying Club on Fullerton Airport.** Do plan to attend this one as it will be a key event to kick off a series of Young Eagle Rallies at this venue. The program will include the mayor of Fullerton, Don Bankhead, who will help award Young Eagles Certificates. Also, Ray's is planning a free barbecue. We hope to have one event per month for the rest of the year alternating between Long Beach and Fullerton. At this time we are looking for Young Eagles from the Fullerton area for this event. If you know of any clubs, scouting organizations or other sources in Fullerton please let me know.

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](mailto:fleonhardt@webuniverse.net) or [reynolds4255@msn.com](mailto:reynolds4255@msn.com)

**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.

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).

## 'Round the Patch

Activity is rampid with projects moving forward at a steady and swift pace. A short visit to the Chapter 96 hangar last month yielded a wealth of opportunity to see the latest progress for several aircraft. The EAA BiPlane was replaced by the quick-build version of the Gil Cargill's Legacy which just completed the assembly at Redmond, OR. Gil was there with his son inventorying parts and deciding his next plan of attack.



Gil and his son (accomplice) emptying boxes and checking inventory

Wings ready to close and spars aligned. The QB process is well worth the time and \$\$\$





The front view with rotisserie to "flip" fuselage to work on the bottom panels. If you are doing a composite aircraft, you must

see this adjustable frame to hold your fuselage or wings during the construction process.

Work is progressing well on the Pietenpol and the Jenny. Sarah Berthelet is shown here devoting time to the Jenny. Students will be allowed flight time when it is completed based on their number of hours devoted to its construction. Sarah is an Air Explorer and wants to be a bush pilot. Ch 96 has a junior membership for only \$10. Chapter members wanted to make it available for free but Sarah and others felt that it had to have a dollar value to mean something to them. "Out of the mouth of babes".



Sarah takes a moment to show her better side as they ready the wing struts.



Anyone recognize this sorry soul hard at work on his BD-4? Co-member in Chapter 96 is Louis Bigelow from our own Chapter 7 hard at work (or is that re-working) the struts and point plates. Working in reverse he hopes to be making progress forward in the near future.



The Pietenpol takes shape as the turtle deck is now glued in place

Additional hangar space may be available as one of the local FBO's decides to close shop. Ch 96 is looking into the option of having a hangar for finished projects. If anyone has seen the hangar of Chaptger 71 at Bakersfield, you can imagine the same for -



The Cozy-IV is back on its gear with the 6-cyl Subaru mounted to the rear firewall

Dick Woods' Sonex has its firewall attached and will be ready for its 6-cyl Jabiru soon



The Rotax powered Mini-Pitts is getting the nose caps on its FOUR wings. Before you know it, the long needles will be weaving their way through the Dacron panels securing the fabric to the ribs.

Wander down to the Compton hangar some weekend and get bitten by the bug.

# In the Pattern

Several news items have come to light over the past month. I gather information from several sources, mainly, Aero-News which is available for free and can be sent to your e-mail address daily. Contact them at <http://www.aero-news.net>

**Lancair and Blue Mountain** form partnership for installation of their EFIS system in Lancairs and other panels. Blue Mountain combines a single screen with HIS and Moving Map display.

**Sporty's** now has available the **E-Aviator's Bible** on PDA format. It requires a "reader" which is free. E-Aviator contains FARs and information regarding flight information for studying for your BFR. Price is a reasonable \$29.95.

**California real estate** for planes is pushing the piston pilot from many airports. Van Nuys in particular has reduced parking and hangar for nearly 40% of the piston planes in favor of larger corporate jet able to pay the higher fees.

Ever think about what would happen in the event of a crash? How prepared are you when you find that you haven't looked in that **First Aid Kit** for over five years? Now might be the time to check if those aspirins are out of date or if the band-aids really do stick anymore.

**PPC's (Powered Parachutes)** really do have a purpose! A group in Texas and Louisiana was helpful to find parts of the space shuttle after its re-entry disaster. They were able to cruise at 4 gph and slow speeds over forested areas directing crews to parts discovered in remote areas. They also accounted for wrecked vehicles, laundry machines, and other paraphernalia that you wonder how it ever managed to find its way to such remote areas.

FAA has granted certification for building the **Murphy SR-3500 Moose and the RANS S-7S Courier** as meeting the 51% rule.

**Blue Mountain Electronics** establish a new level as it achieved FADEC interface for single lever power control.

**STITS Polyfiber** suffered a fire at their Riverside (Flabob) facility. Local fire officials monitored the blaze but felt it best not to pour water on it and contaminate the local ground water. Current inventories in their distributors will allow them to continue fulfilling orders until they receive new items from their vendors.

**Marion Blakely, FAA Administrator**, says that GA aircraft owners will see improved communication within the FSDO network. Confusion reigned supreme as each FSDO set its own rules in many cases. Written policy regarding many of these grievances should be resolved in the near future.

**Viagra sets a new slogan.** It was always known to be "8 hours from bottle to throttle" for alcoholic beverages. Doctors that prescribe Viagra now recommend that you should have a period of 12 hours from the time you take your medication to getting in the cockpit. For those of you that each and find something besides the "aircraft" control stick, you may want to wait a bit longer.

**AOPA** says that they have been able to secure **GA Pilot Renter's Insurance** at a lower rate. To gain this advantage, become a member of AOPA and support this vital organization and get lower renter rates as well.

**Walter Cronkite** will be visiting the Spruce Goose at the Evergreen Museum in Oregon. A banquet is planned for March 12<sup>th</sup>. Mr. Cronkite will then do a documentary to be viewed at a later date.

**MICCO** aircraft in Florida has been sold to a private investor who plans to continue and increase production.

## I Pledge Allegiance . . .

Our Chapter President, George McDaniel leads us each month in the Pledge of Allegiance as we begin each meeting. I was too young in elementary school to realize that the Pledge of Allegiance did not always contain the

words "one nation under God". This was added in the 50's when the U.S. was faced with the "enemy" of atheistic Communism. Today, that threat is highly diminished or non-existent.

17 months ago, nearly to the day, our nation was savagely attacked by a new enemy. One that resides in our own neighborhoods and is supported by international cowards, fanatical political leaders, and so-called holy-men. Their plans and subordinates to carry them out killed over 4,000 innocent men, women, and children in just a few hours on September 11, 2001.

Are we so quick to forget? Churches, synagogues, mosques, and other places of worship were packed with those that viewed the carnage on television screens earlier that day. Many of us did not lose loved ones directly but our pain was just as real.

I am not here to force my opinions or views on any other member of this chapter. I was very disturbed by a recent article on the news wire regarding a decision by the 9<sup>th</sup> Circuit Court of Appeals regarding the wording of the "Pledge of Allegiance". The news wire read as such:

**SAN FRANCISCO, California (Reuters) -- A ruling by a U.S. appeals court could force millions of students to stop reciting the Pledge of Allegiance within days if the controversial decision is not overturned by a higher court, legal experts said Saturday.**

Public schools with some 9.6 million students in nine states have until March 10 to stop reciting the pledge after the U.S. 9th Circuit Court of Appeals backed its prior ruling that the words "under God" in the pledge are a government endorsement of religion.

The nine states included in 9th Circuit are California, Oregon, Washington, Arizona, Montana, Idaho, Nevada, Alaska and Hawaii.

If Friday's decision by the 9th Circuit Court is not stayed by the appellate court or by a U.S. Supreme Court order, it will take effect and may set up a challenge in the high court, the experts said.

"The 9th Circuit Court took the unusual step of saying they would not entertain any more requests for a rehearing," said Vikram Amar, a professor of law at the University of California's Hastings College of Law in San Francisco.

"I construe that as a message the 9th Circuit is done with this case and moving it in the direction of the Supreme Court."

However, if the high court does take up the 9th Circuit Court's decision, it may not result in a dramatic final ruling in

the controversial area of church and state separation, Amar told Reuters.

"It's hard to see more than a few votes on the Supreme Court to support what the 9th Circuit Court did," Amar said.

"The high court could reverse the 9th Circuit and have a very narrow ruling on 'religion-lite' that says opaque references like this to religion that we've lived with for a long time do not violate the establishment clause."

The words "under God" were added to the pledge in 1954 through a federal law amid a Cold War push to distinguish the United States from an atheistic Soviet Union.

***Controversial ruling***

Groups supporting the separation of church and state praised the San Francisco-based appellate court's decision, supporting a law suit filed in 2000 by Sacramento, California atheist Michael Newdow.

In his suit against the Elk Grove Unified School District, Newdow challenged the pledge, contending it coerced his elementary school-age daughter and claiming the pledge violated the separation of church and state because it discriminated against atheists.

The 9th Circuit Court's initial June 2002 ruling backing the claims touched off a furor across the country, where the famously liberal San Francisco court was accused of taking a hammer to a pillar of U.S. civic society and bowing to political correctness run amok.

President Bush called the decision "ridiculous," while the U.S. Senate voted 99-0 for a resolution expressing support for the pledge.

The Justice Department joined the White House, the U.S. Congress, State of California and others in asking the 9th Circuit to reconsider its initial ruling that schoolchildren could no longer recite the pledge because of the phrase "one nation under God."

The court's decision rejected the pleas and immediately drew criticism from U.S. Attorney General John Ashcroft.

"The Justice Department will spare no effort to preserve the rights of all our citizens to pledge allegiance to the American flag," Ashcroft said.

"We will defend the ability of Americans to declare their patriotism through the time-honored tradition of voluntarily reciting the pledge."

(Editors note): I would ask that the members take a vote to decide whether the membership wants to adhere to the decision of the 9<sup>th</sup> Circuit Court of Appeals. This nation was established for the purpose of having freedom of religion. Our country was founded on Christian principles.

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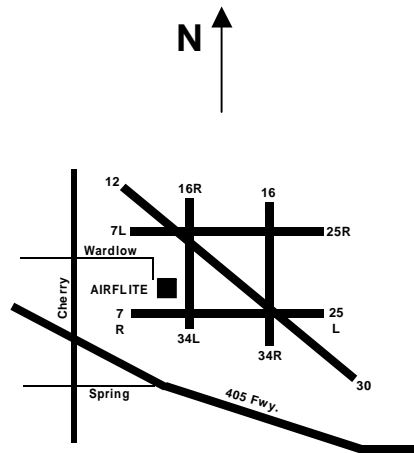
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## Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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/eachapter7](http://www.beegroup.com/eachapter7)

## 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  
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