



Chapter Seven *Long Beach*

President's Message

by **George McDaniel**

The planning is already in the works for the B-17 visit. Tom Griffith and I met with the folks from the Torrance Air Fair Association last month to work on ways they will be able to help. What a great group of people, lots of experience with aviation events. We are very lucky to have them on board with us this year. Several of them will be at the meeting this month, please introduce your self to them and make them feel welcome. Tom Griffith has asked Kendle Hanson to help again and she has agreed, they have already started working on promotions. With the advance planning being done and having the event over a weekend, I feel it will be the best yet. Please make plans to come out and help. The B-17 is scheduled to arrive Thursday afternoon April 30th and depart on Monday May 3rd. We will need volunteers all days. Talk to some of the people that volunteered last visit about what a lot of fun it was.

There is going to be a big announcement on Monday about the Young Eagles. I don't know what it is but we will be able to talk about it at the meeting.

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

VP's Chat Room

By Don
"Crash"
Thompson

Program -- Mar 11, 2004

This month we will welcome one of our own members as our guest speaker, WILLIAM E. HAYNES. His topic will be about NASA. he will touch on some history points and move on to current events and then comment on how NASA will need to make some changes. NASA is a hot topic with his group of friends and how they feel those changes should evolve.

(See Page 2 for more details)

BE THERE – BE IN THE KNOW !

You may have already heard the announcement from EAA-HQ of the new representative for the Young Eagles program. Chuck Yeager will still be involved with EAA in other capacities. He did a tremendous job bringing the program to its goal of flying ONE million Young Eagles prior to the 100th Anniversary of Flight last December 17th. On Monday, March 8th, it was announced that Harrison Ford would assume the duties. I will be able to tell you more about the changes at the meeting.



Harrison Ford, Don Thompson & John Mahany

2004 Membership Due

THIS IS IT ! Membership dues for 2004 are now due and payable. Many members have renewed and that list is found on page 2. These funds go for supplies, awards, postage, and other necessary functions of the chapter throughout the year. Get an early start and eliminate the hassles of having your newsletter discontinued after March 2004. We are looking forward to another exciting year of programs and activities in 2004.

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. If you are not listed below, you will only receive a cursory notice for the meeting (page 1). Renew now so we can make 2004 the year of our highest membership. Bring a friend to the meeting.

L Bigelow	S Jensen	J Pine
D Carrithers	M King	D Porter
C Chappell	R Koluvek	J Porter
A Creviston	J Marushak	B Powelson
V Dobalian	M Meyer	R Reid
B Dougherty	R Moore	D Ryan
A Frerking	D Myhra	M Sawicki
F Gaggia	J Orr	S Walton
A Gibbs	T Paplia	A Whatley
H Gosling	B Parker	S White
T Griffith	D Peterson	C Anderson

I urge you to renew early so you do not miss a single issue. An application form is included again as in past months. Please mail or bring to the meeting on Thursday, February 12th. If unable to attend, mail your check for \$12.00 payable to "EAA Chapter 7" with \$0.37 postage attached to: **Woody Fowler, EAA Chptr 7 Treasurer, 11449 Anticost Way, Cypress, CA 90630-5429.**



Technical Counselor

At this time the chapter does not have a designated technical counselor. Until such time that we find a new T/A, I will try to fill this section with articles from various publications and other sources.

Chapter 7 Newsletter Editor

Program for March 11 (cont'd from page 1)

William E. Haynes 28208 Ridgfeern Court,
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 (310)541-9166
 e-mail: bill2space@cox.net
 Born in Paris, France of U.S. parents; resided in Europe until age 9; fluent in German, some French.
 Education
 1949 UCLA, Los Angeles, CA, BSc (Mechanical Engineering)
 1954 Air Force Institute of Technology, Wright Patt., A/C Structural Repair Design
 1956 USAF Experimental Test Pilot School graduate, Edwards AFB, CA
 1965 USC, Los Angeles, CA, MA (Research and Development Systems Management)

During his USAF career he was responsible for the contract performance definition of the Titan III launch vehicle system for the Dyna Soar space glider, and commanded the USAF task force which assembled, checked out and launched Minuteman missiles at Cape Canaveral.
 After graduating from the USAF Experimental Test Pilot School at Edwards AFB he flew fighter armament systems tests for three years.
 He was commander of the 90th Tactical Fighter Squadron in Vietnam in '67/'68 and flew 187 combat missions, earning the Distinguished Flying Cross, Air Medal and Vietnamese Cross of Gallantry.

At the Martin Marietta Corporation (after retiring from the US Air Force) he put together the winning technical proposal for Skylab, the first U.S space station, was systems engineer for the Earth Resources Experiment Package on Skylab and directed the engineering team which defined the crew systems interfaces and installations for Skylab.

He was procurement manager for Dornier, a German firm, working on the European Space Lab that flew on the Space Shuttle.

He is building a T-Bird II Ultra Light aircraft and expects to be flying it this summer.



by
John Mahany
 Master CFI
 Member, Ch 7

Greetings, fellow EAAer's!

As I write this, on a sunny Saturday afternoon, in late February, for this fine publication (!), winter is fading fast. This past few weeks we have had our share of southern California winter weather, as a series of cold fronts have passed through the area, bringing us much needed rain, and making the flying challenging! I know that I have not done a lot of flying lately. I don't know if any of you are doing any better. It goes that way sometimes.

This past week, February 27 and 28, down at the Orange County Fairgrounds, the FAA held it's annual Maintenance Symposium, and there were several manufacturers there. It was worthwhile, and is not limited to mechanics. It is open to all! I stopped by on Thursday morning, and there seemed to be a good turnout. There were several good seminars on a variety of maintenance topics.

If you haven't flown much over the winter...(this usually applies only in colder climates) think about your proficiency, and brushing up on basic flying skills, with your CFI, or if you don't have one, give me a call! I have experience in many different makes and models of aircraft. Things like stalls and stall recovery with minimum altitude loss, maneuvering during slow flight (with the stall horn on but you are still flying – have you ever done that???), accuracy landings, power off accuracy landings, and time under the hood reviewing basic attitude instrument flying (including practicing partial panel flying). Even non-IFR rated pilots would benefit from some basic attitude flying training! This could save you someday! These are just a few suggestions. You can add to this list.

Speaking of brushing up, what is your approach to, and philosophy, on flying? I was talking with another, younger pilot about this just yesterday. Oh, every one talks about safety, of course. This is not meant to minimize that, at all. But among pilots who have been

flying for some time, complacency is something we all have to watch out for. It is easy to fall into this trap, especially when you do something regularly. What is it that makes, or marks the difference between pilots who have been flying for some time? Why are some pilots seemingly better than others? What is their attitude, or approach to flying? Flying is a skill, or rather, a combination of many skills that have to be learned, and practiced, regularly! It takes an effort to do this. Some learn from their mistakes, while others do not. Do you learn something each time that you fly? You should! There is an old saying; do you have 500 hours, or 1 hour, (repeated) 500 times? In other words, do you learn from your flying? You need to make an effort to take a fresh approach, and not fall into a 'rut', just because you have done something many times before. Especially if you fly alone, you need to make sure you follow some kind of standard operating procedures, checklists, 'cockpit flows', etc., and be consistent, just like the airlines and other professionals. It is easy to get lax, if there is no one with you. Someday that might get you in trouble. It is up to you.

Fly safe, and keep the blue side up!

John ☺

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 27: Riverside, CA. Riverside Municipal Airport Airshow 2004. Ctc 909 / 682-1771 or fax 909 / 686-2415.

Apr 14-20: Lakeland, FL. 30th Annual EAA Sun 'N Fun Fly-In. Ctc 863 / 644-2431 or <http://www.sun-n-fun.org>

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: **22380 Rios Ave., Perris, CA 92570-9265** or e-mail to: always1@verizon.net

EAA Chapter One. Flabob Airport, Rubidoux, CA. Jim Pyle manning the president's chair. Setting new guidelines. Hangar ready for the next open house. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. Miss receiving their newsletter. Maybe again soon.

EAA Chapter 14. Brown Field, San Diego, CA. Chris Puntis getting close to finishing his Sonex. Ocotillo Well fly-out Mar 26-28. Bus trip to Chino Museum in May. CFI Dayton Smith to offer ground school classes. Interesting & colorful newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

EAA Chapter 40. Van Nuys, CA. Meet at Whiteman A/P 3rd Sat. 9 a.m. Great turn out for their YE event in Dec at VNY. Forming chapter hangar at Whiteman. Air fair scheduled for Whiteman Sep 2004. Working on their 501-c-3 status. New website: <http://www.eaa40.org>.

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

EAA Chapter 92: Orange County, CA. Starting October 2003, meeting moved to Chino airport, first Saturday. Web site: <http://www.eaa92.org>

EAA Chapter 96. Dick Woods heading as president. Lots of activities and participation. Hangar space available. Web site: <http://www.eaa96.org>

EAA Chapter 71. Bakersfield, CA. They're back! Well, they were for a while. Hope to hear from them again soon. Home of Harmon Rockets.

EAA Chapter 224, Alhambra, CA. Meets third Tuesday at El Monte airport admin bldg. 8 p.m. Viewed Neiuport 11 & Lancair projects. Bud Coombs working on his Spencer Aircar project. Bob Chase purchased an Earth Star ultra-light which was topic of program (Dec 03).

EAA Chapter 494, Corona, CA. Chapter hanger, lots of projects moving right along.

EAA Chapter 527, Santa Barbara, CA. Great newsletter, see copy at the meeting table. Great activity in chapter.

EAA Chapter 1000: Edwards AFB, CA. Mtg held at Flight Test Museum. The Chapter Project Police raided the Chapter One open house to spy on the projects there. Web site: <http://www.eaa1000.av.org>

EAA Chapter 1116: Bermuda Dunes, CA. WELCOME ! A snappy newsletter. Bringing new life to the desert for aviation buffs. Brad Ballen at the controls.

EAA Chapter 1279: Murrieta-Temecula, CA. French Valley Airport. LastSunday of month, 2 p.m. Terminal Bldg. Delaing with multi-use of the airport. Discussed tax exemption for antiques & homebuilts. Next mtg Mar 28. New web site: <http://www.eaa1279.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.

Classified Section

Nuts, Bolts, Engines, Planes & T'ings



1958 Tri-Champ model, Champion Aircraft Co. White with two-tone blue trim. Always hanged. Stits cover. Tandem seating. C-90 engine 594 hrs SMOH. TTAf 2490. Cruise 100, stall 38. **True showman quality. \$29,900.** Contact Dwight at 714 / 828-7027.

'69 Grumman Yankee, AA-1, 150-hp engine upgrade, less than 400 SMOH, overall package rated 8 out of 10. Was IFR certified, can easily be recert'd. Fresh annual 10-03 Extensive annual, 6 new control cables, new brake pads, etc. Financial setback forces sale. **\$26K FIRM.** Located at Whiteman Airport. Bill at 818 / 990-2748.

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return.

Leonardo da Vinci (1452 - 1519)



**The
Eagles Nest**

by Darwyn Wolff

A Young Eagles Rally will be held at Aeroplex (3333 East Spring Street) on Long Beach Airport on Saturday March 13th. Please sign up to volunteer at the March meeting. We will need pilots and planes, ground crew and registration staff. This will be our first Rally in a number of months. Come on out and help make it a success.

See you at the meeting.

Secretary's Notepad

Submitted by
Merv Meyer
Chapter Secretary



BOARD OF DIRECTORS Meeting of Feb 12, 2004

The Board approved Tom Griffith to be coordinator for the visit of the EAA B17 to Long Beach Airport which will take place on the last weekend of April or the first weekend of May. The chapter needs to get the approval of AeroPlex for use of the ramp during this event and to coordinate with the airport authority because of runway work which will probably be taking place during the event. Chapter 96 will co-host with our Chapter 7 and Chapter 92 will also contribute work. The EAA B17 crew prefers Chapter 7 as host because of good work in previous years and because they want the event to be held at Long Beach Airport.

George McDaniel, Chapter President, told the Board that there are two candidates for the Air Academy at Oshkosh. The requirement is that candidates range in age from 12 to 18, Don Myhra, now President of Chapter 92, told the Board that his chapter is willing to co-sponsor two candidates to the Air Academy. George will propose to the members sending two candidates to the Air Academy.

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

MEETING MINUTES

General Meeting
February 12, 2004

ATTENDANCE: 36

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, was not present. There was no Treasurer's report at the members meeting.

John Mahany, Chapter Flight Counselor, made a correction to the February minutes. He renewed his flight Advisor license, not his CFI license. Dick Ryan moved that the minutes, as corrected, be approved. John Mahany seconded the motion. The motion carried.

Mike Sawicki, Chapter Newsletter Editor, told members that until Chapter 7 gets a new Tech Counselor, he will fill the

Tech Counselor's column with technical articles from different publications.

Videotapes are available for check-out . They are located on the table next to the officers' table. Louis Bigelow has provided the chapter with a number of data CD's of the 4313 manual. Some are still available at the video table.

NEW BUSINESS

Guests were introduced:
NILS EYTON, member of EAA Chapter 222 (Sweden)
JOHN MARUSCHAK, program presenter

John Mahany, Chapter Flight Counselor, told members that a flight following code is now available from the ramp at Long Beach Airport. Contact the tower on 124.65 mHz for a code assignment. John called members' attention to his article in the newsletter about the new Mini-Route, a VFR corridor right over LAX at 2500 ft. Traffic permitting, a controller can assign an altitude over 4500 ft.

George McDaniel asked for a volunteer to serve as Tech Counselor.

Darwyn Wolff, Young Eagles Coordinator, plans to hold an event on Saturday, March 13, at AeroPlex. A show of hands indicated five, maybe six pilots and five ground crew volunteers.

George informed members that Chapter 7 will be hosting the visit of the EAA B17 either the last weekend of April or the first weekend of May. Chapter 96 will co-sponsor, and Chapter 92 will help, and there will be more help from other chapters this year.

A friend of Tony Paplia, chapter member, was killed when his Thorp T18 was caught in the rotor downwash of a helicopter making an approach to Runway 25R at Compton Airport. The T18 landed inverted. Recently Bob Hartunian, a former chapter member, avoided a downwash crash.

George informed members of the Board's intention to send two candidates to the Air Academy. Don Myhra, now President of Chapter 92, told members that he will propose the co-sponsorship to the members of Chapter 92.

There will be an air show at Chino Airport May 14, 15 and 16. Chapter 7 is invited by Chapter 92 to work the EAA booth at the air show. After building a Wright Flyer replica there the EAA was awarded a good location on the airport. The EAA Flying Start program with Chapter 92 will use Chino Airport. The facility at Chino will be an information place for prospective pilots.

PROGRAM

JOHN MARUSCHAK, program presenter, showed members a video, complete with sound track and commentary, of the second part of he and his flight partner's trip, from Buenos Aires around the southern tip of South America northward along the west coast of South America

back to Florida. The flight was made in a vee-tail Bonanza (N9657Y). Before continuing from Buenos Aires, they took a side trip to Iguazu Falls, which is located where Brazil, Paraguay and Argentina come together. They flew over the falls. They boarded a boat to get close-up photos. They returned to Buenos Aires and on December 3, 1993 they continued southward along the Argentine coast. They crossed the mainland across the Beagle Channel to Tierra del Fuego. They landed at the airport at Ushuaia, the southernmost city in the world. The terrain around Ushuaia is mountainous. When they continued northward they flew over the flat terrain of Las Pampas, fighting a strong, continuous westerly crosswind. They landed at the airport at Bariloche, in hilly fjord country. They stayed at Aero Club Bariloche. The architecture in Bariloche appears to be German.

They waited for VFR weather before leaving Bariloche. They crossed over mountainous terrain to the next stop, Puerto Montt, in Chile. This is another community which shows German influence. On December 14 they proceeded northward to Vina del Mar, the last stop in Chile. The terrain changes from mountains and rain forest to desert with steep shore cliffs. They crossed over the Atacama Desert into Peru. They landed at the airport serving Arequipa. On December 17 they took a side trip first into Cuzco, an ancient city going back to the Incas. It is a city of stone buildings, narrow streets surrounded by dry mountains. Elevation is about 10,600 ft MSL. They went by rail and then by bus over a winding road to the ancient, abandoned city of Machu Picchu. On December 19 they returned to Arequipa.

The next leg of the flight was IFR to Guayaquil, on the coast of Ecuador. For two hours they flew without instrument lights in the cockpit; they depended on indirect flashlight illumination. On December 21 they flew from Guayaquil, over the crater of Chimborazo to Cali in Colombia. They stayed at the Aero Club. They replaced a fuel pump before leaving Cali . They flew over cloud cover to Cartagena, arriving December 23. They stayed overnight. On December 24 they flew on the Georgetown, Guyana, near the north coast of South America. Christmas Day they stayed at the Cayman Hotel in Georgetown.

On December 27 they arrived back in the States at Key West Airport. They were away from the States 58 days, made 27 stops and the Bonanza consumed 1,448 gallons of fuel. Average price of fuel was a little over \$2 a gallon, ranging from \$1.10 per gallon in Ecuador to over \$3 per gallon in Brazil.

REFRESHMENTS

Mike Sawicki provided refreshments for the February meeting.
MARCH George McDaniel
APRIL Tom Griffith
MAY Merv Meyer

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

Year 2004 Officers

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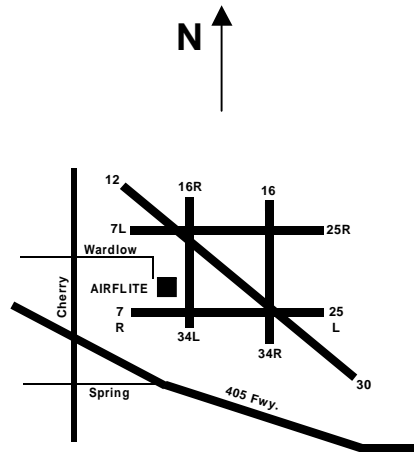
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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.eaa7.org

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 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**