



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

I weaseled my way into an IFR flight to Catalina last weekend with John Mahany and Don Myhra. It was my first time on a true instrument flight in actual clouds. (also the first time to land at Catalina) This was a great learning experience, now I know for sure I want to get my instrument rating. Thanks John and Don it was great.

The Chino Air Show is the weekend of May 18th & 19th. Chapter 92 will be selling food, parking the transient planes and manning an EAA information booth. Chapter 7 has been invited to help work the show. All volunteers will be given a parking pass and free admission to the show. Please let me know if you would like to help out.

I received an e-mail from Bob Hartunian last week informing me that he was retiring from Boeing. Bob wrote in his email - *"This was a great business to mature in, having jobs from flight testing helicopters to working missile launching hydraulic systems, being involved with cryogenic materials on Saturn, to metals technology on MOL to the first introduction of composites on DC-10's and the B-2 bomber work on low observables to finally getting composites on the Delta family of rockets. Sure was a fun time for these last 42 yrs and I've been privileged to work with some of the best technical people in the world."*

Some of us were lucky enough to have taken a visit through the Boeing composite center in Huntington Beach that Bob arrange for us. I was extremely impressed with everything there. I don't know if you guys know it but Bob was a leader in composite research and development, and probably knows more about high tech composites than anyone else in the world. I'm sure that Boeing will miss his expertise. Bob is going to Big Bear and work on his Pulsar. Bob - Congratulations on your retirement and good luck with your plane.

I got word that the annual 50% off books and videotapes special for Chapter members is coming soon, so start thinking about what you would like to add to your collection. We need to have the order put together as a chapter and sent in by the end of June.

Don't forget to make plans to attend Oshkosh this year. I have been seeing some pretty good airfares. I know Mike Stearns got a great fare on United from John Wayne to Chicago for \$178.00 round trip. Lets see who can beat that. Let me know if you are going so we can set up a meeting place and time.

Enough of this, see you at the meeting.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- May 9, 2002

This month we will welcome a member of our local aviation community, Kevin Gustafson. At the ripe old age of 20, Kevin is a CFI and advanced ground and instrument instructor. Rumor has it he is also involved with a collage curriculum or two.



Enough from me. Come one, come all and let Kevin tell his story, "Wings Before Wheels". Then someday we will be able to say "I knew him when".

Did anyone go to Sun N Fun? Bring your photos and stories and share them.

How are your plans for Oshkosh going? My plans look like I will fly in on Wednesday p.m. and return on Sunday p.m. Who else is going? Come to the meeting and lets talk about it.

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 April 11, 2002

Holding the Christmas party at the Lakewood Country Club was discussed. George McDaniel, Chapter President, has information on prices. A Saturday, December 14, date is available. The place is available for an expenditure of at least \$500.00.

Woody Fowler, Chapter Treasurer, told Board members that the condominium complex where he lives has three recreation rooms which can be used for parties. The chapter will be required to pay for a security guard. Using a rec room would cost a minimum of \$100. There is parking on a public street. The chapter treasury could be used to cater the Christmas party. Woody suggested potluck, and appointing somebody to coordinate the distribution of food.

Don Thompson, Chapter Vice President, said that a \$200 deposit would hold the Lakewood Country Club for December 14.

International Young Eagles Day is June 8. Don suggested holding an event on this date or participating with another chapter .

Rick Vaux, Chapter Technical Counselor, told Board members that the health of his father, Mike Vaux, is improving. Rick thanked Mike Sawicki for mentioning his father in the newsletter.

An open house will be held at Chino Airport on May 18 and 19. Don Myhra, Chapter 92 newsletter editor , is looking for Chapter 7 volunteers. Don can be contacted at Chapter 7 meetings.

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

MEETING MINUTES

General Meeting
March 14, 2002

Attendance: 28

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

OLD BUSINESS

Ray Reynolds moved that the minutes of the March 14 meeting be approved. Charles Newcomer seconded the motion. The motion carried.

Woody Fowler, Treasurer, did not have a report. John Mahany, Chapter Flight Counselor, has no new information on the "flying car". This aircraft is presently in a shed in an industrial park in Costa Mesa.

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

NEW BUSINESS

Guests were introduced:
DR. URBAN LYNCH
AL BERGER, UHL Associates, program presenters
George McDaniel asked for input from members regarding the Christmas party, whether it should be potluck or catered.

Woody Fowler reported that his Civil Air Patrol squadron acquired a new Maule for use as a towplane. On delivery the Maule had only 23 hours of flight time. The Maule has only a 3/8 " clearance between the engine firewall and the end of the oil filter. Rick Vaux, Chapter Technical Counselor, told Woody not to cut threads on the oil filter fitting to improve clearance. The CAP crew is attempting to install an oil filter adapter, reducing filter length by 3/16 ", without removing the engine from the airframe.

Bob Powelson commented on the discussion of oxygen use in the March minutes. His son is a paratrooper. He is required to be on oxygen one hour before entering the mission aircraft. Paratroopers exit the aircraft on oxygen. On a typical mission exit altitude is FL250 and chutes open at FL240. Float time is sometimes one hour. George McDaniel asked Bob if his son could talk to the members at some future meeting. Bob said that he would ask his son.

John Mahany, Chapter Flight Counselor , told members that he was issued a blue card indicating completion of a one day course on oxygen training. At Edwards Air Force Base he took the physiological training test in a chamber. He was tested for the effects of hypoxia up to a simulated altitude of FL230. Oxygen is always on standby in the chamber, so it is a safe way to determine your behavior as oxygen intake is reduced, without leaving the ground. Charles Newcomer also has a blue card. There is a special doctor on duty in case any student has a problem. The doctor prefers that students who complete the chamber test remain overnight on the base.

Jim Wolf experienced hypoxia in a sailplane climbing from 12,000 ft to 13,500 ft. He thought he was ok but his handwriting in the cockpit was illegible. He said that you cannot self-diagnose hypoxia.

Tom Griffith, Membership Coordinator, distributed membership cards.

Rick Vaux thanked members who expressed concern over the health of his father, Mike Vaux. Rick will write a new series of articles. He will discuss use of automobile gas in airplane engines.

John Mahany cautioned member pilots who use Queensgate as a reporting point. From point Firmin westward, between 5,000 ft and 3,00 ft, there is an aerobatic area. John recommends to pilots a small brown book known as the Western Flight Guide, for being comprehensive, accurate and compact. Recently John spoke to Pilots West about Angel Flight. Pilots West is a group, originally Douglas employees who were pilots. Pilots West meet the second Tuesday of each month at Million Air, at 7:30 PM. Meetings are open and input is welcome.

Don Myhra told members that every Friday a flight line tour is available at Edwards Air Force Base.

Bob Hartunian reported that a Boltar, with an 85 hp engine and a not exceed airspeed of 115 mph, recently in a flight was caught in a downdraft which accelerated the airplane to 325 mph. An updraft slowed it to 200 mph. The plane landed safely. Paint was peeled from the leading edge of the wing, but no structural damage was found. Bob visited the boneyard at Davis-Monthan AFB near Tucson. There were 50 F14's, 200 F4's, 5 MiG's and uncounted B52's.

Darwyn Wolff, Young Eagles Coordinator, entered June 15 on the calendar as the next Young Eagles event. 31 Boy Scouts were flown during the March 16 event. The Boy Scouts were generous; they donated \$267 to the YE event. Darwyn suggested that YE pilots be given sandwiches and sodas. Don Thompson suggested buying instruction materials for future YE events.

PROGRAM

Dr. Urban Lynch, retired USAF and founder of UHL Associates (562) 500-0416, presented information on the product of his company. UHL has developed a miniature recording device inside a GPS unit. A hardened unit is installed in the aircraft, usually in the tail section. This device records 100-200 hours of flight data, The data is encoded and encrypted and displayed on a computer monitor. Cost of the GPS unit

is about \$2,500; Cost of the software to interpret the data is about \$2,000.

The key dynamic variables of flight are measured. FBO's can install the hardened unit in the aircraft they lease out and will learn how their aircraft are used and abused. The installation of these units could lower insurance liability and result in lower premiums.

UHL has two prospective clients. One is Mission Aviation, a Christian pilots group, which flies over primitive areas. The other client is Canadian Forces. UHL's product is being considered for use at Goose Bay, Labrador, to monitor airspace violations.

REFRESHMENTS

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

"If it's a good idea . . . go ahead and do it. It is much easier to apologize than it is to get permission."
--Grace M. Hopper



Auto Fuel & Octanes Is It Smoke & Mirrors?

by Rick Vaux, TC4130

Howdy, Chapter 7,

I'm glad to be back with you after missing a month. Now, before I write anything else, Thank You to everyone, for your thoughts and prayers for my dad. He was diagnosed with Alzheimers Disease about 3 years ago, and last month we thought we were going to lose him. However, by the time I got to Washington, he had made a remarkable turn-around, and I had a wonderful visit.

Have you ever said or written something you just knew was going to cause controversy? Well...I'm about to! For the next 3 months, you and I are going to discuss Autogas vs. Avgas, and I fully expect as many opinions as we have members.

Let me get my feet wet with what Mr. John Szymanski and the Zeltex Corp. call, "Octane 101". It is vitally important for we as pilots to have clean fuel with the proper octane for the powerplant we trust our lives to. With more and more Autofuel STCs all the time, let's take a look at how Octane is determined and

some of the possible problems that might be encountered.

Octane rating of gasoline refers to the fuel's anti-knock quality, and Autogas is rated differently than Avgas. Two CFR (Cooperative Fuel Research) knock test engines are used to test Autogas according to ASTM D2699 and D2700. The ASTM D2699 refers to the Research Octane Method (RON) and is the essential index of Acceleration Knock. ASTM D2700 refers to Motor Octane Number (MON) and is a knock index for High engine speeds. The MON method differs from the RON test by using heated fuel mixtures, higher engine speeds, and variable ignition timing, all of which mean more stringent demands on the tested fuel. The MON is typically 8-10 octane numbers lower than RON. According to ASTM D2700, the Autogas MON octane is similar to the Avgas octane rating up to 100 octane. Now, here is the rub; Autogas octane rating is the average of RON and MON $(R+M)/2$, and that formula will be posted on the pump. You will have no way of actually determining if the MON octane number meets your engine requirements unless you have documentation or a means to test on-site.

Contrary to what many people think, high octane gasoline is not more powerful than the low octane stuff. High octane fuel does feature a higher ignition temperature and a slower burning rate. High ignition temperature reduces the chance of Detonation from cylinder hot-spots and helps minimize Pre-ignition. A slower burn rate allows more efficient use of the fuel's pressure buildup to be converted to mechanical energy instead of heat. Gasoline with octane and ignition temperatures too low will cause Pre-ignition. Typical ignition temperatures for Autogas are: 300deg.c (87 octane), 400deg.c (93 octane). Avgas is blended to ignite at 500deg.c.

O.K., gang, before I put this column to bed for the month, let's go over what Pre-ignition and Detonation are, and how they relate. A combination of high compression and high cylinder temperature causes a fuel charge to ignite BEFORE the sparkplug fires. In a car, it causes that dreaded "pinging" heard during uphill climbs with the low octane fuel you just bought for a buck a gallon! Unfortunately, in an airplane you can't hear it due to the noise of everything else. Detonation occurs AFTER the sparkplug fires. Normally, when the fuel is ignited, an even flame path develops across the combustion chamber and produces a smooth temperature and pressure increase which drives the piston down. Detonation happens when secondary igniton sources such as; red-hot carbon bits and cylinder hot-spots cause 2 or 3 flame paths to develop. The result is an instantaneous fuel charge burn, with a violent increase of cylinder temperature and pressure.

Using fuel with lower than recommended octane for your engine, can cause serious damage to pistons, valves, cylinders, and bearings in very short order. Low octane gas ignites quickly and produces a pressure/temperature peak that can exceed the engine design limits. In addition, the more the engine is run, the worse a problem becomes. Heat buildup can not be dissipated fast enough from the cylinder, causing more pre-ignition (Hot spots) and uncontrolled detonation.

One more item. If your engine is designed for low octane fuel, high octane gas will not improve it's performance. The fact is, the retarded timing and slower burn rates of high octane fuel can and will cause burned exhaust valves and seats. This happens because the fuel charge is still burning when the exhaust valve opens. Valve and seat erosion occurs very quickly.

Well, Troopers, I'll let you go for this month. Next time, Continental and Lycoming will check in, and after that it's Autogas STC, EAA, and your turn!



by
John Mahany
CFI

About two months ago a student and I had an interesting experience one Saturday morning as we departed Compton airport in a Cessna 152, after doing some pattern work, on our way back to Long Beach. Just after we rotated, and started to climb, the airspeed indicator started to show a loss of airspeed. I called this to my student's attention, as we were, in fact, practicing a short-field takeoff technique. My initial thought was for him to pitch forward, as I thought for just a moment that he might have pulled back too much. This is not uncommon. This happens when students get too aggressive, and really try to pull an airplane off the ground. But in this case, much to my surprise, the airspeed continued to drop, until it was reading '0', as in z-e-r-o. This I have only seen happen once or twice. Thinking that maybe a bug might have struck the pitot tube, I reached over and turned on the pitot heat, although I did not expect it to do anything. It did not. I reminded my student to fly 'pitch and power', and don't worry about the airspeed. This was his first experience with this, naturally. I like to make training realistic, but not to this degree!

After we had climbed to pattern altitude, and departed the pattern, I asked him what he thought had happened. This seemed like a good opportunity to discuss the pitot-static system, and what makes the airspeed indicator tick. It does look rather odd, to see the airspeed indicator 'straight-up' indicating z-e-r-o, while in straight and level cruise flight! I kept wanting to push the yoke forward for airspeed! We both had a

hunch that something, some little speck of dirt or insect had become lodged in the line. Well, there was nothing we could do about it now. Lacking an airspeed indication, I reminded him to use the same power settings he was used to, and to fly a normal pattern. In this way, knowing the pitch attitude and the power settings for a particular phase of flight would result in normal speed and normal operations.

After an uneventful landing, and securing the aircraft, we found the mechanic and waited anxiously to see what he would find. Actually, there was quite a bit at stake here, on this day. The aircraft was scheduled to be used by another of my students, who was scheduled to take an IFR checkride next. The examiner told me that his interpretation of the situation was that if the pitot-static system had to be opened up, to find and fix the problem, then in his view, the system would then have to be checked and re-certified before it could fly IFR. This being a Saturday, this could result in a lengthy delay of several days. However, when the mechanic checked the back of the airspeed indicator, he found that the hose to the indicator, from the Pitot tube, had simply slipped off. Apparently the coupling had worked itself loose. He was able to simply re-attach it, secured the coupling, and then checked it, and it checked out ok. The system thus had not been 'opened', and the airplane was good to go. My primary student learned a lesson about the pitot-static system and my instrument student went on to pass his instrument check ride!

A Quaint Texas Airport

By George McDaniel

While I was out in Houston over Spring Break and after the visit to Johnny and Kitty's hanger on Easter I really wanted to go flying. My brother lives about 2 or 3 blocks from West Houston Airport so I thought I would go get checked out and go flying. Before going I went online and looked up as much information as possible on the airport and the local area. I really didn't want to go in and look completely stupid. I was surprised at the amount of information that I was able to download from the web especially the AOPA members only site. The airport also had a very nice informative web site and I was really looking forward to getting checked out and going flying.

Well, to make a long story short Matt, Hunter and I drove over to the airport. West Houston is a really nice GA airport . 4000' by 75' paved and lighted runways, uncontrolled field, I figured after flying at Long Beach for the past 4 years this would be fun. We spent a few minutes looking the place over and looking out the windows at the planes on the ramp. This really is a very nice facility, I went up to the counter and explained that I was a private pilot visiting from California and would like to get checked out so I could do some flying. The very

nice young lady behind the counter said I would need to fill out some paper work then pointed to the scheduling book and suggested I get myself scheduled with a plane and an instructor. The planes were available but the instructors were either all booked or had the day off. I flipped the page to the next day, same problem and the next day the same problem. I informed the young lady that it looked like all the instructors were booked but that there were plenty of planes available. She said she was sorry but there was nothing she could do. I asked her if anyone else on the field rented planes and she told me no and suggested I try another airport about 15 mile away. It was obvious at this point I would not be flying anytime soon.

I guess this is a good story – bad story article. It is good that the flight instructors are all booked, but it is bad that the planes are not and bad that I couldn't get checked out to go flying. I was really looking forward to flying one of the nice new 172's that were sitting on the ramp at \$95.00 per hour. Oh well, now I have the Flight School information and will know that next time I visit my brother in Houston and want to go flying I will call way in advance to schedule my check out. If you are ever flying around the Houston area give "West Houston" a try, it really is a very nice GA airport.

West Houston (IWS)

HOUSTON, TX

Privately Owned, Public Use

13 mi. W of city.

N29-49.09 W095-40.36

Mag Var: 5 deg E

Phone: 281-492-2130 Fax: 281-492-7028

www.westhoustonairport.com

wh-airport@iapc.net

Nav aids:

Type:	ID:	Freq:	Radial:	Distance:
VOR	IAH	116.6	236 deg	19 mi.
NDB	LYD	249		On Field

Communication Freqs:

Unicom - 123.05 FSS - 122.2
CTAF - 123.05 CLNC DEL - 121.15

Approach Freqs: Houston: 123.8;

FSS: MONTGOMERY COUNTY 122.2;

Elevation:

111 MSL

Hours:

24

Fees:

Parking Fee;
Tiedown Fee;
Hangar Fee

Charts:
HOUSTON; L17

Traffic Pattern:
Light Aircraft:
1111 MSL; Heavy
Aircraft: 1611
MSL;

Runways:
15-33: 3953X75; asphalt; PCL; tree ry 15; road ry 33

Approaches:
NDB; GPS RNAV; VOR/DME RNAV; VOR; Copter;

Lights: SS to SR 123.05
Med - 5 clicks in 5 secs.
Hi - 7 clicks in 5 secs.
Beacon: & IFR

Notes: Gliding & parachuting not allowed; acft w/out two-way communication prohibited; tgl by patrons only
Camping on Field

Obstructions: ditch 25' apch end ry 15.

Special Operations:

Fuel: 100LL; Jet-premix;

Noise Abatement: Noise sensitive subdivision N & NW

Calendar of Events

The list of air-show and aviation events shown here are limited to 3 to 4 months in advance. If there is a event with Chapter participation such as the AOPA convention, it may be carried longer. With plans to establish committees within the chapter to organize events, there is hope to generate interest in attending most aviation events in the Southwest region, and fly-out events of our own for breakfast, brunch or local points of interest.

May 19: Whiteman Airport, San Fernando Valley, CA. Third Sunday of the month, open hangar and airport day. New airport manager.

May 18-19: Chino, CA Air Museum Planes of Fame Airshow 2002, Ctc: 909 / 597-3722.

May 21: Santa Ynez, CA Open house and hanger displays, monthly event, third Sunday.

May 24-26: Watsonville, CA Watsonville Airshow & Fly-In, Ctc: None given.

May 31 - June 2: Ramona, CA Ramona Air Fair 2002 Benefit Fly-In and Swing Band Dance,. Ctc: Richard Selinger 760 / 788-6174.

Jun 2: Santa Paula, CA Open house and hangar displays, antique cars, monthly event, first Sunday.

June 7-8: Merced, CA Merced Antique Fly-In. Ctc: Karen Baker 209 / 384-2791.

June 15: Columbia, CA 36th Annual Father's Day Weekend Fly-In, Ctc: 209 / 533-5685.

June 15: Modesto, CA. 'Air Gradditi' Airshow. Ctc the Stanislaus Co. Sheriff's Dept. Aero Squadron. 209 / 558-4810

June 29. Upland, CA Warbirds at Cable Airshow, sponsored by the CAF 3rd Pursuit Group, Cable Airport. Ctc: 909 / 751-1131.

July 10-14. Arlington, WA. EAA Northwest Fly-In. Ctc 360 / 435-5857.

July 23-29. OSHKOSH, WI. EAA AirVenture 2002. Wittman Field, Oshkosh, WI. Ctc 920 / 426-4800.

Sep 6-8, 2002. Marysville, CA. **Golden West EAA Regional Fly-In.** Moving to **MRY Airport.** Sacramento has declined to allow aerobatic shows. **MRY** is **46 miles north** of Sacramento. 925/676-2114. www.gwfly-in.org

Oct 10-13, 2002: Copperstate Fly-In. Will be based at the **new Phoenix Regional Airport.** 3,600 ft **paved** strip. Plenty of camping.

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

EAA Chapter One. Flabob Airport, Rubidoux, CA. **Open house Sep 20-21, Speaker: Dick Van Gruesven.** Chapter hangar to arrive in May, 70x100 ft. Silent auction to be held at March mtg. **Café under new management, now open.** 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 92: Orange County, CA. Looking for a new place to meet. Planning fly-outs, possible joint venture with Chapter 7. Volunteers needed to handle parking for the Chino show as they will have a booth to solicit new members. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Hangar at Compton (CPM). Flew 57 YE on April 27. Successful hangar bean bash on April 9. Columbia Fly-Out was weather cancelled. Local theatre was bvtween shows. Hangar fully occupied and LOTS of activity. 2-place KIS for sale with fresh rebuilt O-360. LOTS of activity. <http://www.geocities.com/ea96>

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 494, Corona, CA. Chapter hanger, lots of projects.

EAA Chapter 527, Santa Barbara, CA. Coasal Commission approved airport expansion and improvements. Martin Hollman speaker. Flew 37 YE last event. Great activity in chapter.

EAA Chapter 1000: Edwards AFB, CA. 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.



**The
Eagles Nest**
by Darwyn Wolff

The next Young Eagles event is sscheduled for June 15. June 8th is International Young Eagles Day and it was recommended that Chapter 7 members consider volunteering for one of the other chapters holding a YE event that day.

June 15th will be our regular scheduled YE day after our meeting on June 13.

We are planning for a substantial size group and ask that you sign up at the May and June meetings.

NORTHWEST PASSAGE

Former member, Don Wiltse, sent this bit of information

A fellow Spencer builder in Alaska sent me some photos of his project. If you want, I can send you some if the members are interested. He is installing a Chevy ZZ4 V-8 crate motor in his plane using a Northwest Aero re-drive and custom fabricated engine mount.



The fuselage awaiting installation.

Custom made engine mount.

PRSU with engine

My new e-mail at home is dwtlsea326@earthlink.net

Pt. Mugu Airshow

Tragedy closes show for the weekend

Report by Mike Sawicki, Editor

The weather was cooperating as skies began to clear early. Early performers to kkeep the crowds amused were streaking smoke across the skies. Highways were clear and you could hardly ask for better conditions.

One of the earliest show was a T-6 with "simulated bombing on the north side of the runway. Shortly thereafter, a fly-by of F-15's, F-14's and QF-4's roared overhead, west to east. They regrouped and then entered the patter east to west with a "break right" for landing.

Another explosion was heard in the same general direction of the field but this time further away. In the blink of an eye, one of the QF-4's had a malfunction and crashed in an open field. Fortunately no one on the ground was injured. The pilot and his REO were not so fortunate from such a low altitude and no chutes were observed opening before the aircraft hit the ground.



A whisper of smoke rises from the crash site less than 30 seconds after impact. Second QF-4 returned safely to base.



For over an hour performers and attendees sat quietly anxiously awaiting the fate of the flight crew. No announcement came other than the show was cancelled for the day and a decision would be made regarding Sunday's show. That also was cancelled.



Security was heightened immediately as Army and Marine personnel were dispatched to form a perimeter line. The roar of the Thunderbirds was silenced as ground personnel shut down APU's and GPU's.



Controversy surrounded the crash as a report in Aero-News.net reported that two mechanics that worked for the civilian firm that operated the two QF-4's had quit earlier due to complaints filed regarding the poor maintenance given the aging aircraft.

The pilot of the QF-4 that crashed was one of the supervisors advised of the situation.

As the in the past, we have seen contracts awarded to the lowest bidder. I would hope that this is not something that depended upon the lowest cost but may have cost the ultimate sacrifice of the lives of two airmen.

VAA-33 Open House -- Flabob Great Weather, Lot of Planes

Report by Mike Sawicki, Editor

The weather gods cooperated as the skies above Flabob Airport were clear with a slight bit of haze. It was time to break out the shorts and sun tan lotion for ears and noses. Members of Vintage Aircraft Association Chapter 33 were pleasantly surprised at the turnout of aircraft that arrived for the open house.

Only able to print a select few aircraft, others included: RV-6, RV-4, Kr-1, Twin-Beech, Tiger Moth, KitFox Lite, Pietenpol, Turner T-40, Stearmans, Stinsons, Grumman Tigers – Travellers – TR2, Navion, Clipped wing Cubs, Tri-Pacers, Globe Swifts, Wacos, C-195's, Spad, spam cans and more.

There was a great selection of aircraft as VAA-33 dedicated the show to the honor of one of the early homebuilts which I recall being in Popular Mechanics long before I knew of the EAA, The FLY-BABY. Here is my pick for the best paint scheme.



Early arrivals of vendors included this homemade flight simulator (pictured to the left). The control board cost about \$85 to construct. An air compressor supplies power to activate three small cylinders at the base. Chains and limit

switches keep the unit within 30 degrees for insurance purposes. It is stored at the Young Eagles hangar and is a very popular item at their events. Passenger weight is limited to 185 lbs. So someone else will have to write a report on how it handles.



Can someone please explain how wheel pants this size can provide a significant speed savings for something as slow as an Ercoupe? They seem quite out of place and I ask, "Are they doing more harm than good?"

A beautiful 'Coupe with the original coordinated controls occupied one of the best places on the ramp and received the inspection of many passers-by.



The centerpiece of the show and ramp center was the latest creation to come out of Bill Turner's ReplicAir shop. This monster is powered by a twin row Wasp engine. It was rumored that it is nearing completion and should be reaching the test flight state by mid-May.



The power side is a 14-cyl Wasp engine putting out 750-1000 hp. View to the front is VERY limited and the gear very narrow. The tailwheel casters 360 degrees in a bearing

Instruments were basic back than and in the true sense of building his ReplicAir planes, Bill maintains that same integrity in the panel.



At 10:30 there was an announcement calling for participants for the spot landing contest which would end at 11:15 a.m.

The pilot of this Archer-II entered on the spur of the moment in his very first attempt at a spot landing contest. Judges said the distance was 1-foot, seven inches. If it was under five feet he was less than the competition. SMOKE 'EM !



Roaming through the open hangars, one never knows what you will find. Sitting clean and pretty was a Meyers 200. This was the inspiration for the Lancair line of homebuilts as Lance Neibauer 's uncle was on the design team for this aircraft.



Military training and observation aircraft are always popular. This was refurbished by Bill and Karen Schicora, former members of Chapter 7. This Aeronca L-3 has been donated to the Wathen Foundation and Bill still gets to fly it occasionally. His earlier projects included a Osprey-2, and he now occupies his time rebuilding a "Chief".



The Porsche-powered Tailwind is a popular sight at any fly-in. Upon departure he shows the quick lift-off and a fly-by really lets you hear the hhhuummmm ! og that sweet engine.



Bargains were to be had if you were looking to purchase an airplane. A clean C-150 for only \$13,500.

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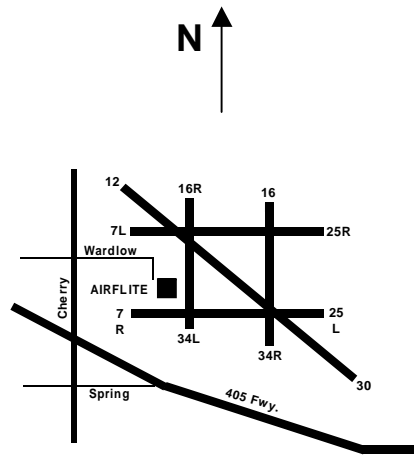
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

EAA Chapter Seven exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 7, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$12.00 per year payable to the Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or my e-mail.



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**