



Chapter Seven *Long Beach*

President's Message

By George McDaniel

Welcome to another wonderful edition of the Chapter 7 Newsletter. Now that we are in daylight savings time, the sun is staying out longer so we can start flying more. John Mahany and I did a night flight last Tuesday, we flew over to Riverside and had dinner in the diner as it is one of the few airport restaurants that stays open late. It was a beautiful flight back into the LA basin. It is something I plan to do a lot more of. Let me know if some of you want to start flying out somewhere for dinner on a regular basis.

The Chino Air Show is this month. 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.

Don't forget we are having a Young Eagles Event Saturday the 10th. This month it will be held at MillionAire Aero Plex on Spring Street. Last months event at Rays Flying Club in Fullerton was a great success, we flew 47 kids and everyone had a great time. Please come by, you can help with something or just come give moral support and do some hanger talking. Everyone is welcome.

Don't forget to make plans to attend Oshkosh this year. I have been seeing some pretty good airfares. I know there are some great fares available right now. Let me know if you are going so we can set up a meeting place and time.

See you at the meeting.

Young Eagles Program Reaches the 900,000 Mark

EAA Headquarters announced that the Young Eagles program has reached the 900,000 mark by the time you read this. Do not slacken the pace as we still need 100,000 more in SEVEN months, or 14,285 YE per month before the winter weather arrives.

VP's Chat Room

By Don "Crash" Thompson

Program -- May 8, 2003

Our program for May will be a follow-up presentation by "Cool Jug" Bob Atkins. Last month Bob presented his airplane and various parts along with a technical dissertation about the engineering and installation program. Members in attendance shared an in-depth discussion detailing a lot of R & D.

A few days after our meeting Bob experienced a major parts failure in flight, ending with an off-airport landing. We will get to see the parts, get a firsthand report on the landing and a thorough conversation about all of it.

BE THERE!

COME ONE! COME ALL! COME EARLY!

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.

Chapter Newsletter - - - - Identity Crisis ???

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)

Secretary's Note Pad

Submitted by
Merv Meyer



NEW BUSINESS

Guests were introduced:

RALPH CUMMINGS, student pilot, who plans to buy a Piper Cherokee

BOB ATKINS, CEO, Liquid Cooled Airpower, program presenter

Members were informed about the closure of Meigs Field, Chicago's downtown airport, used exclusively by general aviation. Mayor James Dailey, Jr., had wanted to convert this airfield into a park for over 8 years. He reneged on an agreement to retain Meigs Field for 24 years. On Sunday night, March 30, under cover of darkness, city bulldozers, accompanied by armed guards, ripped X's into the concrete of the single runway, rendering the airport unusable. Friends of Meigs Field have appealed for help from the general aviation community. This organization expects legislation will be introduced in Congress to reopen Meigs Field. They are appealing for donations to the Meigs Defense Fund. Woody Fowler, Chapter Treasurer, proposed a donation to the Meigs Defense Fund. Joe Porter moved that \$100 be donated to the Meigs Defense Fund. Robert Powelson seconded the motion. The motion carried.

Mike Sawicki, Chapter Newsletter Editor, informed members that Bakersfield South Airport is being renovated. Darwyn Wolff, Young Eagles Coordinator, told members to contact him by phone or e-mail for information on the Young Eagles event at Fullerton Airport, April 12. The mayor of Fullerton issued a proclamation on the Young Eagles event. Members working the event should pick up a parking pass at the airport entrance and place it on the windshield.

Mike Stearns said there is still a TSR in effect which extends from the surface of Disneyland up to 3000 ft and laterally extends to a radius of three nautical miles. This could change the usual Young Eagles Flight. However, it is possible to get a clearance over Disneyland through Fullerton control tower.

John Mahany, Chapter Flight Counselor, told member that Rice's "flying car" will be flying a pattern at El Mirage soon. John attended the recent convention of the National Business Aviation Association at Long Beach Airport. There were 33 corporate jets on deck at the convention. John got the opportunity to fly the Wilga, a Polish-built agricultural/utility airplane with a 345 hp engine.

John told members that there is will be no TSR over the Long Beach Grand Prix. He said that the Disneyland ADIZ can be penetrated by letting air traffic control know who you are.

This month John will conduct a night flying seminar at Torrance Airport.

Don Thompson, Chapter Vice President, directed members' attention to the printed material he had received from Oshkosh.

Look out Lycoming and get ready Continental, Bombardier is apparently pushing its way into your sandbox. Bombardier, which makes Rotax engines for light and ultralight aircraft, has developed a line of engines aimed squarely at the mainstream GA market. A very cryptic statement from the company says the "engines will deliver what pilots and aircraft manufacturers have been demanding for over 30 years." Which, of course, depending on who you ask, could be anything, but might imply a line of mid-horsepower, certificated engines with advanced electronic controls that run on unleaded fuels, weigh less, last long and require little maintenance ... then again, maybe not. Bombardier plans to offer its definition at a formal unveiling July 29 at EAA AirVenture 2003

BOARD OF DIRECTORS Meeting of April 10, 2003

Due to interest in the prototype test plane on display before the meeting, The board meeting was not held.

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

MEETING MINUTES

General Meeting
April 10, 2002

Attendance: 38

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

OLD BUSINESS

George proposed Chapter 7 make a project out of completing Rick Vaux's Christavia.

Woody Fowler, Chapter Treasurer, told members that Skip McConnell, former member, is a subscriber of a Christavia website. There are about 300 subscribers to the website. There are 130 builders on the e-mail list. Woody put a message on the website bulletin board. A subscriber from San Diego will come up to look at the components of Rick Vaux's Christavia project. Woody advertised the project components for \$1,995. Woody has Skip's e-mail address, for inquiries about Skip's Mazda rotary engine, which can be installed in the Christavia.

John Mahany moved that the minutes of the March 13 meeting be accepted as read in the newsletter. Don Porter seconded the motion. The motion carried.

Videotapes are available for check-out. They are located on the table next to the officers' table. Before he left for his new job assignment up north, Rick Vaux, former Technical Counselor of our chapter, left the chapter library several videotapes. There are eight Jeppesen tapes covering the CFI renewal program. There is a tape about the 1985 Oshkosh event. There is a tape about the X series aircraft. The is a tape which covers three topics: Oshkosh 1983; how VOR works; a Smithsonian film clip on aviation pioneer Lyman Gilmore, who claims to have flown in a monoplane powered by a steam engine in 1896, near Grass Valley, California.

PROGRAM

Bob Atkins, President and CEO of Liquid Cooled Airpower, gave a presentation on the advantages of liquid cooled engines over air cooled engines.

A Piper Cherokee first flew with a Lycoming engine converted from air cooling to liquid cooling in July of 2001. Further production was restricted by the conditions of the research and development permit.

Lead in fuel is a material isolator between the exhaust valve and the valve seat. The removal of lead as a buffer increases operating temperature and valve seat wear. Temperature of a valve seat in an operating air cooled engine is 800 degrees Fahrenheit. Valve seat temperature in an operating liquid cooled engine is 340 degrees Fahrenheit. Bob told members that leaded aviation gas is on the way out.

He cited the drawbacks of an air cooled engine:
high operating temperatures
high temperature variance across cylinder heads
need for more expensive higher octane fuel; a pure fuel efficiency required due to the need for super rich mixtures; inability to run lean of peak EGT

Complex operating procedures are needed to protect engine components against thermal shock, to avoid detonation and valve failure. In an air cooled engine there is a temperature differential of up to 400 degrees across a cylinder head. This differential leads to stress cracks in cylinder heads.

There is shock cooling and heating during a typical flight profile. Exhaust valve sticking and failure is due to poor heat dissipation. The reliance on the valve stem for additional heating may be the cause of camshaft lobe failure. Valve seat failures are due to cylinder head thermal stress.

The advantages of a liquid cooled engine:
The same displacement as an air cooled engine produces more power.
Engine operation is simplified
Engine reliability and durability is improved
Fuel economy is improved
Cooling drag is reduced
Use of cheaper, lower octane fuels is safe
The option is available to use advanced engine management systems

Diesel engines have been used in aircraft, but Bob said that they cannot dissipate heat efficiently.

Why convert an existing engine?
The cost is lower than designing a new engine

There is no change to any internal components
There is no need to re-certify already existing components
Lycoming engines have a proven service history. They are already in use in thousands of existing airframes. They are accepted in the aviation marketplace.

The converted engine has direct drive (no PSRU). It is compatible with existing airframes. Cooling mixture is 50/50

water and ethylene or a polyethylene glycol mixture. Oil cooling is still required.

Design goals are minimal parts change, modular design and minimum parts count. The conversion is designed for 4,6 or 8 cylinder engines. Components include:

- liquid cooled cylinder head
- steel cylinder liner
- water pump simplified, reducing weight and length
- thermostat housing
- external coolant manifold
- system monitoring gauge
- cast aluminum (A356) hardened to T6

There is a one piece cylinder head and water jacket. The coolant is entirely within the jacket. An impeller improves the water pump. The water pump is gear driven. The thermostat isn't sensitive to water pressure. The coolant is circulating at 45 psi. There is a cooling system analyzer (CSA) which is microprocessor controlled. The CSA monitors system temperature, circulation pressure and has a low coolant warning.

The new cowling has less frontal area than the cowling covering the air cooled engine. It has lower parasitic drag, which increases prop efficiency.

REFRESHMENTS

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.



Weight & Balance
Pounds x Arms = Moments
Total Moments / AC Wgt = CG
by **Chuck Newcomer**
EAA Ch 7 Tech Counselor

Dear Chapter 7 Members.

As your new Chapter Technical Advisor I will be standing in for Rick Vaux. Rick's presence will be sorely missed by one and all. He has been a good friend and a wealth of knowledge to all of us. Thank goodness he is just a phone call or an e-mail away.

I am in no way qualified to fill Rick's shoes, nor shall I try. Instead I will attempt to provide some both informative and interesting articles month by month, on subjects that I hope all of us will learn from. I am also available for technical visits and/or phone calls.

My home phone is: 714 / 893-4867 and my e-mail is: cnewcomer1@earthlink.net.

Please help me to help you and the Chapter with what little knowledge I have.

Thank you. **Chuck Newcomer**

Weight and Balance

A few of fundamentals or how many “toys” can we bring and still take-off

Why do we even care about the weight of our aircraft? Or where the C.G. (Center of Gravity) is?

Weight influences more aircraft performance variables than any other single parameter. These include the typical items such as takeoff and landing characteristics, acceleration capability, maximum velocity and rate of climb.

While we all know that an overloaded and/or improperly balanced aircraft requires more power, and often has a greater fuel consumption rate, not all of us realize its over all stability and control characteristics are seriously affected. The effects of changes to the installed equipment and the addition of paint don't often register as having a large impact on the performance of the aircraft.

When should we and When must we weigh our aircraft?

The aircraft basic weight and associated center of gravity *must* be accurately known at all times to ensure a safe aircraft operation. Non-military aircraft are weighed per specified operator's procedures or for prescribed schedules or instructions. According to 43.13-1B, the removal or addition of equipment results in changes to the center of gravity (CG). The empty weight of the aircraft, and the permissible useful load, are affected accordingly. You must investigate the effects of these changes as the aircraft flight characteristics may be adversely affected. Information upon which to base the record of weight and balance changes to the aircraft may be obtained from the pertinent Aircraft Specifications, Type Certificate Data Sheet (TCDS), prescribed aircraft operating limitations, aircraft flight manual, aircraft weight and balance report, and maintenance manual.

Also, removal or addition of minor items of equipment such as nuts, bolts, rivets, washers, and similar standard parts of negligible weight on fixed-wing aircraft do not require a weight and balance check.

How should we go about weighing our aircraft?

All aircraft, regardless of type, are weighed in the longitudinal and lateral level conditions using any of the approved scale type procedures. When weighing on scales, the procedure used assumes that the lateral level condition is 0.0 degrees when the tires have been properly serviced, and the OLEO struts (main gear) evenly extended. The weighing facility floor should not exceed 0.25 inches of slope per foot. The lateral level condition is controlled by jack extension when using load cell (top-of-jack) type equipment. (As aircraft weighing is a requirement, weighing with calibrated scales is the

only sure method of obtaining an accurate basic weight and center of gravity of the aircraft.)

A variety of scale types and equipment may be used for weighing to include: electronic top-of-jack load cells, portable platform scales, or stationary pit scales.

Preparing our aircraft for weighing

To maintain consistency in determining a basic weight condition, an orderly pre-weighing procedure must be followed. The following is but one possible procedure and is by far not the only method that could be used.

:Thoroughly clean the aircraft inside and out, removing accumulated dirt, grease, and moisture. Allow sufficient drying time prior to weighing.

:Gather the required weighing equipment, including scales, jacks, leveling bars, level, tape measure, plumb bob, chalk line, etc.

:Drain the fuel to a predetermined level or top off the tanks as necessary; in accordance with the maintenance manual instructions. Always consult the applicable technical document prior to defueling.

:Remove all load items such as cargo, magazines, blankets, and any other equipment that do not have a fixed position in the aircraft.

:Check all reservoirs and tanks for liquids such as drinking water, washing water, engine oil, hydraulic fluid, cooling fluids, oxygen, etc. Reservoirs and tanks should either be empty, or filled to their normal capacity prior to weighing. (Check your manufacturers specifications for procedures specific to the aircraft you are weighing.) Never weigh an aircraft with partially filled reservoirs or tanks.

Move the aircraft to the area where it is to be weighed. Remember that an aircraft must be weighed in a closed hangar with all blowers of ventilating systems turned Off. The aircraft brakes will be Off to reduce the scale slide and thrust loads, which would possibly give erroneous scale readings and weighing results.

Check that the flap position, seat positions, horizontal stabilizer, etc. are in accordance with the aircraft maintenance manual.

Make an inventory check of the equipment actually in the aircraft. Remember: A weighing without an associated equipment inventory is of no value. Correct the chart A as necessary to itemize accurately all items of fixed operating equipment that will be included in the basic weight determined by the weighing. Correct, if needed, the historical records based upon the equipment inventory.

Aircraft leveling methods

All weight and balance computations are based on measurements taken when the aircraft is in the level position. This position is achieved when the longitudinal and lateral axis of the aircraft are in the horizontal plane. This is determined using a spirit level or (plumb bob) in conjunction with the aircraft manufacturer's built in method of determining the level condition of the aircraft.



by
John Mahany
Master CFI
Ch 7 Member

The spirit level method is performed by placing a leveling bar squarely on the leveling lugs, which are located either inside or outside the aircraft. Then place a spirit level (or inclinometer) on the leveling bar. The aircraft is level when the bubble is centered (or the degrees indicator shows 0.0 degrees). Be sure to level the aircraft in both the longitudinal and lateral directions.

Weighing procedure (general) on mobile platforms

When weighing the aircraft on mobile electronic weighing platforms, follow the general procedure as described in the operating instructions. Additional procedures such as warm-up, leveling, etc. may be contained in the system's operating manual. Read and heed before proceeding with the weighing. As a general rule, perform the following:

:Ensure that all scales are within their prescribed calibration date.

:Warm up electronics for a minimum of 20 minutes, or as dictated by the system operating instructions.

:Zero the scales.

:Tow the aircraft onto the scales. Back aircraft off after pre-activating (exercising) scales; tow aircraft back on to scales.

:Level the aircraft, both horizontally and laterally in accordance with leveling instructions in the aircraft manual.

:Record weight readings and dimensional data on an applicable form. If a large discrepancy is noted, check to see where they may have occurred. If no error is found, reweigh the aircraft. (A large error is 0.2 percent of the basic weight (0.002 x basic weight), or 0.2 percent Mean Aerodynamic Chord (0.002 x MAC).

:When so specified, a second weighing shall be accomplished.

:Remove the aircraft from the scales.

:Determine the tare weight in accordance with appropriate scale instructions. Enter the tare weight readings on the weighing form.

:Finish the calculations on the appropriate weigh form and enter this information into the historical data.

:Stow the equipment.

The aircraft has now been successfully weighed and the center of gravity has been calculated.

Please note that all information presented here offers a general procedure for weighing an aircraft. Always refer to the aircraft's maintenance manuals and the weighing equipment instructions for details. Above all if in doubt ask and follow all safety procedures as if your life depended on it! It just may.

Upcoming SportAir Workshops

June 6 - 8, 2003 Corona, CA

Topic: RV Assembly

This past week I met up with KP Rice, builder of the Volante Flying Car. We filled out some of the required documents for the EAA Flight Advisor Program. He explained that he is still working out some problems with the rigging of the rudder, which had some flutter on his last flight. He also encountered problems with his airspeed indicator, which was reading in error, due to the positioning of the Pitot-tube and the airflow around the front of the vehicle. He has since relocated the Pitot tube, accounting for the airflow around the front of the fuselage, which he hopes will correct the problem. Another test flight will be attempted sometime in the next few weeks.

This week, for the first time in almost a year, I had the opportunity to go fly with Bob Luskin in his Cessna 175 that has been converted to a tailwheel aircraft. It also has a 180 hp engine with a constant speed propeller, which results in great performance, as well as a Horton STOL Kit. This includes dropped leading edges, and a full span fence, which results in good aileron control at very slow speeds. This same kit was installed on the C182 that I flew in Idaho last summer. Bob's airplane is really fun to fly! Our takeoff roll was very short, only a few hundred feet! After reaching the practice area, I put the airplane through the usual paces to get comfortable with it. After steep turns, some slow flight and stalls, we headed over to Compton for some pattern work. In spite of it being kind of breezy, I managed to work in a few good three point landings, and I am now tailwheel current, again! I had lots of fun! Maybe now I will be able to stay tailwheel current! Thank you, again, Bob!

My next seminar will be Night Flying, in Torrance, on May 14th.

Fly safe and keep the blue side up!

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

May 23-25: Watsonville, CA. Watsonville Fly-In & Airshow. www.watsonvillflyin.org.

May 31: Bakersfield, CA. EAA Ch 71 Old Fashioned BBQ & Fly-In. Tri-tip, beans & salad staples. Oh yes, don't forget the fabulous desserts.

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

June 21-22: Van Nuys, CA. Van Nuys Air Fair with participation by EAA Chptr 40. Web site : www.eaa40.org (818) 705-2744.

Santa Paula, CA -- First Sunday of the Month, Aircraft Display & old time autos, 9 a.m., Santa Paula Airport.

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

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. Roy Davis committed to building an Express 2000FT. Young Eaglet Amber Merz went down in a Kolb Firestar when engine went kaput. When news media asked if hurt or scared, she replied "Not a scratch, my dirt bike is a lot worse than this thing."

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, May 17, 10 a.m. Spkr: Mike Maxwell, Toyota's aviation program. LOTS of activity.

<http://www.geocities.com/eea96>

EAA Chapter 40. Van Nuys, CA. That chapter hangar still has potential. Van Nuys Air Fair Jun 21-22. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA. Tim Barnes reactivated newsletter, great job. Looking to see more of his handiwork. Don't forget their Ol' Time BBQ on May 31, 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. Fly-out to Pine Mtn Lake, also 2nd home to Clay Lacy. With Ch 491 Santa Ynez, flew 30 kids. Lots of activity. Be sure to glance at their issue on the table. Site: <http://pulsar.westmont.edu/eea>

EAA Chapter 1000: Edwards AFB, CA. Mtg to be held at home of Bob Waldmiller. Demo on vacuum bagging. 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 May Chapter 7 Young Eagles Rally will be Saturday May 10th at Aeroplex (3333 E. Spring Street) on Long Beach Airport. At this time we have only about 15 or 20 Young eagle candidates. Nevertheless, all pilots and ground crew volunteers will be appreciated. If you can recruit any other Young Eagles please do so and email (or phone) me with the QUANTITY and a CONTACT email or phone number (for the Young Eagle) My email is: aerospark@cs.com

My phone is: 714) 381-4240

We are usually very short on ground crew so try to make it if you can. 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, form completion and teardown. Sign up to volunteer at the May meeting or just come out to Aeroplex on the 10th. We will start setting up at 8:00 a.m. but will appreciate your help as your schedule permits.

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

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.

FOR SALE: ZENITH CH-801 (4 PLACE) Fuselage Kit, no work started, \$4500.00, Gary Anderson (714) 231-6905 **AFTER 6:00pm**

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).

In the Pattern

INTERNATIONAL YOUNG EAGLES DAY - JUNE 14

We want to encourage as many of you who can, to schedule an event for that day. International Young Eagles Day has been celebrated since 1994 and has resulted in tens of thousands of Young Eagles flights through the years. While we hope your Chapter will hold several events each year, June 14 is set aside as THE day to focus on Young Eagles. If you need supplies or have questions, please contact the Young Eagles Office at yeagles@eaa.org <<mailto:yeagles@eaa.org>> or 1-877-806-8902.

WHAT HAPPENS TO YOUNG EAGLES ON DEC 18, 2003?

When we reach our 1 million Young Eagle goal this year, does that mean the program will cease to exist? No. In fact, because we have been so successful, you have helped ensure the program will continue. Young Eagles has become one of the top activities for EAA Chapters and Members. The Wright Brothers didn't stop flying on December 18, 1903, so why should we stop flying Young Eagles on December 18, 2003? We will be looking at ways to keep the program growing in 2004 and beyond. In the future, we want to help you continue providing inspirational and motivational experiences for young people in your community. While our future plans will be announced during EAA AirVenture Oshkosh 2003, we want to keep our eyes on the immediate goal. We're too close now to come up short. Rest assured, as Chapter members, you'll be among the first to hear about our plans for the future.

Year 2003 Officers

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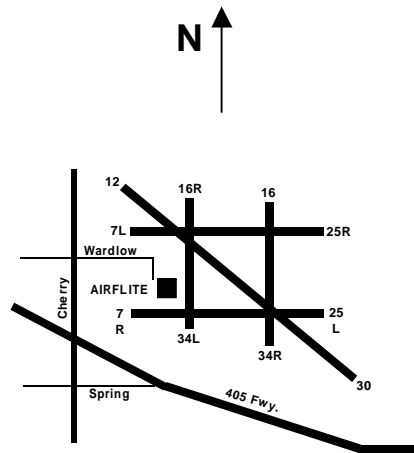
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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.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
REQUESTED**