



Chapter Seven *Long Beach*

President's Message

by **George McDaniel**

The biggest news to report is the about the B-17 we hosted last weekend. It was such a great success I wrote a separate article just about it. But I want to again thank all the volunteers including the Torrance Air Fair Association and Chapters 92 & 96. I was so proud of all the praise we received from the crew about what a great job we did. I can't thank everyone enough for the fine job that was done.



Don't forget the Chino Air-show next weekend.



Chapter 92 is selling Bratwurst, parking planes and

hosting an EAA information booth. We have been invited



to help, now is a chance to return the help they gave us with the B-17. Talk to Don Myhra at the meeting or give him a call if you can help.

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

Editor's Note: EAA B-17 "Aluminum Overcast" was at the end of a landing roll-out at Van Nuys airport when the main gear had a catastrophic failure. EAA crews from Oshkosh are assessing the damage to see what repairs are required to get it back to OSH for repair at their facility. Volunteers at VNY have come forward with assistance where necessary.

VP's Chat Room

By Don "Crash" Thompson

Program -- May 13, 2004

This month our speaker comes from within our own chapter ranks as Josh Pine discusses his own design and explains how to "think outside the box". His two primary objectives are:



- (1) How to create a safer aircraft design,
- (2) How to reduce the cost of sport aviation.

The program is sure to be informative and interesting to all who attend.

Several copies of the premier issue of the new **EAA SPORT PILOT & Light Sport Aircraft** magazine will be on display at the newsletter desk for your viewing pleasure. Those of you that were subscribed to **The Experimenter** are now receiving this new version of the magazine. If you are considering a Light Sport aircraft in your future you should seriously consider subscribing to this top quality magazine.

BE THERE – BE IN THE KNOW!

2004 Membership Lists

Currently the chapter is showing 54 paid members according to the treasurer's records. Printed lists of the membership will be available to members attending the meeting. If you receive your newsletter via e-mail, please send a request to always1@verizon.net and I will be sure to send you a copy. Please specify MS-Excel or Adobe Acrobat format.

Chapter 7 continues to be one of the lowest rates for membership, just **\$12.00**. Considering the amount of

information and excellent articles by our contributors, this is a major bargain for members.

I urge you to renew 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. If unable to attend, mail your check for \$12.00 payable to **“EAA Chapter 7”** with \$0.37 postage 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.

Mike Sawicki
Chapter 7 Newsletter Editor

To See or Not to See That IS the Objective

With summer fast approaching, officially June 21 this year, I thought it best to cover a subject that all of us use, our eyes. Having worn eyeglasses since high school days, I was very interested in a recent article I read in Custom Planes (May 2004) regarding sunglasses. I considered myself a connoisseur of sunglasses at one time and tried several brands and styles.

Back in the 70's and 80's it was the Ray-Ban "ambermatic" suggested by the female flight instructor I had at the time. I broke them on a trip to Mexico and mailed them to Ray-Ban. To my surprise they fixed both lenses at no charge and I took the time to thank them. It turned out that when one lens broke, both had to be replaced as they had to be cut from the same block of glass to assure light characteristics were identical. They even changed the frames which my skin oils had a tendency to eat through the plating.

I tried several clip-on models but they were generally made of plastic that did not hold up well against scratches. Carrying a case around for them seemed superficial so items in my shirt pocket did not help the matter of longevity. Polaroid was the only way to go to when driving, but for flying – NOT!

While attending a radio-controlled event of ¼-scale model planes at Rialto, I was introduced to the Zurich line of sunglasses. They were gradient shaded and worked excellent in haze. They are the only pair of glasses I have found that I could drive / fly directly into the sun without squinting. Since I already wear glasses, these will also fit over your regular pair. Not very comfortable when wearing David Clarks and two frame arms.

About 15 years ago I had to change to bifocals due to age which occurs around 40-sih and stabilizes when we reach the 60's. Working with computers was a contributing factor.

Let's look at some of the recommendations made in this excellent article by Dr. Peter Kraus.

You need to discuss your specific requirements with your optometrist, an be specific as to "your" cockpit requirements. Cockpits differ with controls and gauges at different positions. An overhead panel may require close focus lens at the top of the lens and not just at the bottom for the normal panel. Gradient bifocals have limited correct focal lengths at any given point. A false sense of movement in the peripheral vision can be caused by head movements alone.

Corrective surgery must be discussed with your eye surgeon and FAA medical examiner. Unfortunately it cannot correct presbyopia (bifocal).

Sunlight damages our eyes and we need to protect them if we wish to continue enjoying the benefits of flying. Having the right pair of sunglasses is very important. As it turned out in my past, Polaroid and photochromatic lenses are not recommended. Keep the Polaroids in the car and on the boat for fishing. Polaroid filters work great on your camera but not in the cockpit. Most cockpit windows are formed plastic and gauges have plastic windows on them. The use of Polaroid lenses may prevent you from seeing the glint of light from oncoming or side traffic. Check the view of your cell-phone screen while wearing Polaroid lenses and your will get a rainbow of colors.

Photochromatic (Ray-Ban called them "amber-matic") lenses seems to have distinctive lag time in changing to various environments.

So, where is the happy medium we are trying to find? Neutral is the word. Look for a shade that does not distort colors. A lens of ND-15 strength is not easy to get but can be ordered from your optometrist if you are renewing your prescription. Aviation glasses are shaped for a reason. They provide sufficient side coverage, not hindered by frames at the side. Solids or gradient? Gradient, if you can get them as they will allow protection when viewing the horizon but let you view your charts and instruments when you glance into the cockpit. Zurich lenses have this feature. Known to stop a flying spark plug with only a minor knick, the protective case is important to preserve the coating.

Clip-ons are available at nearly every sporting event but uses extreme caution here. Flip-up type can assume the wrong position when you least want them to, in the middle of turbulence. A 20mm depth is suggested for use "so they cover the distance vision portion of your glasses but not the near vision portion."

In most aviation magazines you will see ads for sunglasses, and we will touch on the top four brands. To say the least, "as seen on TV" brands did not make the cut. Don't look for Blu-blockers or Eagle Eyes here.

American Optical (AO) has been manufacturing sunglasses to "Mil-spec". They have a variety of sizes and

styles. The arms also in several designs which aid in finding a comfortable pair to match your headset. They do offer Polaroids due to customer demand but steer clear. Prescription lenses are not available.

Ray-Ban. Remember that scene with Tom Cruise at Top-Gun school walking down the flight line. The girls swooned and we all ran out to buy a pair. I speak from experience when I say they stand behind their product. They do not make prescription lenses so choose wisely and get a color that is distortion free.

Serengetis are made with glass lenses, not plastic. They are now offered in many optometrist's offices and optical centers such as Lenscrafters and even Costco Wholesale. These can be made to your specific prescription.

Last but not least is Zurich. These can be worn over your regular glasses but they are not your normal "granny" shades. News even to me, the arms can be removed and replaced by a band to a more comfortable fit with your favorite headset. Don't have to give up my DC's for now. Constructed of Lexan, they have been known to stop a speeding glo-plug from taking out an eye.

As for me, I switched to medium frames about four years ago. My old frames which were large are coming out of retirement for a new life as my updated prescription sunglasses (bifocal). ND-15 with gradient shading with clear at the bottom.



by
John Mahany
Master CFI
Member, Ch 7

Greetings, fellow EAAer's!

Well, it's back to school for me, again, at Flight Safety. I am learning about the 300 and 400 series Twin Cessna's (except the 336/337), and what makes them tick. I am going through initial and recurrent ground school plus simulator training. There is also a Cockpit Procedures Trainer, or CPT, which is used for teaching checklist 'procedures', hence the term, CPT. The simulator is a level 6 simulator, and has motion, but the landings don't count. You get to go do that in the airplane! I have about 3 months of training to go through, before I am fully qualified to teach. I am looking forward to it!

For now, it seems, the challenge for me will be to keep current, in airplanes! While I am in training, I don't know how much time I will have, to fly. I will be 'flying' in the simulator, and will have to demonstrate proficiency in that, before I am signed off.

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 an 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 15-16: Chino, CA. Planes of Fame Airshow 2004. Ctc: 909 / 597-3722. EAA Ch 92 participation. See Don Myhra for details or call 949 / 636-0747.

May 21-23: Columbia, CA. Gathering of Luscombes. Ctc: Jim or Patti Sani 559/888-2745.

May 28-30: Watsonville, CA. Watsonville Fly-In & Airshow. Ctc: 831 / 763-5600.

Jun 4-5: Merced, CA. West Coast Antique Fly-In. Ctc: Virginia Morford 209 / 383-4632

Jun 5: Hemet, CA. Hemet-Ryan Airshow & Fly-In. EAA Ch 1279 doing the pancake breakfast.

Jun 18-20: Marysville, CA. EAA Golden West Regional Fly-In. Ctc: www.goldenwestflyin.org. **EAA Chapter 7 campout with new canopy and banner.**

Jun 26: Upland, CA. Warbirds at Cable Airshow.

Jun 26-27: Ramona, CA. Ramona Airshow. Ctc: Steve Butler B3308@aol.com.

Aluminum Overcast

EAA B-17 Bomber Visits Long Beach Brings History & Nostalgia to Many

Once again we have successfully hosted the EAA B-17 at Long Beach. The weekend can only be called a tremendous success. It started on Wednesday evening with a phone call to Don Thompson letting us know that the B-17 would be arriving Thursday at 11:30am instead of at 2:00pm. The media flight was booked for 2:00 and was almost full and we had plenty of volunteers to help with everything. The B-17 arrived on schedule and the media flight went off with out a hitch. After getting things set for the night we called it a day.



Everyone arrived early on Friday morning to get things set up for the first flight at 10:15am, which went flawlessly. Another at 11:00 and another at 11:45. On the 12:30 flight we only had 7 of the 8 seats sold,

one of which was my seat that Don Myhra bought for me.

The EAA Tour Stop Manager allowed me to pick a volunteer to fill the empty seat so I picked Tom Griffith because of the amount of work he had put into the



marketing and planning of this event. So Tom was able to join me on the flight. I can't express in words the excitement level I felt as we boarded. The flight was

even more exciting than I ever imagined. As soon as we were in the air and steady we were allowed to get up and move all around the plane.

I started taking pictures and checking out every position I could. Everyone wanted a turn in the nose at the bombardier station and now I know why. The view was amazing



. I couldn't help but think about all the brave young men that went into combat with this amazing airplane. Once the flight was over and we were back at AeroPlex I don't think I touched the ground for the first 30 or 40 feet cause I was walking on air....



Enough about my flight, the rest of Friday went great also. We set up for ground tours and merchandise sales and did our duty. We had great volunteer support and everyone was able to get a turn in the B-17.

Saturday morning started about 8:00am with getting the ramp area ready for the first flight at 8:45. We had flights every 45 minutes until time to set up for ground tours about 2:00pm. Because of a double flight booking we had the opportunity to put 2 more volunteers on a flight so I selected Don Thompson and Woody Fowler again due to the amount of advance work and planning hours put in. Unfortunately Don needed to get to work and couldn't make the flight so I gave Birch Parker and Merv Meyer a chance for a coin flip to see which one of them would go on the flight. As usual the fine generous spirit of our volunteers came out and Birch gave up his chance to Merv. Remember that Merv won the drawing last tour and gave up his seat to Tish Hall. So Woody and Merv also received a free volunteer flight. I am sure they were as excited as I was. The afternoon tours and sales went fine with the exception of a really nice elderly lady needing a little first-aid for a nasty cut she got while touring the B-17. Also the weather was very hot all weekend. We shut down just before 6:00pm and went home for a well-deserved rest.

Sunday mornings first flight was scheduled for 8:45 which meant that the passengers were told to show up 1 hour early at 7:45 so I asked Don Thompson if he could show up to get the gates open. When I showed up at 8:15 the first thing I

was told was that there were only 6 seats sold on the first flight and I could pick 2 volunteers for the flight. Considering that the only volunteers that were already on site that hadn't been on a flight were Don Thompson and Louis Bigelow the choice was easy. So



Louis and Don got to ride on the first flight of Sunday morning. The rest of the day was more of the same excitement we had been experiencing on Saturday. The last flight was finished a little after 1:00 and we got set up as usual. Meanwhile Don Myhra and a few helpers went into the lunchroom to prepare the drawing for the outbound

flight. Which we learned was to be Monday morning to Fox Field as the B-17 would be heading to Edwards Air Force Base to work with the test pilots for a few days before heading to Van Nays for next weekend. Once the drawing was ready the names were drawn and we had 4 winners. The names drawn were Breann Farfan, Art Canning, Jim Fox and Kendra Farfan. Breann and Kendra are sisters and had been volunteering with their father and two brothers everyday except Thursday. Breann is the Air Academy candidate from Chapter 96 this summer. Art, Breann and Kendra were on site and got the news right away but Jim Wolf needed to be called to be sure he could make the flight, of course he did. Art had to get on the phone and do some quick schedule changes to be able to go, but all worked out. Monday morning I met them at the plane to see them off, smiles everywhere. Tom Griffith and Don Thompson both flew their 172's to Fox field to pick them up and bring them back, everyone had a great trip and made it home safe and sound.

The entire event was a tremendous success and it was only possible with the help of the combined efforts of three EAA Chapters and the



Torrance Air Fair Association. Thank you each and everyone for all the work put into this event. **YOU MADE ME PROUD OF THIS CHAPTER AGAIN.**

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. Newsletter seems intermittent. Hope to get back on track and find out what is happening in that part of Riverside County. 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 12-page 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 e-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. Torrance, CA. Seemed to have lost touch with this chapter, hope to exchange again soon. Hangar still full of projects. Some 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. Considering consolidating with another chapter. Only 8 at last meeting.

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. Breakfasts and YE flights keeping this chapter busy.

EAA Chapter 1279: Murrieta-Temecula, CA. French Valley Airport. Last Sunday of month, 2 p.m. Terminal Bldg. Participation in March ARB Open House. Info on tax deduction for showing your plane at shows & meetings. Lots of projects in the pot. 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.



The Eagles Nest

by Darwyn Wolff

The April 17th Young Eagles Rally was a qualified success considering that most of the flights were made in a light rain. About 18 Young Eagles were flown while the pilots remained mostly in the Fullerton pattern.



He Ain't Heavy, he's my brother. Everyone worked in unison and got great enjoyment even with weather being limited. Thanks go out to the pilots and ground crew who hung in there

!

Sam White oversees the registration process before having to move the operation to the dryer confines of the hangar. At one point the "heavy mist" was getting under the registration table awning and soaking all the paperwork and the computing equipment.



A group effort got all that moved into the Ray's Flying Club hangar for drying out.



Jim Wolf holds the attention of interested Young Eagles as they learn the basics of flight mechanics

Pilots stayed the course even when to give appreciative YE a ride.



In lieu of all that, everyone still had a great time especially the newly initiated Young Eagles.

The next Young Eagles Rally has not yet been officially scheduled but would likely be June 12th and may again be at Ray's Flying Club, Fullerton Airport. Be sure to attend the May Chapter meeting for further details.

See you at the meeting.

Classified Section

Nuts, Bolts, Engines, Planes & T'ings



1958 Tri-Champ model, Champion Aircraft Co. White with two-tone blue trim. Always hangared. 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.

Submitted by
Merv Meyer
Chapter Secretary

Secretary's
Notepad



BOARD OF DIRECTORS Meeting of Apr 8, 2004

Tom Griffith, EAA B17 visit coordinator, told the board that the cheapest rate for an ad in the Long Beach Press-Telegram would be Monday through Thursday at \$59 per column inch per day. This would amount to an ad costing about \$400. He believes that this is not worth the expense, especially since our ad would be buried inside other ads.

George McDaniel, Chapter President, told the board that all the flights during the EAA B17 visit last year were sold out, Chapter 7's cut of the b17 visit was \$2,500. He said that the Torrance Air Fair Association, whose board members came to our board meeting last month, has 300 names on its mailing list. He told board members that chapter member Kindle Hanson will contact a Long Beach Press-Telegram reporter. George suggested that the reporter be given a media flight, contingent upon the reporter writing a story about the EAA B17 program. Long Beach Airport management has been informed that EAA event insurance covers the airport.

Chapter member Sam White brought his son's application for Air Academy. His son is also applying for EAA membership. The chapter pays a student's airfare and tuition at the Air Academy. Tom Griffith moved that Sam White, Jr. be accepted as a candidate to the Air Academy. George McDaniel seconded the motion. The motion carried. Woody Fowler, Chapter Treasurer, has mailed Air Academy applications to Jasmine Palomino and Nick Walton. Mike

Sawicki, Chapter Newsletter Editor, will buy an event banner from the EAA in Oshkosh. Cost is \$60. George McDaniel moved that the expenditure be approved. John Mahany seconded the motion. The motion carried. Mike will also buy a 10' x 20" canopy for the event. The canopy will be stored at his place. Tom Griffith moved that up to \$125 be disbursed from the chapter treasury to buy a canopy. George McDaniel seconded the motion. The motion carried.

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

MEETING MINUTES General Meeting April 8, 2004

ATTENDANCE: 38

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. The chapter now has 58 members who have paid their dues. John Mahany moved that the Treasurer's report be accepted. Don Myhra seconded the motion. The motion carried.

John Mahany moved that the minutes be approved as read in the newsletter. Don Myhra seconded the motion. The motion carried.

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:

BUD KINGSBURY guest speaker

BOB HAYOS is a DAR (Designated Airworthiness Representative) and is willing to serve as Tech Counselor. His DAR is for amateur built aircraft only.

DON DEMING joined the EAA in Minnesota. He is a member of Chapter 96

Tom Griffith, EAA B17 visit coordinator, is looking for 12 volunteers for half-day work during the flights from April 30 thru May 3.

Mike Sawicki, Chapter Newsletter Editor, called members' attention to newsletters from other EAA chapters which he brought to the meeting.

Tom Griffith, Chapter membership Coordinator, distributed membership badges.

John Mahany, Chapter Flight Counselor, informed members that he has been hired by Flight Safety International

as a flight instructor, initially on the Cessna 421. Although he does not know what his schedule will look like in the future, he intends to remain Flight Counselor, and to stay active as a Young Eagles pilot. He has no news on the flight progress of the Rice Flying Auto.

Darwyn Wolff, Chapter Young Eagles Coordinator, scheduled an event for Saturday, April 17, at Ray's Flying Service on Fullerton Airport. Four pilots and six ground crew are available.

Don Thompson, Chapter Vice President, is back from London. He made it to the Royal Air Force Museum and to the Imperial War Museum. Don told members that he has form postcards, if anyone wants to protest the building of residences next to the airport by Boeing's real estate project.

Mike Sawicki, Chapter Newsletter Editor, referred members to the newsletter for aviation events in the area through June. There are eight other newsletters at a rear table.

Sam White, Jr., age 12, a candidate for the Air Academy, was introduced to the members. His application must be accepted in Oshkosh. Woody Fowler read his letter. The candidate told about an interest in aviation from years earlier, when he was very young. He thanked the members for considering his application. Attached to his application are reference letters from Ray's Flying Club, his sixth grade teacher at Elliott Elementary School and from his music teacher.,

George McDaniel gave the dates for public flights of the EAA B17, from Friday, April 30 thru Monday, May 3. The B17 departs Tuesday, May 4, for the next visit, either at Van Nuys Airport or Fox Field, Lancaster. Volunteers who work the event are eligible for a ride to the next destination, to be determined by ticket lottery. Lottery winner or winners will get a flight back to Long Beach Airport.

PROGRAM

Bud Kingsbury was a B17 pilot during World War II. He told members about his remarkable survival after his bomber was shot down over Italy. He was born in Chicago. He got his pilot's license in 1941, before he joined the Army Air Corps. As a recruit he was sent to Santa Ana Army Air Base in 1942, and then on to Hemet for pilot training, first flying Ryan primary trainers. At Bakersfield AAB he received advanced instruction in the AT9 and AT17 twin engine trainers. He was then assigned to a B17 as a co-pilot for crew training. There was a second phase, night crew training at Rapid City AAB in South Dakota. He then returned to California for search and rescue missions off the California coast.

He made it the left seat as pilot and was assigned to combat duty. He flew to England via Bangor, Maine and Gander, Newfoundland to England. This last leg took 12 hours, radio silence and at an altitude of less than 10,000 feet. From England he was assigned to the Second Bomb Group based at Tunis, North Africa.

On his third mission, August 19, 1943, the target was Foggia, southeast of Rome. The attack involved two waves of 100 bombers each. He was in the first wave. There were only 18 P38's providing fighter cover. The bombers were intercepted by 200 German and Italian fighters before they

reached Foggia. He managed a straight flight to the target, dropped bombs and lost an engine over the target. Turning for home he headed in a southwesterly direction to the Tyrrhenian Sea on the west coast of Italy. A second engine was hit. There were now two engines out on the left side: he was unable to feather the props. He gave the order to bail out. Five men were trapped in the bomber and five men bailed out. He was hit by shards of flak in the neck and back.

As he descended in his chute two Me109's flew by but no machine gun fire was directed at him. He was drifting toward mountains but eventually hit water well out to sea. He never saw the four men who bailed out with him again. He survived impact in good shape. His life vest was inflated but his flares didn't work. In the water he saw two shark fins. Then he heard engine noise in the distance. A three engine seaplane flew over. It looked to be an Italian design, but the fuselage had British roundels. The engine noise frightened off the sharks. He was in the water for 32 hours, swimming toward shore from about 21 miles out. About 400 feet from shore, approaching a steep shoreline, he slit his life vest, swam in and collapsed on the beach. He was unable to get to his feet. If he had not been in exceptional physical shape he never would have made it from so far out.

Three young Italian sisters found him and dragged him to their home. He was interrogated by an Italian policeman, who determined that he was not German. If the policemen had decided that he was German, he would have shot him. He was brought to a hospital. Eventually the Germans took control of the hospital and he was transferred farther north to an internment camp for aviation officer prisoners, Stalag Luft 3.

In January of 1945 prisoners were removed from Stalag Luft 3. They were marched 78 to 80 miles to trains. He was in the last group of 500. 70% of this group were disabled by frostbite. The destination by train was Munich. He faced death again. At Bolzano, near the Austrian border, the train was strafed by American fighters. Two British officers attempting to escape by bicycle were shot to death. German guards told the prisoners that if an enlisted prisoner escaped 20 other prisoners would be killed. If an officer escaped, 30 prisoners would be killed. In Germany he was liberated in May, on the last Sunday of the war.

He and three other prisoners drove to the airport in Frankfurt in a car they found. They traded the car for a flight in a C47 to Paris. In the 1970's he returned to the town in Italy and visited the sisters who had rescued him. He returned again in 1995. This time there was a big reception, attended by 600-700 people.

REFRESHMENTS

May Merv Meyer
June John Mahany
July Sam White
August Birch Parker

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

Year 2004 Officers

President

George McDaniel
(949) 951-0957
gcmcd@aol.com

Vice President

Don Thompson
(562) 498-0862
DSDT2@cs.com

Treasurer

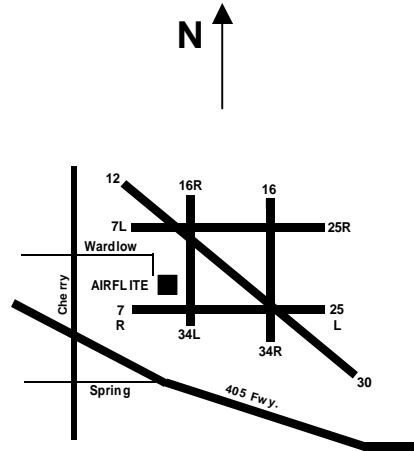
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net

Secretary

Merv Meyer
(562) 423-2289
memjam@worldnet.att.net

Newsletter Editor

Mike Sawicki
(714) 343-4547
always1@verizon.net



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
26442 Nacome Drive
Mission Viejo, CA 92691-4948

**ADDRESS CORRECTION
REQUESTED**