



Chapter Seven *Long Beach*

President's Message

By George
McDaniel

With a little help from our friends we've done it again, another huge success with the B-17. Arrival was a day early but other than that everything went without a hitch. Thanks go out to a whole bunch of people, especially the coordinators. Kendle Hanson and Tom Griffith doing Public Relations, Don Myhra, Don Thompson and yours truly taking up the slack on everything else.

Kendle set up a media party for Thursday and arranged to have a large group of B-17 veterans to attend. What a great bunch of people. I enjoyed talking to each one and listening in on their conversations was priceless. We owe them such a huge debt, it was great to be able to host a party for them. The B-17 crew allowed them to crawl all over the plane, even in the cockpit. We took lots of pictures, be sure to look at them at the meeting.

Friday was a little slow with only one flight booked although we had a lot of people come by for ground tours. Saturday was a different story, we were pretty busy all day long. The line for tours in the afternoon stretched around the front of the plane and all the way to the tail. Sunday was also busy from the start, it started out with only 4 flights sold but we were able to fill another with a little prodding from Don Thompson.

The raffle for the rides to Palm Springs was held on Sunday afternoon by Don Myhra. The lucky winners were Kendle Hanson of Chapter 7, Chuck Newcomer of Chapters 7 & 92 and Mark Carnaghan of Chapter 92. The last ride went to one of our invited veteran friends Al Olivari. We sent a couple of C-172's out to Palm Springs to bring them back and need to thank Tom Griffith and his partner Art and Don Myrah and John Mahany for getting our guys back safely.

I'm going to cut this article a little short so we will have more room for pictures because everyone knows a picture is worth a thousand words. Thanks again to all who helped.

See you at the meeting.

VP's Chat Room

By Don
"Crash"
Thompson

Program -- Nov 14, 2002

Our chapter program for November is Bob Sternfels presenting "1943 – Ploeste, Romania - Oilfield Raids." The raids on the oil field there were critical to turning the tide of WW-II.

As a heads up for December, we will have a presentation by a team bringin a new product to market. Seen at Copperstate, this box available in several sizes makes the job of connecting your instruments a pure joy.

For our Christmas party we will have a presentation of slides of various events throughout the past years. Much will be concentrated on 2002. If you have any pictures you would like to contribute, please bring them to the November meeting. This is being coordinated by Mike Sawicki. You will receive your photos back. Please place your name on the back of each photo. This project will be a great success only with the help of the chapter members.

See you at the meeting.

Membership Dues

It happens to be that time of year again to renew membership. Get an early start and eliminate the hassles after the New Year begins. We are looking forward to another exciting year in 2003.

Chapter 7 continues to be one of the lowest rates for membership, just \$12.00. Considering the amount of information and excellent articles by our contributors, this is a major bargain for members.

I urge you to renew early so you do not miss a single issue. An application form is included again as in past months. Please mail or bring to the meeting on Thursday, November 14th.

Secretary's Note Pad

Submitted by
Merv Meyer



BOARD OF DIRECTORS Meeting of Oct 10, 2002

The chapter Christmas party will be held in the Fireplace Room of the Lakewood Country Club. The menu was selected by the Board members. Details of the Christmas party are in the November newsletter.

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

MEETING MINUTES

General Meeting
October 10, 2002

Attendance: 20

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

OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. Woody has preview copies of the book, "Wild Blue Yonder", to be made available at Young Eagles events. Price per copy is \$15, down from publisher's price of \$19.95.

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

NEW BUSINESS

One guest was introduced, KEN WRIGHT. Ken was a navigator in the Royal Air Force Bomber Command during World War II. Ken is tonight's program presenter.

Darwyn Wolff, Young Eagles Coordinator, proposed Saturday, December 14, for the next Young Eagles event.

John Mahany, Chapter Flight Counselor, attended a meeting of the Long Beach City Council in which the

future of Long Beach Airport was being discussed. John arrived after the members meeting adjourned. John will discuss the City Council meeting with members at the November meeting.

Don Thompson, Chapter Vice President, informed members of a recent article in the Long Beach Press Telegram. This article described a plot to kidnap Emperor Hirohito. After an atomic bomb was dropped on Hiroshima and on Nagasaki, Japanese military officers opposed to ending the war plotted to kidnap the Emperor and to hold him until he agreed to tell the Japanese people to fight on. In the meanwhile a single B29 bomber flew a reconnaissance mission over Tokyo. A total black-out of the city of Tokyo was enforced. The black-out prevented the conspirators from locating and capturing the Emperor. Jim Smith, pilot of that B29, lives in the Long Beach area. Don will contact him to see if he will be a future program presenter.

George McDaniel informed members that the annual Christmas dinner will be Saturday, December 21, commencing 6:00 pm at the Lakewood Country Club. Dinner will be a buffet; cost is \$25 per person. A mailer will be sent out to members to make reservations.

Mike Hanson attended the recent Reno Air Races. He brought photo slides of the event.

Woody Fowler is building a tandem two-seater Zenith. The gross weight of the latest design is up to 1,100 pounds. Woody brought in the old and the new plans. He is building the new, upgraded kit. The new plans require thicker parts. Mike Stearns has aluminum parts for Woody. George Pinneo recommended H. & K. Metals on Western Avenue north of Rosecrans Boulevard. Darwyn Wolff recommended Industrial Liquidators on Hawthorne Boulevard, one mile north of the northbound Hawthorne Boulevard exit from 405.

Tom Griffith brought in an aileron for the Tailwind he is building. He needs an aluminum bushing. Jim Wolf can produce the part on his lathe that Tom needs.

Mike Sawicki, Newsletter Editor, visited Bob Hartunian up at Big Bear. Bob's Pulsar project is nearing completion. He is towing his project to a hangar at Big Bear Airport. Mike attended a Chapter 1 meeting at Flabob Airport where Dick van Grundsvan discussed his new RV10 four-seater.

Mike brought data sheets on aluminum rivets.

PROGRAM

Ken Wright began the program with a review of the early history of aerial bombardment which influenced

Royal Air Force Bomber Command. An Italian general, Giulio Douhet, wrote a book developing the thesis that an armada of bombers, armed to defend themselves from fighters, would be invincible. In 1935 bombing of cities began during the Japanese invasion of China. During the Spanish Civil War, 1936 to 1939, German airplanes bombed Spanish cities.

At the beginning of war, September 1939, Bomber Command had only 200 bombers. After the number dwindled down to 100, the RAF switched to night raids.

Before the war, in 1935, Radar Detection and Ranging (RADAR) stations were built in Great Britain, providing a network of defense around the island. On offense, a system called GEE was developed. This system had a master station and three slave stations for target ranging. A cathode ray tube in the aircraft was the receiver. This system was accurate within one half mile. It was during this time that the transponder IFF (Identification Friend or Foe) was developed. Raids were preceded by pathfinder missions, to illuminate target area with flares. Toward the end of the war this mission was accomplished by DeHavilland Mosquitoes, twin engine fighter bombers, flying at 35,000 feet. The German defenders used radar to detect bomber formations. The RAF used mechanical (chaff) and electronic counter-measures to confuse the radar.

Casualty rates were very high. The United States Eighth Air Force, with 210,00 air crewmen, lost 26,000 men, killed or captured during mostly daytime raids. The Royal Air Force bomber Command, although they mostly flew at night, had an even higher casualty rate. Bomber Command had 120,000 air crewmen. 55,573 were killed or captured in combat. In addition, about 10,000 air crewmen were killed in training. This means that, in the course of the war, over half of the men of Bomber Command (about 54%) were lost. During 1942 and 1943 British and American bombers flew without fighter escort. The survival rate of an aircrew, completing 25 missions in the Army Air Corps, 30 missions in the RAF, was only 35%. Later, when long range fighters, mostly P47's and P51's escorted bombers to the target and back, German fighters were for the most part ineffectual.

REFRESHMENTS

NOVEMBER Rick Thomas

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



October Vacation Closed for November

by Rick Vaux, TC4130

Hello, Chapter 7.

Well, gang, the month of October is my vacation, which means this column will be missing in **November**. Have a wonderful Thanksgiving and leave the light on for me.

If you have any questions or just want to talk, call me at (714)892-4753.

Rick Vaux, TC4130

In lieu of Rick's regular monthly article I would like to bring forth some additional knowledge of fuels since he did such a wonderful job of explaining the av-gas / auto-gas controversy.

Eureka !!! It's Urea Not a Field Application

As jets fly longer and "colder" routes, more demand is put on Jet-A fuel to flow properly. Military jets use JP-8 with a freeze point of -47C and the more radical aircraft with JPTS with an even lower temperature rating. JP-8 is very similar to the European Jet-A1 using another formulation.

Newly opened routes to Russia via the North Pole add longer hours and lower temps to cool the fuel while en-route. The Dayton Research Institute was funded by both the Air Force Research Lab and the FAA to determine what could be done to lower the temperature of the jet fuel before giving problems.

A urea process had been used in lubricating oils that reacts with normal alkanes, and removes them. The first sign of crystallization occurs with the larger normal alkanes. This can occur at room temperatures, then must be filtered from the fuel. Without the paraffins, the proclivity of the the fuel to gel can be reduced by 12 degrees Celsius (20 degrees Fahrenheit).

Further testing is required to determine if the properties of the lubricants change; or the fuel may lose some of its original energy coefficient.

The urea process is NOT an additive and must use a refinery process. There is no quick solution to using the contents of your "Johnny" bottle. Research is continuing to find an additive that will not cause the formation of crystals or the use of special filters.

Fly-In Season Comes to an End

October saw another glut of aviation events. Some had conflicting schedules requiring the assistance of other chapter member to cover the events. The beginning of October opened with the Albuquerque Balloon-Fest. All 700 slots were filled. I was fortunate to view this in 1998 and feel everyone should see it once in their lifetime.

Copperstate moved to a new home and was dormant in 2001. I believe they have found a permanent residence on the site of Phoenix Regional Airport (PRA). Located a bit in the toolies for want of an adequate state posted highway sign, eventually you found it by process of elimination. A bit in the outskirts of south Phoenix, there are nearby cattle pens. Nothing like the perfume odors and flies of Chino.



Showers were housed in a permanent building similar to those at OSH. The water temperature was VERY BRISK and we hope that there is an addition of a water heater next year.

52 acres of freshly planted grass was watered for 60 days prior to the fly-in. Since all of it was put to good use this year, I expect that they will need another 50 to 75% more for 2003. There was a large body of water near the entrance which could have been mistaken for an ultralight watercraft landing space. This was used for irrigation purposes. The grass was sturdy and held up well in the heavy traffic. Good thing too, as it kept the dust from flying during Sunday's blustery spell.

Food prices seemed to be more reasonable than most fly-ins and we look forward to better selections and arrangements for a pancake breakfast.



A rare sight is this pair of Sorrell Hiperbipes. Both were championship quality and the owners spoke highly of their aircraft. The atmosphere throughout the fly-in was one of laid-back relaxation and camaraderie.



Sunrise on Sunday morning dawned bright but winds picked up shortly around noon then died down for the day. Saturday was even more spectacular but the photo lab lost my print.



Vendors were placed on the southwest side of the field, in line with the Forum tents, HQ, and food court. Sales and interest seemed brisk and we look forward to their return in 2003.



It was not just a coincidence that the things got a bit cozy near the aircraft vendor tent areas. Arizona is the home of Nate Puffer, the designer of the COZY series of homebuilt aircraft. The Cozy was one of the first 3 and 4-place homebuilts to fill the gap for more passengers or baggage area.

The volunteers for the Copperstate Fly-In were just about everywhere and my hat goes off to them. Been there and done that. There were even those taking a poll to see the reaction of this year's attendees. Post fly-in debriefing will then try to implement improvements for 2003. Considering this is a new location and the amount of work required, they performed an amazing feat. With dedication and additional volunteers (they'll need them), the word is getting out that this is one fly-in you definitely want to have on your schedule for next year.

Mark your calendar and plan ahead, word is getting out and it WILL grow and get better.

EAA's "Aluminum Overcast" a HIT at Long Beach

The tour of EAA's B-17, "Aluminum Overcast", at the Long Beach airport stop can only be termed as a rousing success for Chapters 7, 92, and 96. Chapter 7 reaped the benefits of the last tour and our coffers are still in excellent shape. Chapter President, George McDaniel, proposed that other chapters that did not have the opportunity to host this wonderful WW-II participate and share in the rewards.

We were blessed with some excellent flying weather which helped to bring out the crowds. Those that were fortunate to ride in the B-17 got some fantastic views of southern California area.

Tours of the B-17 while on the ground were much more in demand than last time. No one seemed to mind the nearly one hour wait to climb up into the forward section and wander down the narrow passages to the door in the aft fuselage. Volunteers in their safety yellow and orange vest assisted visitors with a smile for four days. Well done, gentlemen, the chapter appreciates your time and efforts.



The EAA B-17, "Aluminum Overcast" taxis in from another tour around the southern California area. Bill Stroud watches guard for spectators and handles crowd control.



Crew works to repair a cracked exhaust manifold discovered the night before. Local repair shops came to the rescue and the show went on with only a few aware of the delay.



The event became a family affair for several members. Here are Cheryl and George McDaniel. Front is Hunter McDaniel. Don Myhra's two daughters also came out and one even had a ride in the B-17



Tom Griffith shows the tight confines of the B-17 entrance. Quarters were cramped for long 7-8 hour missions. There was no heat or pressurization.



A view of the Long Beach Pacific Aquarium at the Los Angeles harbor area. The bombs were inert so there was no chance to demo the precision bombing of our chapter members



They just kept coming and coming to tour the insides.

The end of another hard working day. Thanks to the EAA for preserving such a wonderful aircraft. We are grateful to have been chosen to host her again. May she continue to fly and bring memories to many more.





by
John Mahany
CFI
Member, Ch 7

AOPA put on another good show in Palm Springs last month, in case you were not able to attend. It kept me busy trying to see all of the exhibits, attend interesting seminars, and see aircraft on static display. As if that were not enough, on October 26, there were also other aviation events competing for your time. The Air Force also hosted its' annual open house, and this year Gen. Yeager broke the sound barrier, one last time. I wish I cuda' been there!

Among the exhibitors, I am seeing an increase in the area of avionics, with many sophisticated new products. This is exiting new technology! All of these avionics are becoming integrated, and will be displayed via the MFD, or Multi-Function Display, which is capable of combining information from a variety of sources, or boxes, in one display, reducing your workload. Users will need to learn how to manage this information, which is perhaps the most important part of using it. There is more real-time weather data available, which should help pilots to avoid weather, especially severe weather!

This new avionics technology is an area that I am pursuing, as a CFI. I am working towards becoming qualified, as quickly as I can, to be able to teach this new 'electronic' technology, including GPS, auto-pilots, and other advanced avionics. This state-of-the-art avionics is quickly finding its' way into more and more aircraft, as aircraft owner's upgrade their older radio stack, and especially all newly manufactured aircraft and home-built aircraft.

Changing the subject, I was asked recently about the proper technique for short-field take-offs in tail-wheel aircraft. There is more than one school of thought here. A few years ago, when I was being checked out in a Cessna 185, I was told to hold the brakes and keep the yoke all the way back, while adding full power. Then release the brakes, and as the airplane accelerates let the elevator streamline itself. If necessary, hold slight forward pressure to raise the tail off the ground 4 to 6 inches. This way, there is no down load on the horizontal stabilizer to create drag, and the tail wheel is off the pavement, so there is also less drag from that, and acceleration is better. As the airplane accelerates, and as it approaches flying speed she will fly right off. Pitch for Vx until clear of obstacles, then accelerate to Vy and retract flaps (if any) as per the checklist. With the Cessna 185 it leaps off the ground! It is a FUN airplane to fly! I have not done a short field takeoff in a tail-wheel airplane in a few years. I might be off a bit on the

technique, but this is what I remember. In fact, I have just looked in a book that I have, The Complete Taildragger Pilot, by Harvey S. Plourde. This is the same technique that he mentions. This is the only book I have seen devoted to flying tail-wheel aircraft. He covers it all, very well.

Last month I attended an 'open' airport community meeting at Cal State Long Beach, sponsored by the City of Long Beach, where citizens could voice their concerns. I have not attended a function like this before. It was kind of scary. This is my livelihood! Yet, here I was surrounded by people who live in Long Beach, and they all had complaints about the airport! Specifically noise! They are very specific about it, also, citing the times and dates and runway used by the offending aircraft, by both general aviation and the airlines. This is an informed group of citizens. They were NOT happy. It made me realize the importance of *educating* those among us who are not aviators, as to what aviation and general aviation contributes to the local community and to the economy. We have to work together! Many outside the aviation community are simply not aware of how we contribute. Their primary concern is noise. They want the service, but not the noise. One thing we can all do is to make every attempt to fly more quietly, when SAFETY permits. I am reminded of the sign posted by the departure end of runway 27Left at Chicago O'Hare Int'l (ORD). It says, Remember - Safety First, noise abatement second.

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.

Oct 27, 2002: Los Alamitos, CA. Wings, Wheels, Rotors Expo. Los Alamitos Reserve Center. Enter off Katella Ave. at AA Chapter 7 Young Eagles event at Aero-Plex, 3333 E. Spring St., Long Beach.

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.

NEW ! El Monte now has a new restaurant on the field in the administration building. It overlooks the fuel pumps and mid-section of the runway. Bring along the score cards, sit by the window and rate the landings.

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 was labeled a rousing success. Next meeting Oct 13 will have Dick Rutan as guest speaker on the XCOR rocket powered Long-EZ. Met with Darlene Heller, newsletter editor. Suggested that all So-Cal editors meet to exchange ideas on how we manage to publish our monthly "rags". Chapter hangar construction held up by bureaucratic red tape; when have we heard that before. See copy at meeting. Applying for 501(c)(3) tax status.

EAA Chapter 11: Santa Monica, CA Newsletter bi-monthly. See copy at the meeting. Great selection of unusual aviation photos.

EAA Chapter 14. Brown Field, San Diego, CA. New web-site under construction. Large 12-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. Now meeting each month in Santa Ana. Temecula wine tour was a delight. Joint venture with Chptr 7 on the B-17. Flew 70+ YE last event. Web site: <http://www.eaa92.org>

EAA Chapter 96. Torrance, CA. Flew another 63 YE's at Torrance airport. Finished the year with 439. Looking to add even more in 2003 before the Dec 17th deadline. Just signed two year lease on hangar with option for added three. NEW web-site, check it out. LOTS of activity and camaraderie. Web site: <http://www.eaa96.org>

EAA Chapter 40. Van Nuys, CA. Excellent work on the media. Mayor Hahn promoted the Van Nuys air fair. Getting a ride in the B-17 definitely was a help. Great work guys, keep it up. New web site: <http://www.eaa40.org>

EAA Chapter 71. Bakersfield, CA.

Have not seen their newsletter lately. Guys, if you read this, would like to see what is happenin' in your neck of the woods. Home of Harmon Rockets.

EAA Chapter 494, Corona, CA. Just had their local airport air faire. Chapter hanger, lots of projects.

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. They were presented with an "electric hammer" for their efforts.

Web site: <http://www.eaa1000.av.org>

EAA Chapter 1340. Twenty-nine Palms. No newsletter since the departure of Carol Davis as editor. If you are out there, we would like to hear from you.

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 October 19th Young Eagles Rally at Aeroplex was one of the smoothest running rallies we've had so far. A big Thank You! is extended to the four pilots, Woody Fowler, Donald Moore, Mike Stearns and Art Richter, who flew 31 Young Eagles before lunch time. Thanks, also, to the ground volunteers, some of whom were parents of Young Eagles who stepped right in and helped with registration, name tags and scribing the manifest.

Then the best part of the day, at least from my perspective, was when the Young Eagles planes and a couple others were filled up with ground crew and headed off on a raid of the airport cafe at El Monte. The food there was exceptional but the rampant exchange of aviation half-truths amongst this roudy crew was even better. It was a great ending for a successful event.

Our next event, planned for December 14th, will be our first ever for the month of December. Though times are busy then, this will give pilots a final chance to bring up their number of Young Eagles flown for 2002. We'll discuss plans for this event at the November meeting.

See you then.

Darwyn Wolff
Chapter 7 Young Eagles Coordinator

Year 2002 Officers

President

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

Vice President

Don Thompson
(562) 498-0862
DSDT@compuserve.com

Treasurer

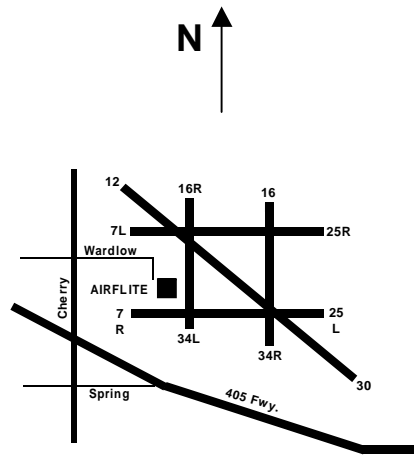
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net

Secretary

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

Newsletter Editor

Mike Sawicki
(714) 821-5330
always1@gte.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.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

George McDaniel, President
26442 Nacome Drive
Mission Viejo, CA 92691-4948

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