



Chapter Seven

Long Beach, CA

President's Message

by John Mahany, CFI

Greetings Chapter 7 members,

It is November, and somehow another year has come and is almost gone. We have had a busy year, flying Young Eagles, the B-17 in April, AirVenture, and more. We have even signed up a few new members! The next year looks to be busy as well.

Our speaker last month was Igor Gamarra, who is an engineer with the Boeing Company here in Huntington Beach. He talked to us about GPS, covering it from A to Z. Thank you, Igor.

Last month, Chapter 96 in Compton hosted an open house on Sunday, October 15. I stopped by to say hi and meet some folks from Chapter 96, which covers the South Bay area. I did meet and talk with their president, Keith Spreuer and some other members. They have a hangar with several projects in progress. I told Keith that I would try to stop by and attend a meeting sometime, to see what they are doing.

Last month I told you about homes being planned in close proximity to Cable Airport. I got in touch with Burt Casazza, who is Chapter 448 president, in Cable. He tells me that Chapter 448 members took their concerns to city planning meetings on two occasions, in an effort to fight this. They played recordings of aircraft noise levels. Those in attendance listened and decided that the noise levels were not significant, and as a result, the planned construction is in progress. Time will tell on this.

A reminder to all members that this month we will have our elections for chapter officers! We need everyone to attend, to vote! All current chapter officers plan to run for re-election. . If any of you, as members, have someone you would like
(Cont'd on Page 2)

VP's Chat Room

by **Connie Anderson**

Hi Everyone,

November is here and that means every one is getting ready for the Holiday's. First it's Thanksgiving and then it is Christmas and Hanukah. I am sure some of you will be flying to see relatives and friends. Just be sure to check your weather for here, where you are going and all places in between so you are able to have a safe and enjoyable Holiday.

Program — Nov 9, 2006

For our program for this month we will have George McDaniel. George will be doing a demonstration on how to repair plastic parts in your planes. As most of you know George works in plastics every day which makes him an expert in plastics. This will be a very informative program so please bring a guest.

December Christmas Party.

Now is the time to decide what you would like to bring for the pot luck Christmas party. Contact either myself or Mike at the November meeting. Last year we had a great turn out and such a variety of food which help to the success of the party.

We will have the gift exchange so please bring a gift, the gift should be between \$10 - \$15, This is not a white elephant and men please use caution in what you bring as a lady may just be the person who gets your gift. The exchange was a lot of fun last year and I look forward to it again being fun.

At the party we will be drawing the name of the person who wins the Leather jacket.

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Wanted: Roving

reporters. Been to a fly-in lately, taken a trip, been to another chapter meeting. Take your camera, we'll do the rest. A short telephone interview and we can compose a great feature that your fellow members will enjoy.

Aircraft of the Month



Van's RV-12 LSA entry was introduced at Oshkosh '06. See more and progress made at the upcoming AOPA Convention in Palm Springs, Nov 9-11. Exhibits are a sell out and there are excellent deals to be had. Come to the mtg & find out who to carpool with.

President's Message (Cont'd from Page 1)

to nominate to run for a chapter officer position, it is not too late to nominate someone for this, if you are so interested.

Last month's planned Young Eagles Rally was cancelled due to forecast rainy weather. We had almost 50 Boy Scouts signed up to fly. As a result, we have scheduled a make up date, on November 4, which will occur before the November meeting. Look for more Young Eagles activities in the next year. Our new Young Eagles Coordinator, Holly Richards, has some exciting new ideas for the Young Eagles Program!

We are looking for bad writers! That's right, the newsletter is seeking writers to contribute to the chapter newsletter! You do not have to be a good writer. Please send us a sentence or two, or a picture or two, about something that happened that you would like to share with the chapter. We will clean it up. Please send in your stories . . .

Please do not forget about the upcoming Veteran's Day Celebration at FlaBob Airport. It is a big event, with many activities planned

Raffle tickets!!! We have Raffle tickets! Please help support your chapter and buy raffle tickets! The drawing will be held next month at the Christmas Dinner. The winner gets a very nice EAA Leather Jacket, and the proceeds help Chapter 7! This is a win-win for everyone.

See you at the meeting!

John



Ray Hecker
EAA Ch 92
CFII, MEI

Note from Editor: John Mahany was not able to submit an article this month. Having received several newsletters in exchange, I found this information to be very informative and pertinent to builders of homebuilt aircraft.

Nearly all experimental airplanes are "hot tickets" with high power and wing loadings. We have quite a few examples of our creations in Chapter 92. Add to that mixture of performance a light control feel and reduced longitudinal static stability with high take-off and approach speeds. Experimental aircraft are not usually known for having robust braking systems either, so allowances for a long rollout on landing must be made.

The other general characteristics of experimental aircraft is that they are pilot's airplanes and need to be flown with methodical precision and a high level of anticipation that something can and will go south on the primary passenger. The pilot must be on top of her/his game, after

VP's Chat Room (Cont'd from Page 1)

As in the past the chapter will furnish the Turkey, Ham, Drinks and rolls so plan your special item. I look forward to Robert's special pumpkin soup. We will need jello salads, vegetables, potato's with gravy, deserts, dressings etc.

Last year we had 60 attend, lets see if we can get that to 70 to 80 this year. Remember guys this is also for your special someone.

Sincerely,

Connie

* Calendar of Events *

Nov 9-11: Palm Springs, CA. AOPA Expo Convention Parade of airplanes down the avenue, seminars, vendors. Ctc: 888 / 462-3976 or visit website at: <http://www.aopa.org/expo>

Nov 11-12: North Las Vegas, NV. Nellis AFB Thunderbirds homecoming show. See website: <http://www.AviationNation.org>

Nov 12: Riverside, CA. Flabob Airport. Veterans Day Celebration, Contact Kathy Rohm (951) 683-2309 X 104 or e-mail to: Kathy@flabob.org

Nov 18: "Birds of a Feather" Fly-In for GlaStar and Sportsman aircraft, EAA Chapter 14 facilities, Brown Field, San Diego. Great food promised cheap. Contact George Conway 619 / 466-7986. Aviation public invited. Free.

Dec 2: Riverside, CA. Flabob Airport. Sport Pilot Expo. Manufacturers will have planes on site for viewing and demo rides. Most have a charge for the demo which can later be applied to the purchase.

The season is only starting so if you hear of an event, don't just assume I will post it here. Send me an e-mail and I will be sure that it does get on the list for ALL the members to be aware. Let's see if we can get some fly-outs going this year and let the wind blow the dust off those wings.

all, we are experimenting with technology and processes and are exploring the edge of the design envelope. This is not the time for the pilot and the aircraft to arrive at the destination on different schedules. The one thing we should not be experimenting with is the pilot's skills to operate the aircraft either (we do not get paid enough to do that). That advice applies to all standard and special airworthiness certificated airplanes. If the pilot is not up to the task, take the high road and find a suitable pilot to take on the flying or testing task.

The one thing I have learned in over 40 years since I first soloed is that while airplanes look similar, if you know one airplane—you know only one airplane. All
(Cont'd on Page 3)

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. Not SLA qualified.

Price Reduced. True showman quality.

\$29,000. Contact Dwight at: 714 / 828-7027

O-290G Engine \$800 unconverted

FOR SALE: Cavalier SA-102.5 Homebuilt aircraft, 95% + complete. This is a fast two-place, side-by-side low wing with a 125 hp Lycoming O-290 D which cruises at 140 mph on just 5-6 gph. Hangared at CNO.

Asking \$5000 for quick sale.

For details contact Fred Leonhardt, (714) 870 4855



Fuselage with engine, trailer not included.

Good visibility, spacious cockpit with ample baggage capacity, excellent range, great economy & speed



One piece wing section, trailer not included



EAA Flight Advisor (Cont'd from Page 2)

airplanes are unique, especially when their owner/operators customize them with all sorts of new and distracting gadgets and electronic toys. You can take an honest C-172 and turn it into a problem child by just adding a GPS/RNAV navigation system and an autopilot. You now have a TAA (Technically Advanced Aircraft), and will need to go back to school to learn how to operate the new beast that was created, from a formerly gentle little lamb. Add new fuel tanks and/or fuel system modifications and you have hatched a fuel management monster for the unaware or unfamiliar pilot. The pilot really has to know his aerodynamics and/or aircraft systems, as well as being proficient with her/his piloting skills to handle even standard modifications to an airframe. Remember, after a modification, the first pilot is the test pilot.

The recent occurrence at Big Bear and the tragedy in New York City (NYC) this week are examples of pushing the envelope excessively. The aircraft involved in the accident in NYC and the incident in Big bear are most likely examples of pilot error and lack of preparedness as compared to the failure of the airplane's systems to function as intended. The NTSB report will be the final ruling in both of these situations. This is the

second set of pictures I have seen in two days of jets sitting in the water—a perfectly acceptable situation if those airplanes were certificated as seaplanes, which they were not!

We all have to be careful that we don't push our personal envelopes too far either when we have an opportunity to fly experimental or standard type certificated airplanes. I now have over 100 hours in a Falco F.8L with an IO-320-B1A, an inverted oil and fuel system and this airplane requires a lot of piloting finesse to fly it. This airplane is very easy to fly when appropriately trimmed, but is very extremely responsive to any control input or excessive control pressure, reminding us of our requirement to be up to the piloting tasks too. I am still learning about this airplane, especially when it (she) is operated near her performance envelope limits. I probably will always be learning about her since she is a hot aerobatic bird with a high wing loading and longitudinal vs. lateral fuel management. The F.8L when built by Aeromere, Aviamilano or Laverda is a standard type certificated production airplane, but she and her production sisters have the same characteristics as her experimental Sequoia Aircraft siblings—a "hot little ticket", no matter which side of the certification fence you are sitting on.

We can all see the graphic message of pilot error in (Cont'd on Page 4)

EAA Flight Advisor (Cont'd from Page 3)

Pictures from Big Bear and the accident in the newspapers from NYC. The pilot in the Big Bear event walked away with a bruised ego and a little bit of damage to his pride and joy. Therefor, the NTSB and FAA will label this pond-sitting situation as an "incident". The folks in the Cirrus SR-20 in NYC have gone down in literal flames in to the record books as a "loss of life accident", most likely due to poor planning and pilot error. Be careful out there, each of us all want to see one another fly another day.

Ray Hecker

CFII, MEI, FAA Aviation Safety Counselor, Flight Advisor



The Eagles' Nest

by

Holly Richards

EAA Chapter 7

Young Eagles Coordinator

The year is winding down and weather did not cooperate in October but we managed to squeak out the last efforts on Nov 4. The event went well and our new system for registration and flight loading has been a major help. Much credit goes to the pilots and ground crews that were able to participate on the rain date.



YOUNG EAGLES FLIGHT EAA CHAP 7 LONG BEACH AIRPORT NOV. 4, 2006

Secretary's Notepad

by Merv Meyer, Chapter 7 Secretary



BOARD MEETING — Oct 12, 2006

Present were John Mahany, Chapter President, Connie Anderson, Chapter Vice President, Don Thompson, Chapter

Treasurer, Merv Meyer, Chapter Secretary, Mike Sawicki, Chapter Newsletter Editor, Holly Richards, Young Eagles Coordinator and Tom Griffith, Membership Coordinator.

Connie Anderson distributed the chapter bylaws, revised as of February 10, 2000. John Mahany said that the chapter should have a regular income instead of depending upon big events like the EAA B17 flights. The main sources of revenue are membership dues, the EAA B17 and the raffle for the EAA leather flight jacket. Holly Richards listed ways of generating revenue from Young Eagles flights.. selling candy boxes, water bottles, baseball caps and T-shirts. John Mahany said that the clothing items should have a logo. Don Thompson said that items should have a Young Eagles theme. Holly said that an annual picnic would sustain kids' interest in the Young Eagles program. Don said that the cost of doing a Young Eagles event is not great. The IRS permits Young Eagles pilots to write off expenses they incur. Tom Griffith said that the contribution of pilots reduces Young Eagles expenses .Holly said that donations from industries like Orowheat and Smart and Final can provide food for Young Eagles at events. Connie will contact merchants regarding buying items with logos.

Don said that his philosophy as treasurer is to keep basic income on deposit and to use interest from deposits to support the basic endeavors of the chapter.

John told board members that he wants more participation than from about 12% of chapter members. He said that a solution would be to expand chapter membership. This would require some money to promote. Mike Sawicki said that posters advertising EAA membership could be posted at flight schools and fixed base operators. He will e-mail a sample of an EAA poster.

John told board members that the EAA B17 crew prefers Chapter 7 to Chapter 96 to operate the B17 event, but prefers Torrance Airport to Long Beach Airport. Nancy Clinton of the Torrance Airport Association would be the coordinator. Don said that EAA Oshkosh believes that operation of the B17 visit will be easier at Torrance Airport. Connie said that unless Chapter 7 controls the money we should not agree to this arrangement. Don said that the chapter needs to know how EAA Oshkosh will write the compensation checks.

Merv Meyer asked the board to release from the chapter videotapes which have subjects not related to the chapter's mission of flying and the construction of homebuilts. These tapes will be offered to members free. The board approved.

GENERAL MEETING — Oct 12, 2006

Attendance: 31

John Mahany, Chapter President, led members in the Pledge of Allegiance to the Flag.

OLD BUSINESS

Don Thompson, Chapter Treasurer, gave his report. Connie Anderson moved that the report be approved. Birch Parker seconded the motion. The motion carried.

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

In a plastic tray there are some videotapes on subjects which might be of interest to you, but don't have anything to do with the activities of the chapter. Help yourself to any videotape which you might find interesting.

NEW BUSINESS

Guests were introduced:

- KENNETH HENRY HEGER
- GARRY FELKER, member Chapter 92
- BILL PRESTON member CAP Squadron 41
- ROB PRESTON member CAP Squadron 53
- IGOR GAMARRA, program presenter

John Mahany told members that the next EAA B17 visit will be at Torrance Airport, but .EAA Oshkosh wants Chapter 7 to manage the event.

John is looking for contributions to the newsletter. He asked members to fill in the survey in the newsletter and turn the survey in. Elections for chapter officers will be held in November. The slate will be the same as last year, but he encouraged members to run for any of the offices on the slate.

- PRESIDENT John Mahany
- VICE PRESIDENT Connie Anderson
- TREASURER Don Thompson
- SECRETARY Merv Meyer
- NEWSLETTER EDITOR Mike Sawicki

John did a survey of what merchandise members present would buy:

- 10 would buy T-shirts with pockets
- 15 would buy a golf shirt with pocket
- 1 would buy a golf shirt without a pocket
- 5 would buy a short sleeve polo shirt

John told members that, considering the size and weight of most members, no small or medium shirts would be ordered.

Connie Anderson, Chapter Vice President, told members that she has raffle tickets for the XL leather EAA jacket, each ticket \$5. She said that EAA Oshkosh had recommended that the jacket not be raffled if less than \$200 in tickets were sold.

Connie received an e-mail from the September program presenter, CarolAnn Garratt. CarolAnn flew around the world, via the Southern Hemisphere, a seven month voyage. CarolAnn recently took a three month tour of the States, raising \$12,800 for ALS research. Research has revealed a protein which might contribute to this disease. She thanked ours and other chapters for our hospitality. Connie has CarolAnn's e-mail address, if any member wants to order CarolAnn's book about her round-the-world flight. Money from book sales will be turned over to ALS research.

In his capacity as chapter flight advisor John told members about a National Transportation Safety Board project to which he recently contributed as a test pilot. Over a period of five years the NTSB developed a tripwire like device to send a warning signal when a taxiing aircraft moves onto an active runway where an airplane is about to take off or land. The warning device actuates a number of flashing red lights. John has a CD which explains the project.

Holly Richards, Chapter Young Eagles Coordinator is expecting 37 Young Eagles at the next event. Five pilots and six ground crew have volunteered. Holly said that the Young Eagles website is up.

Mike Sawicki, Chapter Newsletter Editor, brought members

attention to a number of newsletters from other chapters.

Connie told members that there would be a short break before the program and that food was available.

PROGRAM

Igor Gamarra is presently is an instructor in communications at California State University Fullerton. He previously worked for the Boeing GPS Team in Huntington Beach. Igor illustrated his presentation with slides and movies.

The NavStar Global Positioning System consists of a maximum of 36 navigation satellites orbiting the earth 11,000 nautical miles above the surface. Of the 36 slots 30 are presently occupied. A minimum of 24 satellites are required for global coverage. Satellite slots are 2 degrees or 750 kilometers apart. The satellites are in geostationary orbit, that is, their positions do not change in relation to the rotation of the earth.

The satellites provide information to the interrogating aircraft, ship, vehicle or individual on the ground in terms of position, velocity and time.

Military uses are navigation, precision weapons guidance and precise timing. Civilian uses include science, hiking, driving, boating and flying. Recreation uses include urban gaming, geocache and waymaking. In flying GPS replaces radio navigation, transmission towers and LO-RAN.

The program Igor worked with was LADO, or Launch Anomaly Resolution and Disposal Operations. An anomaly is like when, shortly after lift-off, the launch rocket explodes.

REFRESHMENTS

November Holly Richards

2007 Membership Dues

Payment of dues for **FY 2007** will be due soon. Please see the Chapter Treasurer, Don Thompson, at the meeting to renew your membership.

Past members receive cover sheet only to remind them of the meeting and events. 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 all-ways1@verizon.net and I will be sure to send you a copy of the membership list. It will be supplied in Adobe format.

Chapter 7 continues to have one of the lowest rates for membership, just **\$12.00** annually.

I urge you to renew so you do not miss a single issue. An application form is available from the Chapter Membership Chairman, Tom Griffith. Please mail or bring to the meeting on Thursday. If unable to attend, mail your check payable to "**EAA Chapter 7**" with \$0.39 postage to: Don Thompson, EAA Chapter 7 Treasurer, 2259 Roswell Ave., Long Beach, CA 90815-2512.



2007 Chapter Membership Application

Please complete and return this with your payment so we can update our files

Chapter membership dues are **\$12.00** / yr. Please help us to verify your personal information. Members with e-mail will receive the chapter newsletter and membership list via e-mail for their review. Members without e-mail can request copies of the chapter membership at the meetings. Return the completed form to the Membership Chairman, Chapter Treasurer, or any Chapter Officer.

MEMBERSHIP PROFILE

Name (Last) _____ (First) _____ (MI) _____

Address (Street) _____

City _____ State CA Zip Code _____

EAA Member No: _____ Anniv. Month : _____ E-mail: _____

Tel (home): _____ Fax: _____ Cell: _____

FAA Ratings: Student Private Pilot Commerical CFI CFII
 VFR IFR Muti-Engine Tailwheel Glider
 SEL (Sgl Eng Land) Seaplane / Amphib. Other (Specify) _____

Airplane _____ Project _____ Status (%) _____

Kit / Plans _____ Status (%) _____

Experience / Equipment / Advise / Help / Use / Loan, etc. _____

Interests / Favorite Meeting Topics _____

Suggestions _____

Spouse / Other: _____



~*~**PORTRAITS OF HOPE COMING SOON TO LONG BEACH AIRPORT**~*~

I was very honored when I received an e-mail from John Mahany, requesting my attendance at the luncheon at Long Beach Airport for a new project called, "PORTRAITS OF HOPE". The meeting was mostly comprised of representatives from local schools, assistants for political representatives for Long Beach, Long Beach Memorial Miller's Children Center, professionals in art design for the City of Long Beach, Robbie Petgrave from Compton Airport, a well known and respected helicopter pilot, and John Mahany from Flight Safety in his capacity as a respected commercial flight instructor and as our EAA Chapter 7 President, and myself representing our Young Eagles Program.

The purpose of the meeting was a briefing on the new project, scheduled to begin in the month of November. It will utilize all the groups listed above to orchestrate the children of these groups in collaborating effort, painting a canvas mural which will be placed on the air traffic control tower at Long Beach, with huge exposure and profound statement of TEAM WORK to all whom frequent the Long Beach Airport. This project will allow all the participating children, the opportunity to make a unique and colorful statement of unity and team work, overcoming any and all obstacles, while working together instilling a sense of pride, creativity and camaraderie with all the participants of this project. Special brushes have been designed to accommodate children, whom may need more assistance in participating, such a brush on the sole of a shoe, a very long brush which can be held in a child's mouth, and several other creative and useful brushes.

I am very excited and cannot wait to delve into this project with all the children. As all of us know, the children are our future, so we must treat them well!

I cannot think of a better use of time, than helping children of 8 to 16 yrs. of age accomplish this huge undertaking and statement of what we as adults sometimes forget . . . TEAM WORK. We can be gently reminded with projects like these, the important skills of exchanging each other's weaknesses for each other's strengths, a true act of humility, camaraderie and TEAM WORK! For further information on this project, or prior projects completed by Portraits of Hope, please take a moment and go to their website . . . <http://www.portraitsofhope.org>. If you feel compelled to give of your time to this project in any way, please feel free to contact me at 714 / 397-3430, or John Mahany.

Holly Richards

Tear On Dotted Line



**Chapter Newsletter
Survey**

Please complete this survey and return the completed form to any of the Chapter Officers.

Preferred Features (check the items you prefer) :

- President's Message VP's Chat Room Flight Advisor Tech Advisor
- Classified Ads Calendar of Events Young Eagles
- Secretary's Notes Feature Articles Fly-In Coverage

Comments / Suggestions : _____

Year 2006 Officers

President

John Mahany
(562) 983-1265
j.mahany @ charter.net

Vice President

Connie Anderson
(951) 940-8091
ca_4re1 @ verizon.net

Treasurer

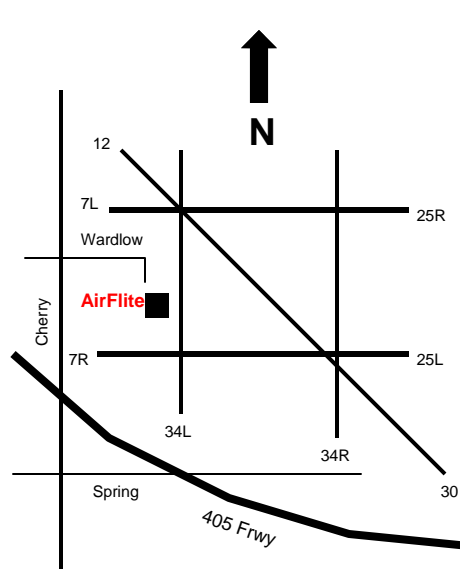
Don Thompson
(562) 498-0862
DSDT2 @ cs.com

Secretary

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

Newsletter Editor

Mike Sawicki
(714) 343-4547
allways1@verizon.net



EAA Chapter 7
meets on the **second Thursday** of
each month at **7:30 p.m.**

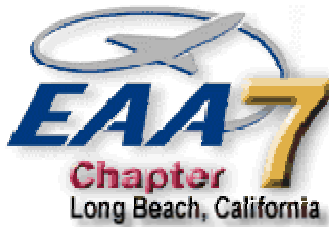
We meet at the **AirFlite** facility on the Long Beach Airport. **AirFlite** is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **AirFlite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area.

Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site: <http://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 e-mail to newsletter editor.



Michael Sawicki, Editor
22380 Rios Ave.
Perris, CA 92570-9265

**ADDRESS CORRECTION
REQUESTED**