



Chapter Seven *Long Beach*

President's Message

EAA Grassroots Meeting in Carson was a huge success. If you did not attend the EAA Grassroots Meeting you missed a great evening. Almost 150 people came out to welcome EAA President Tom Poberezny to Southern California. Chapter Vice President Don Thompson opened the evening with a few words about what the EAA has meant to him over the years and then he introduced my son Matt who told about his experience with the Young Eagles and what the EAA means to him. Matt then introduced Tom Poberezny. This was a big thrill for Matt, he was especially nervous about mispronouncing Tom's last name but he did just fine. Tom briefed the audience on EAA's activities, its plans for the future, and answered questions on a wide range of subjects. Mike Sawicki wrote a very in-depth article for the EAA that is posted on the EAA web site at www.eaa.org. Please take a minute to look it up. Thanks to all the people that showed up early to help with the setup, signs and greeting.

The AOPA Convention - Planes on the field, exhibits at the convention center and airplane talk everywhere. I did not see a lot of new things that I did not see at Oshkosh but I always enjoy being around airplanes. The convention center hosted a little bit of everything a pilot could ask for, all under one roof. I am sure most of you went and saw for yourselves so I don't need to go into great detail about the AOPA Convention.

Young Eagles Event scheduled for Saturday the 11th of November at AeroPlex. I would like to see everyone come out and support our last Young Eagles Event of the year. If you haven't helped out at a Young Eagles Event please try to come by even if it is just for a short time, it is a great opportunity to see how a short flight can really light up a kids life.

Renewal time is here - Chapter dues are \$12.00 per year. This is a great deal, don't make us beg....

Elections for 2001

The Chapter incorporation and By Laws required us to post the Officers running for election for the year of 2001. It appears that all positions are running unopposed. So the list of candidates is the same as this year. If you would like to run for a position we will have a space on the ballots for write in candidates.

President - George McDaniel

Vice President - Don Thompson

Secretary - Merv Meyer

Treasurer - Woody Fowler

Magical Mystery Tour -- Mark your calendars for Saturday February 10th. This is to be the first of what I hope will be many "Magical Mystery Tours". We will meet at a designated time and location and embark on a journey of investigation and discovery. We will make at least 3 and maybe 4 stops with lunch at one of them. Returning by 1:30 or 2:00 to the starting point. More information will follow as the details come in.

Well that's all for this month see you at the meeting.

George McDaniel

VP's Chat Room

November Program

There are planned discussions of the Copperstate Fly-In and I am awaiting confirmation of our guest speaker.

Look forward to seeing you all at the meeting.

Don T.

*Secretary's
Note Pad*



BOARD OF DIRECTORS Meeting of Oct 12, 2000

This year's Christmas dinner was discussed. Last year 36 came to the Christmas dinner. Different locations were discussed:

Skylinks Golf Course offers a free banquet room if the chapter buys the food. A set-up for a buffet would cost \$15 for each guest. There would be a bar fee of \$75.

A few years ago the dinner was held at Gazella's Restaurant. The dinner was in an upstairs room there. This was a pleasant location and the food was good.

A potluck dinner at the chapter meeting space, on the third floor of Air Flite, was suggested.

There is the possibility of a joint dinner with Chapter 92 at the

Phoenix Club in Orange County. The Phoenix Club has been the site of a Chapter 92 Christmas dinner. The Phoenix Club appears to be the best option.

A Magical Mystery Tour was discussed. So far it's a secret.

MEETING MINUTES

General Meeting
Oct 12, 2000

Attendance: 33

George McDaniel, president, led the members present in the Pledge of Allegiance to the Flag.

OLD BUSINESS

The meeting of the September 14 meeting were approved by the members present.

Woody Fowler, treasurer, gave his report. The report was accepted by the members present.

Videotapes are available on a table next to the officers' table. Videotapes on kit-built airplanes are available, including Zenair, Kitfox, Kolb and Europa. Woody Fowler has raffle tickets for the scale model of the GB Z racer.

NEW BUSINESS

Guests were introduced:

BARNABY WAINFAN aerodynamics engineer; aircraft builder, program presenter

CARL JOHNSON is retired, an inactive pilot. He plans to build an RV. He was informed that he could get plenty of input, because three members are building RV's.

BILL GARRETT is a student pilot. He is getting close to his check ride. He is considering building a Europa with the belly wheel landing gear.

EM1 DANA SWENSON, U.S.Navy. He is stationed at Long

Beach Naval Station and is attached to the Naval Reserve Staff.

RICK THOMAS member of Chapter 92

MATT McDANIEL son of chapter president George McDaniel. Matt soloed on October 7 at Fullerton Airport, 5 days after his sixteenth birthday.

Tom Griffith, membership chair, gave new member Ramon Bravo his membership card.

Darwyn Wolff, Young Eagles coordinator, confirmed the YE event November 11 at the Aeroplex building at 3333 Spring Street, on the south edge of Long Beach Airport. Ground school will be between 9:30 and 10:00 AM.

Don Thompson, vice president, asked members for ideas for new programs.

Nominations were opened to members present. Members were informed that present officers are prepared to continue. Dick Ryan moved that the nominations be closed. Ray Reynolds seconded the motion. The motion carried. The slate of officers, therefore, is as follows:

PRESIDENT; George McDaniel

VICE PRESIDENT Don Thompson

TREASURER Woody Fowler

SECRETARY Merv Meyer

NEWSLETTER EDITOR Mike Sawicki

Election notification is in this newsletter.

Bob Hartunian attended a Pulsar convention in Lawrence, Kansas. There were 70 individuals and 18 airplanes present. The original Pulsar company went bankrupt. A new company has been formed, with headquarters in El Monte. The new company has completely redesigned the Pulsar, making it a larger airplane. The recommended engine for the Pulsar is the Rotax 912-500. It was discovered that motorcycle lube oil enhances operation of the Rotax engine's gearbox. For more

Pulsar information, contact Bob at (714)953-7640, e-mail address: robert.t.hartunian@boeing.com

Woody Fowler is a pilot member of Air Lifeline, an organization which helps critically ill children. He has flown kids from Santa Monica Airport to Henderson, NV. He has flown two kids from San Diego to Lake Tahoe, after they received medical treatment in San Diego. Ask Woody for Air Lifeline forms.

Woody reports that two gliders are operational at the former Los Alamitos Naval Air Station. The CAP also has one glider at Hemet Airport and one glider at Lake Elsinore. This month a Blanik glider is expected from the Czech Republic. Flights are Tuesdays in the afternoon, and the second and fourth Sundays of the month, in the afternoon.

Rick Thomas of Chapter 92 gave a progress report on the hybrid he is building. He has fitted Piper Cherokee wings to a Grumman Yankee fuselage. He has installed a 2.7 liter displacement 150 hp Subaru automobile engine. He has replaced fuel ignition with two Weber carburetors. He is installing a back-up ignition system. He has decided against installing a laminar flow wing.

PROGRAM

Barry Wainfan did a presentation on stall and spin recovery. The ability to recover from a stall or spin is no longer required for a pilot's license. According to the National Transportation Safety Board database, 23% of homebuilt accidents are caused by stalls and spins. The largest category of fatal accidents (31%) is attributed to failure to recover from a stall or a spin.

Spin and stall characteristics of an airplane are affected by such design features as airfoil

geometry, wing planform and wing twist.

It is angle of attack, not too slow airspeed, which brings on a stall. Lift varies with angle of attack. Flow separation from the upper surface of the wing brings on a stall. A stall happens when the wing angle of attack exceeds the wing angle of attack for maximum lift. Airspeed lift = weight when wing is at exact angle of attack (A of A) for maximum lift. This airspeed is the "stall speed" of the airplane. Stall is a function of A of A. An airplane can stall at any airspeed.

Pulling G's in maneuvers increases the effective weight of the airplane, stressing the wing. Common maneuvers accelerating a stall are turns, pull-ups and sudden pulls(example: snap roll). Turning increases lift required. A 60 degree turn pulls 2 G's; a 70 degree turn pulls 3 G's; an 80 degree turn pulls 6 G's.

Good stall progression is from wing root to wing tip. An elliptical wing, such as on a Spitfire, is an ideal shape for maneuverability, but an elliptical wing stalls simultaneously from wing root to wing tip. Aileron control is lost. To compensate for this a twist is built into the wing.

In a spin the flight path is nearly vertical. Rotation is sustained and the airspeed is relatively low and stable. A spin is a stalled condition, with high drag and low, constant airspeed.

In a spiral the wing is not stalled. There is low drag and the airspeed is increasing rapidly.

Wainfan recommends spin training flights for student pilots.

The key to spin recovery is stopping rotation. Briskly move the rudder to a position full against the direction of the spin. After a least one half turn briskly move the elevator to full down position. Hold positions of the controls until recovery. For a typical light, single-engine airplane the single most important action is full rudder

against the direction of rotation. Pressing the elevator down without pressing rudder against the spin is likely to result in an accelerated spin. After rudder and elevator action regain level flight be careful the next maneuver does not overstress the airplane. A pilot should initiate pull-out from the spin when airspeed increases.

The AIAA (American Institute of Aeronautics and Astronautics) has a useful publication entitled "Flight Testing the Airplane".

In some designs spin resistance is built into airplanes by restricting A of A. Examples are the Ercoupe and the Rutan canards.

A proper wing design provides constant lift and increasing A of A. One cockpit method of detecting spin direction is to look over the nose of the airplane. Another method is to check rudder pedal resistance. The stiffer rudder pedal is the one to push.

REFRESHMENTS

November Ron Hodge



CURING THOSE CARBURETOR COUGHS and HIC-CUPS

Hello, gang.

Rick here again with our mechanical adventure for the month. This time I'd like to begin with a basic troubleshooting chart for Float-type carburetors, and end with the procedures to adjust idle speed and idle mixtures. Before I start, I have one note, and one caution. Note: This is a general guide and CAN NOT cover all possible carburetor problems. CAUTION: Some of these procedures require working on components while the engine is

running. ALWAYS tie down the aircraft securely. NEVER run the engine above idle. NEVER hold on to structure and lean toward the propeller. ALWAYS have assistant in the aircraft and on the brakes. ALWAYS operate the aircraft on flat ground without objects to step around. PLAN your position before starting the engine by making a line on the ground which you will not cross, and finding convenient hand holds to use during the procedures. ALWAYS approach the running engine from the rear, and sidestep toward your chosen position. REMEMBER, Take only the tools you will need, and as old sailors have said, "One hand for the ship, and One hand for yourself."

Carburetor leaks when engine is stopped. Two possible causes: 1) Float needle valve not seated properly due to dirt on seat. Tap carburetor body with a soft mallet while engine is running. If no help, remove and clean carburetor. Check float level. 2) Float needle valve (or seat) worn. Replace needle valve and seat.

Mixture too lean at idle. Four possible causes: 1) Fuel pressure too low. Adjust fuel pressure to correct level. 2) Idle mixture control out of adjustment. Adjust idle mixture control. 3) Obstruction in idle metering jet. Disassemble and clean carburetor. 4) Air leak in intake manifold. Check intake manifold for tightness at all joints. Tighten assembly bolts.

Mixture too lean at cruise speed. Seven possible causes: 1) Air leak in the intake manifold. See above.

2) Automatic mixture control out of adjustment. Adjust automatic mixture control. 3) Float level too low. Check and correct float level. 4) Manual mixture control not set correctly. Check setting of manual

mixture control. Adjust linkage if necessary. 5) Fuel strainer clogged. Clean fuel strainer. 6) Fuel pressure too low. Adjust fuel-pump relief valve. 7) Obstruction in fuel line. Check fuel flow and clear any obstructions.

Mixture too lean at full power. Eight possible causes: 1-7) Same as those for lean cruise and same corrections. 8) Economizer not operating correctly. Check economizer system for operation. Adjust and repair as required.

Mixture too rich at idle. Three possible causes: 1) Fuel pressure too high. Adjust fuel pressure to correct level. 2) Idle mixture control out of adjustment. Adjust idle mixture. 3) Primer line open (or primer not locked). Check primer system. Make sure it is not feeding additional fuel to engine.

Mixture too rich at cruise speed. Six possible causes: 1) Automatic mixture control out of adjustment. Adjust automatic mixture control. 2) Float level too high. Adjust float level. 3) Manual mixture control not set correctly. Check setting of manual mixture control. Adjust linkage if necessary. 4) Fuel pressure too high. Adjust fuel pump relief valve for correct pressure. 5) Economizer valve stuck open. Check economizer for correct operation. Quick acceleration of engine may clear. 6) Accelerating pump stuck open. Quick acceleration of engine may remove foreign material from seat.

Poor acceleration. Engine backfires or misses when throttle is advanced. One possible cause: Acceleration pump not operating properly. Check accelerating pump linkage. Remove carburetor, disassemble, and repair accelerating pump.

O.K.,Troopers, we have a couple more things to cover, and I'll let you go for another month. Correct idle speed and idle mixture are essential for the efficient operation of an engine, particularly on the ground. Idle speed is established by the manufacturer at a level which keeps the engine running smoothly, reduces overheating, and avoids spark plug fouling. Although it may vary some, idle speed is usually 600 +/- 25rpm. On a float-type carburetor, idle speed is adjusted with the throttle stop screw. Usually turning the screw clockwise will increase the speed. Idle mixture takes a few more steps.

They are: (1) Run the engine until it is at normal operating temperature. (2) Operate the engine at IDLE and adjust for the correct idle speed. (3) Turn the idle mixture adjustment toward LEAN until the engine begins to run rough. (4) Turn the mixture adjustment toward RICH until the engine is operating smoothly and RPM has dropped slightly off it's peak value. (5) Using the mixture control in the cockpit, move control slightly toward LEAN. The rpm should increase slightly (about 20 rpm) before it begins to fall off and the engine starts to misfire. Return to mixture to FULL RICH and the engine should smooth out.

That's it, folks. Remember: As much as we love aircraft, they have no such feelings for us. Be extremely careful around moving parts, especially propellers.

Rick Vaux
TC 4130



"To have a reason to get up in the morning, it is necessary to possess a guiding principle. A belief of some kind. A bumper sticker, if you will."
--Judith Guest

UPCOMING EVENTS

Nov 11-12, March Field Air Museum. Sit in the SR-71 from the movie "Space Cowboys". Former SR-71 pilot Brian Shul. Other aircraft open: B-17, B-52, C-141, C-123, KC-135 & more. I-215 at Van Buren Blvd, Riverside, CA

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.

PROJECT VISITS

The chapter is still looking for a volunteer to fill this position. You will receive support from the other officers. A list of members and their projects will be supplied.



**YOUNG EAGLES
GATHER
TO FLAP
THEIR
WINGS**

Our next rally is tentatively scheduled for November 11. At this time I am confirming the availability of the Aeroplex terminal. We have a small group lined up but need other sources of Young Eagles. As always, the sign-up sheet for volunteers will be passed around at the November meeting.



Last month I described a few basic items that should be taken into consideration when preparing your airplane for first flight. This month, continuing the discussion of my three broad areas of emphasis – the Plane, the Pilot, and the Plan – I want to provide some food for thought on how you might sharpen your piloting skills to prepare for that flight.

Based on my experience over the past few years in doing all the maintenance and many upgrades to my T-18, there seems to be a kind of mental gear change between what I call the “flying mode” and the “maintenance mode”. For me, this is not instantaneous, and after an extended period of downtime for some repair or project, I need to reset my brain back to the operational or “flying mode” before I go aviating. Of course, the longer the downtime, the more difficult the changeover. If you’ve just spent several years in the “maintenance mode” building your dream machine, and haven’t shifted to the “flying mode” often enough to remain proficient, I submit that you are *not* ready to jump in and make that first flight without some special preparation. As Ed Kolano wrote in the August issue of Sport Aviation: if your stick and rudder skills are bit rusty, “Get rid of the rust before flying your airplane”.

Clearly, the absolute best way of doing this is to somehow fly the same model of airplane you’re building. Find out who in your own or another nearby EAA chapter is flying that design, get to know them and try to bag a few familiarization flights. This should

give you good snapshot of what to expect out of your own example. If you’re building a popular kit-built airplane (like an RV or a Lancair) an even better option is to take advantage of a factory demo with a company pilot to show you the ropes. You can pretty well bet that the demo’s are built to spec and are fully debugged, so this should establish a god baseline for how your airplane should feel if you did everything right.

But what if your only option is “none of the above”? In that case, the task of pilot preparation requires a bit more creativity, but there’s always something out there that can provide valid, and useful experience. The key is to match the key attributes of your airplane, as best you know or can estimate them, to those of another factory built or homebuilt model that is available to you. Sometimes these attributes are obvious, sometimes not. Next month, I’ll get more specific on how to determine a good “fit” when selecting a suitable airborne simulator.

As a homebuilder, you are a member of a special breed of pilot who will always be maintaining, improving, and tinkering with your personal airplane, and therefore constantly stepping back and forth between the “maintenance mode” and the “flying mode”. The key to a successful flight test program is to make that very first gear-change to the flying mode with maximum safety and confidence.

Unfortunately, my track record for being in town for our Thursday chapter meetings has been rather poor over the past few months, and it looks like duty calls again and I’ll be unable to join you this week for the November meeting. So far these short articles have been a one-way transmission with no feedback from the

membership, so I encourage you to let me know what you think of their content, scope and length. E-mail me (mnich@mediaone.net). Hope to see you all soon!

Fly safe!

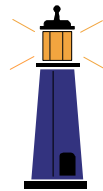
--- Bill Mnich



Plane Cent\$

Our 2001 EAA World of Flight calendars are still available. We are offering them at a great price of only \$6.50 each. Get several for home, office, garage, and hangar. They will be at the meeting. As an additional pleasure, this year we also have a very limited quantity of the new EAA Ultralight & Light Plane calendar. So now you can choose “regular” or “lite”!

--Woody Fowler



Are We On Track?

Staying Within the Limits

What is “Class I” navigation? I have heard the term used, but I cannot find a definition in either the FAR’s or the AIM. Does this type of navigation require special equipment?

If you’ve navigated along an airway, and haven’t gone wildly off course, you’ve successfully conducted Class I navigation. Class I navigation is defined as any en route flight operation conducted in controlled or uncontrolled airspace that is entirely within the operational service volumes of ICAO standard nav aids (VOR, VOR./DME, NDB). The operational service volume describes a three-dimensional volume of airspace served by a

particular navigation aid. When you're operating within this volume of airspace, your IFR navigational performance must conform to the standards which are expected, given the type of navaid you're using for reference.

The definition of Class I navigation is not dependent on the equipment installed in the aircraft. For example, an aircraft equipped and approved to use Loran-C in the United States as the sole means of en route navigation (no VOR, VOR/DME installed) is conducting Class I navigation when the flight is operating entirely within the operational service volume of federal VORs and VOR/DMEs. In a case such as this example, the Loran-C's performance during an IFR flight must be precise enough to permit IFR navigation to the same accuracy as would be obtained by using ground-based ICAO standard navaids.

Class I navigation isn't always conducted under IFR. A VFR flight navigated by pilotage is conducting Class I navigation when operating entirely within the operational service volume of ICAO standard navaids. However, the VFR navigational performance in this example must be only as precise as VFR pilotage operations are required to be for the avoidance of other aircraft and terrain.

The fundamental concept for all IFR navigation standards, practices, and procedures is that all IFR aircraft must be navigated to the degree of accuracy required for the control of air traffic. Class I navigation requirements are directly related to separation minimums used by Air Traffic Control. IFR separation minimums applied in the U.S. national airspace system and most other countries are based on the use of ICAO standard navaids.

These separation minimums, however, can only be applied by ATC where navaids's signal-in-space meets flight inspection signal strength and course quality standards. This is what defines operational service volume.

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Chapter Website

Come see what's new. If you haven't already heard, the chapter has a new website up and running courtesy of our member, Mike Stearns. Mike has added new features and pictures of Airventure 2000, member projects & profiles, and chapter events.

<http://www.beegroup.com/eaachapter7>

Now we **NEED** your **HELP**. We have very few pictures of projects, finished or under construction, Young Eagles events, picnics, fly-outs. Let show some variety on our site. Bring them (prints & diskettes will be returned) to the meeting Thursday.

grassroots gathering

The turn-out of over 100 members of the aviation community attended the EAA Grassroots Gathering held at the Carson Community Center on Nov. 18.



Don Thompson started off the program relating how he became interested in EAA and flying. He introduced Matt McDaniel, our newest pilot, who gave a recount of his Young Eagle's flight and the pursuit of his solo 11 days earlier.

Matt introduced Tom Poberezny, guest speaker for the program, who went on to explain the role and goals of EAA in aviation today.

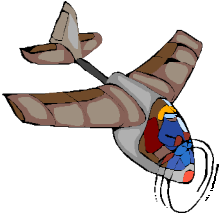


Tom discussed new developments and how EAA is working with both industry and government, the purpose and changes of AirVenture, and the expansion of other endeavors to benefit EAA members. EAA continues to work on alternative fuels to 100LL, is sponsoring a replica of the Wright Flyer to launch on the 100th anniversary of the flight. Services are being expanded and made available to members through the world wide web. All pilots of EAA will benefit from these changes in the future.

The evening ended on a strong note of positive direction with many members commenting on the information they received by attending.

"If you don't know where you are going, how can you expect to get there?"

--Basil S. Walsh



The Right Seat

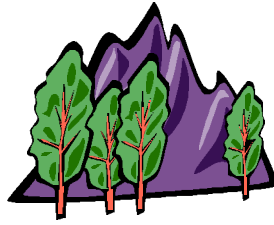
I'd like to take this opportunity to welcome member and CFI, John Mahany, as a contributor to our monthly newsletter. John is keeping us abreast of the activities of CFI training and how it affects us as general aviation pilots.

The winter flying season is just around the corner, even here in sunny Southern California! While this may not directly affect your local flying, it is something to consider if you are planning to fly to a destination in northern California, or Northern Arizona, for instance. There are several things to watch. Often tires and brakes don't get the attention they deserve, and tires can lose pressure when temperatures drop. When this happens, with underinflated tires, you will be riding on the sidewalls, which is bad for the tires. Also, this results in sluggish acceleration and a longer takeoff roll. And brakes can freeze, locking up tires. Depending on the runway length, airport elevation and temperature (Density altitude) and any obstacles off the departure end, to mention just a few factors, the takeoff performance found in the P.O.H. will not be accurate. With cooler temperatures in the mornings, make sure you follow the proper cold temperature engine starting procedures, and also allow more time for the engine and accessories to warm up before take-off! Gyros need to be up to speed so that your gyro instruments will be functioning properly.

John Mahany

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Submitted
By Don
Wiltse

Practical Density Altitude

Deadly Sin No.1:

Not knowing the Best Rate of Climb Speed (indicated) decreases as much as 5 to 8 knots as Density Altitude increases.

Deadly Sin No. 2:

When departing from airports in a general aviation airplane at less than maximum gross weight due to Density Altitude conditions, **DO NOT CLIMB OUT AT YOUR MAXIMUM GROSS/BEST RATE OF CLIMB SPEED (Vy)!**

The Best Rate of Climb that pilots memorize is the one that applies for maximum gross weight at sea level. In truth, the Best Rate of Climb Speed (indicated) decreases as gross weight decreases. Depending upon which airplane you fly and how far below max gross weight you are operating, Best Rate of Climb Speed (indicated) can drop as much as 10 knots or more!

If you attempt to climb out of a high Density Altitude airport at reduced gross weight while using your sea level, maximum gross weight Best Rate of Climb Speed (indicated), you combine the effects of Sins No. 1 and 2. The result can easily be that you are attempting to climb at a speed that is 15 knots too fast!

This deadly combination is precisely what is leading to our (NTSB) most common Density Altitude accidents!

Deadly Sin No. 3:

There is a lack of understanding of the significance of true airspeed and it's affect on turning diameter.

At sea level on a Standard Day, if we ignore equivalent airspeeds, an indicated airspeed of 150 knots results in a true airspeed of about 150 knots. But at 8,000 feet MSL on a 95 degree F day, an indicated airspeed of 150 knots results in a true airspeed of 180 knots. Big deal, 30 knots.

If we use a bank angle of 45 degrees and the formula for radius of turn is "velocity squared divided by 11.26. The resulting turning diameter works out to be about 3,240 feet. In order to make a 180 degree turn out of a valley where you are unable to out climb the terrain, you need to know the turn diameter. At the same indicated (150 knots) speed, the 8,000 foot, 95 degree day turn diameter requires 2,500 feet more than the Sea Level, Standard Day turn. **That's an additional half mile due to the fact that the true airspeed is 30 knots higher than indicated!**

Therefore, the 180 degree turn requires 4,000 feet at 150 knots. At 180 knots, it requires 6,500 feet, **a 61% increase!**

In real life, too many pilots are attempting 180 degree turns and descending into canyon walls.

Our advice? Make the turn early enough that a shallow bank is all that is necessary to complete the turn. Better yet, **STAY OUT OF THOSE CANYONS.** The only time to descend into a canyon is during a landing.

This article is summarized from an article by Kurt Anderson, an NTSB accident investigator.

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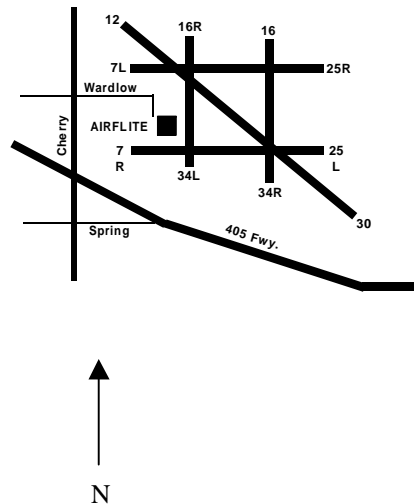
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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

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

Web-Site:

www.beegroup.com/eaachapter7

EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

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



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**