



# Chapter Seven *Long Beach*

## President's Message

### November Newsletter Article

Don't forget the Christmas Party & Awards Banquet with Chapter 92 will be held at the Phoenix Club on Friday, December 14<sup>th</sup>. Cocktails at 6:00 PM with dinner and program at 7:00pm. Cost is \$35 per person in advance by Nov. 30<sup>th</sup> or \$40.00 per person at the door. We will be having an awards program and giving out door prizes. Please try to make it.

### Elections for 2001

This month we will have our annual elections. Please be sure to come to the meeting so you can vote for the officers of your choice. 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

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

### Flabob on Veterans Day

On Veterans Day Sunday, November 11, Flabob is having a Fly-In from 11:30 to 5:00pm. Admission is free. Should be a good time and a good excuse to get out and support general aviation.

--- George McD

## VP's Chat Room

### November Program

This month's program will introduce you to one of the "newest" engines entering the homebuilt market. The Dyna-Cam engine has been around for several years but just recently was able to reach the level of cost effective manufacturing.



[Click to find out about the Dyna-Cam Advantage!](#)

Dyna-Cam Engine Corporation was incorporated in 1993 as a California Corporation and effective March 31, 2000, Dyna-Cam has reorganized to become a Nevada Corporation and intends to manufacture, market and sell our unique, cam-drive, free piston design internal combustion engine, which we believe offers a number of significant advantages over conventional engines. Although originally designed for use in aircraft, we believe the Dyna-Cam Engine has numerous additional potential uses, particularly in marine, industrial, heavy automotive and military applications.

( Continued on page 2 )

## In Memoriam

### Ken Brock, Chapter Lifetime Member Dies in Desert Crash



One of Ken's favorite statements was: You never have to ask me what I'm thinking because I'll tell you.

### Ken Brock 1932 - 2001

Appropriately the song at his service was "My Way". He certainly was known for doing things his way.

Marie Brock chose the song "Angel" by Sarah McLachlan to represent her feelings.

Spend all your time waiting for that second chance

For the break that will make it OK

And it's hard at the end of the day

I need some distraction or a beautiful release

Memories seep from my veins

Let me be empty and weightless and maybe

I'll find some peace tonight

In the arms of the Angel far away from here

From this dark, cold hotel room, and the endlessness that you fear

You are pulled from the wreckage of your silent revelrie

You're in the arms of the Angel; may you find some comfort here

So tired of the straight line, and everywhere you turn . . .

It's easier to believe

In this sweet madness, oh this glorious sadness

That brings me to my knees

In the arms of the Angel far away from here

From this dark, cold hotel room, and the endlessness that you fear

You are pulled from the wreckage of your silent revelrie  
 In the arms of the Angel; may you find comfort here  
 You're in the arms of the Angel; may you find comfort here

Terry Brock, his son, delivered the eulogy, relating some of the memories that Ken left with us.

Terry "has enormous shoes to fill but I'll do my best" was his first resolve.

Ken was the sort of man that if you needed something he would



**KB-2 GyroCopter**

take care of it. If you used the favor to your best ability, he spoke highly of you to his friends. If you did not, he would not speak wrongly of anyone, but don't expect him give you a hand next time. People that met and befriended Ken were not just passing friends, but **family**. Their Christmas parties at the shop in Stanton were legendary, and it was an honor to be invited.



Skywriter forms a heart with a cross. School children in surrounding communities marveled during recess.

Missing man formation performed by three T-34's. Ken will truly be missed by his friends and relatives.



Ken was born on Aug 27, 1932 at Hollis, OK. Moved his family to southern California and learned the machine tool business from the bottom up, literally, from sweeping the floors. He showed

that he was willing to learn and over the years surpassed his superiors. It was time to move on and he started his own shop, never having a formal degree in engineering.



Bud Huff,  
 Former  
 Ch 7 Pres



Dick Rutan, pilot  
 Voyager aircraft



Paul Little, Don Taylor and wife, Duane Sausser

He died doing what he loved best and where he enjoyed it the most. On Oct 19, he and Marie were in the T-18 landing at his El Mirage Desert "Paradise" home when they heard a loud noise from the tailwheel section. The plane veered to the side of the runway and hit a concrete post with a wing and flipping the aircraft inverted. Ken suffered a broken neck and Marie escaped with minor injuries. He died next to his wife who he loved dearly, and in the plane he loved best, "Sweet Marie".

The list of persons that spoke afterwards was distinguished. The Quiet Birds (QB) had a very nice flower arrangement and spoke of Ken's membership and participation. Duane Donaldson from the Stinson Club. Bob Cunningham. L.A. Adventurers' Club. Earl Lydie recalled their flight to Oshkosh in a T-18 through a rainstorm, nearly drowning the two occupants. Jack Gould commented that now "God

has to put up with him". Dave Gustaffson, writer to many aviation magazine was last to say kind words to a man we all came to know, respect and love in our own way.

In the days before kits, some people might not have finished their aircraft without Ken's hardware and fittings. After kits became prevalent, Ken continued his business supplying kitmakers with his high quality parts.

## High Flight

*I've chased the shouting wind along, and flung*

*My eager craft through footless halls of air.*

*Up, up the long, delirious, burning blue*

*I've topped the windswept heights with easy grace*

*Where never lark, or even eagle flew.*

*And wile the silent, lifting mind I've trod*

*The high untrampled sanctity of space,*

*Put out my hand, and touch the face of God.*

*-- John Gillespie Magee Jr.*

God speed, Ken Brock. May you fly like an angel and watch o'er your family for time eternal.

## PROGRAM (Cont'd from page 1)

The initial model of the Dyna-Cam Engine (the DC375) is ready for production and we intend to initially target the kitbuilt segment of the experimental aircraft market with this model.

Look for this presentation to be informative and enlightening.

Please on time (7:30 p.m.) as the docket for the evening is quite full and we have to complete chapter elections.

--- Don T.

# Secretary's Note Pad



## BOARD OF DIRECTORS Meeting of Oct 11, 2001

There was a general discussion of current issues. The Board was not convened and there are no official minutes to report.

**Voting rights in a chapter require not just chapter membership but membership in national EAA.**

### MEETING MINUTES

General Meeting  
October 11, 2001

Attendance : 27  
George McDaniel, president, led the members in the Pledge of Allegiance to the Flag.

### OLD BUSINESS

Dick Ryan moved that the minutes of the September 13 meeting be approved. Tom Griffith seconded the motion. The motion carried.

Woody Fowler, chapter treasurer, is on vacation.

### NEW BUSINESS

Guests were introduced:  
HELENE KORNGOLD, program presenter  
Guests of Mike Stearns:  
TREVOR LEVINE, student pilot, soloed on May 11.  
DYLAN LEVINE

George McDaniel, chapter president, informed members that the joint Christmas party with Chapter 92 will be held at the Phoenix Club on Friday, December 14, commencing at 6:00 PM. Cost is **\$35.00 before Nov 30th** or **\$40.00 after Nov. 30th**. per person for a buffet dinner. There will be an awards program.

George asked for volunteers to run for office.

Mike Sawicki, newsletter editor, will have an updated roster of chapter members which will be sent by postal service and will be available on the internet.

Mike told members that a new RV model will be on the market in about six months. The model identification is RV-10. It will be a four seater built to accommodate an engine putting out in excess of 200 hp.

Rick Vaux, chapter technical counselor, has recently checked out three chapter projects. They are Don Thompson's Cessna 150, Jim Wolf's RV6 and Walt Lane's Vari-Eze. Jim Wolf's project is closest to completion.

Darwyn Wolff, Young Eagles coordinator, canceled the Young Eagles event on October 13. Recently the FAA imposed a restriction which would have required YE pilots to file IFR flight plans. Darwyn is looking for other venues for YE flights. Don Myhra, Chapter 92 newsletter editor, told members that Chapter 92 has scheduled a YE event at Chino on Saturday, **November 10**. There will be forty Young Eagles. Chapter 92 would appreciate help from Chapter 7 pilots and ground crew. If you can help, call Don Myhra at (949) 472-1145.

George McDaniel told members that there will be an event at **Flabob** on **Sunday, Nov 11**.

Don Thompson, chapter vice president, asked Mike Stearns, a Certified Flight Instructor, how new FAA security rules have affected his work. Mike replied that his instruction time has been greatly reduced. Mike understands that student flights with a CFI aboard are permitted. A NOTAM stated that supervised solo flights are permitted.

John Mahany, chapter flight counselor, told members that information received from different FAA personnel has been contradictory. The best source of information is the AOPA website. This website issues daily updates and constantly checks NOTAMS. To avoid trouble, a pilot should get the name or initials of any FAA individual giving out information.

The Airman Information Manual has information on what to do if you are intercepted by a military aircraft. Emergency and intercept procedures are in Chapter 5, Section 6-2. Monitor 121.5 MHz on every flight all the time.

John reports that Ken Rice, a Chapter 92 member, has scratch built a canard airplane powered by a pusher VW engine. Rice calls his airplane a "flying car". John will have more information on this airplane, and the possibility of a project visit, at the next meeting.

Merv Meyer, chapter secretary, will be at Goldstone Deep Space Tracking Station on November 8. He asked for somebody to cover the minutes of the November 8 meeting.

### PROGRAM

Helene Korngold, IK Technologies, is a member of EAA Chapter 11. She is a former managing editor of Plane and Pilot magazine. She and her husband Ralph are owners of the business. Ralph Korngold formerly worked for AeroViron-

ment, Inc.. This company built and tested a remote-control drone called the Pathfinder, a 100-ft span flying wing with eight solar-electric powered engines. The Pathfinder reached an altitude of **98,500 ft.**

IK Technologies builds instrument panel which have digital read-outs for aircraft with four and six cylinder engines. The Korngolds decided that bar graphs, color codes and digital instruments were the best combination for an aircraft instrument panel. The prototype instrument panel was introduced at Air Venture 2000 in Oshkosh.

The instrument panel has six micro-processors, enough back-up so there is no loss of display. Total weight of the unit is only three pounds. A unit was installed in the cockpit of a VariEze, displacing eighteen pounds of instruments. Intensity of display lights is adjustable. The price of a panel for a four-cylinder panel is less than \$2,000. For a six-cylinder the price is \$2,200. They have installed a panel for an airplane with two engines, the Cessna 337. There is one screen and two data boxes.

They are selling their instrument panels through Aircraft Spruce.

Phone/FAX number of IK Technologies is (310) 745-1130. The e-mail address is: 2pilots@mediaone.net and the website is [www.i-technologies.com](http://www.i-technologies.com)

## REFRESHMENTS

NOVEMBER . . . .Woody Fowler



## Tragedy Strikes Home We Will Persevere

Rick is on vacation this month and I am sure he is sorely missed. I for one really miss his articles which are informative and always have a lesson to be learned.

I have to apologize again for not including Rick's postscript to his article last month. As a dedicated employee of American Airlines, Rick was very concerned that two aircraft of American Airlines were used in the high-jacking suicide flights of the terrorists.

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Hello Troopers,

P.S. I was not going to make any mention of Sept. 11, 2001, but I need to say something. I have spent my life trying to make sure no one would ever die on the airplanes I consider mine. Now, many thousands have died or been injured. I know neither me nor my airline could have prevented this tragedy but I still feel a deep sense of loss for the families, the rescuers. and all my fellow employees at American.

**Rick Vaux**

**TC4130**



At the October meeting, I mentioned the Chapter 92 member who had been in touch with me, and whose project is a flying car, which he is building from scratch. His name is Ken Rice. Ken's background includes previous military experience as a Marine Test Pilot, he is qualified as an A&P, and he also holds an

Aeronautical Engineering degree from MIT. He has built two other flying cars. I was able to meet him and see his project a few days later. He calls it the 'Vulantee', a name which has linguistic roots, and is derived from the Italian verb for the phrase 'to fly'. The Vulantee is close to being ready to fly. In the meantime, Ken has been working on getting himself current again with a BFR, since he hasn't flown in many years. He would like to hold off on a chapter visit for now, until he gets it flying. He said he would be happy to have the chapter stop down in about a month. He also asked that I not take any pictures, either. The Vulantee is powered by a Lycoming O-320, which drives a pusher prop. The 'auto' engine is actually a 440C Kawasaki engine, which is mounted behind the aft bulkhead. He has also built a ground vehicle test bed, on which to install and test the auto-engine, as well as the ground handling and maneuverability.

Please check Notam's BEFORE you fly. There are numerous Temporary Flight Restrictions, or 'TFR's', in effect. especially the most recent concerning the San Onofre Nuclear Power plant. At this writing, this NOTAM is tentatively scheduled to be lifted on November 9, 2001.

Recently, as I was going out to the practice area with a student, and while we were still monitoring the LGB Tower frequency, we heard another pilot declare an emergency. This pilot was flying a Robin, which is a French built, aerobatic, single engine airplane, and the throttle had become stuck while wide open, thus developing full power. Apparently, the pilot was able to successfully land the Robin. This resulted in an interesting discussion with my student, as to what can constitute an emergency, and also, how might this 'throttle stuck wide open' situation be handled best? We frequently practice engine failures, but not this other scenario, with the

throttle stuck wide open. While rare, it can happen! How would you handle this situation? Would you declare an emergency? serving you in this capacity.

You can reach me at [jsmav8@gte.net](mailto:jsmav8@gte.net), or 562-983-1265 (home) or through Long Beach Flying Club.

Thank you,

--- John Mahany

## 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.

**Nov 10-11:** El Monte, CA: Air Fair. Gabe Lopez. 626/444-7739.

**Nov 11:** Flabob Airport. Chapter One dedication to Veterans Day. 11:30 to 5:00. Admission Free.

**Sep 6-8, 2002.** Sacramento, CA. Golden West EAA Regional Fly-In. Moving to **McClellan Airport**. Date moved to 2002 as the transfer from military to civilian authority will not be completed in time for 2001 date. 925/676-2114. [www.gwfly-in.org](http://www.gwfly-in.org)

**Oct 10-13, 2002:** Copperstate Fly-In. Event is canceled for 2001. Will be based at the **new Phoenix Regional Airport**.

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!

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](mailto:always1@gte.net)

**EAA Chapter One.** Flabob Airport, Rubidoux, CA. Having cancelled their open house for 2001, Chapter One is planning an extensive tribute to veterans on Nov. 11. Admission FREE. 10:30 a.m. to 5:00 p.m.

**EAA Chapter 11:** Santa Monica, CA Back on line with us. Check out their issue at the meeting. Great news from west part of Los Angeles. Check their contest to name unusual planes.

**EAA Chapter 14.** Brown Field, San Diego, CA. Back up on line. Great to hear from you again. Large 17-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

**EAA Chapter 49.** Lancaster, CA. We'd like to hear from you, either e-mail or snail-mail.

**EAA Chapter 96.** Torrance, CA. Jack Kention back at the helm of the newsletter. Doing fine job. Look for copy at meeting. Hangar progressing very well. Ch 96 is an integral part of CPT. Site: <http://www.geocities.com/ea96>

**EAA Chapter 92:** Orange County, CA.

Activities and projects abound. YE Nov 10 at Chino. Need help. Be sure to catch their newsletter.

Web site: <http://www.eaa92.org>

**VAA-33.** Flabob Airport, Rubidoux, CA. Are you publishing a newsletter? No word from you guys lately.

**EAA Chapter 40.** Van Nuys, CA. Excellent showing at the Van Nuys Expo. Already the 2002 event is cancelled before even given a chance to see the outcome of current events. Having to find another source of yearly income if they want to support a chapter hangar. New web site: <http://www.eaa40.org>

**EAA Chapter 71.** Bakersfield, CA. WELCOME! Received the newsletter. Glad to see all the activity. No lack of projects in this chapter. Home of Harmon Rockets.

**EAA Chapter 275:** Lompoc, CA. **Need to hear from you guys again. Miss your stories and chapter info.**

**EAA Chapter 224.** LaPuente, CA Now receiving their newsletter via snail-mail. Appreciate your keeping us on the list.

**EAA Chapter 286.** Fallbrook, CA. Would like to hear from you. **Do you have a newsletter?** Web site <http://www.geocities.com/ea286>

**EAA Chapter 448.** Cable Airport, Upland, CA. **Would like to hear what's happening in your chapter. Do you publish a newsletter?**

**EAA Chapter 494.** Corona, CA. **Would like to hear what's happening in your chapter. Do you publish a newsletter?**

**EAA Chapter 499.** Santa Maria, CA. **Would like to hear whassup! In your chapter.**

**EAA Chapter 527.** Santa Barbara, CA Hangar Halloween party, these guys know how to have FUN! Great stories of airship flight., Right place, right time. Web site: <http://citabria.westmont.edu/ea>

**EAA Chapter 723.** Camarillo, CA. **Would like to hear from your chapter.** See column heading for snail-mail address. **Who do we contact?** Web site: <http://www.eaa723.org>

**EAA Chapter 768.** Apple Valley, CA

Chapter land and hangar in the "talk" stages but serious. Getting down to the final agreement with the city on the chapter hangar. Active chapter, keep up the great work.

**EAA Chapter 1000:** Edwards AFB, CA. Please change snail-mail address. See heading to this column. **Great web site but have not recvd much from you guys.** Mtg held at Flight Test Museum. Web site: <http://www.eaa1000.av.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

### Plans Being Drawn for 2002

The Chapter 7 Young Eagles does not have any current plans for the month of November. We ask that our members assist Chapter 92 on November 10<sup>th</sup> at Chino airport as they are expecting 60 Young Eagles to be on hand for flights.

EAA has now exceeded its 700,000<sup>th</sup> Young Eagle flight with Robert Morrison from Durham, CA on June 9, 2001, International Young Eagles Day. We are well on track to reach our goal of one million Young Eagles before the celebration of the birth of flight in November 2003.

#### **Darwyn Wolff**

Chapter 7 Young Eagles Coordinator

# Chapter Elections

All Officers are incumbents and are running unopposed as of the September monthly meeting. Anyone interested in being an officer please come to the October

meeting and we will add you to the ballot.

Please print this page and cut out this section to save time at the meeting. Election ballots will also be provided at the meeting.

#### **President**

George McDaniel .....   
(Write-In) .....

#### **Vice President**

Don Thompson .....   
(Write-In) .....

#### **Secretary**

Merv Meyer .....   
(Write-In) .....

#### **Treasurer**

Woody Fowler .....   
(Write-In) .....

#### **Membership Chairman**

Tom Griffith .....   
(Write-In) .....

## An Airship Ride

**By Richard Marriot**

Member EAA Chptr 527, SBA

Sometimes the Good Karma Sky Goddess blesses you with unexpected treats. It may be the poetic sweep of a glider turning final over your house, or the very first time you saw a yellow Piper Cub touch down on a dew wet grass strip, on a misty morning.

This summer I was gifted with something so special and unique that it actually transcends just good fortune. Quite out of the blue, without expectation, I was gifted with a ride in The Good Year Blimp.

Being a chauffeur for a local limousine service, I occasionally get to drive people to interesting places, but I usually have to wait in the car

while they have their fun. On the way to the Good Year Blimp Field, next to the 405 Freeway south of LAX, I chatted quite freely with my guests about the event they were scheduled to enjoy that morning. They had been the highest bidders at a fund-raising event in Santa Barbara for a ride in the Good Year Blimp. I don't know how much they had bid, but I understand a ride in the famous airship is expensive and there is a year-long waiting list for rides.

When we arrived, my guests had to check-in at the counter and show a certificate of eligibility for the ride. As they were taking care of these requirements, I asked quite casually if they had any room for an extra rider. The customers added, "he's our driver and he's a pilot". Behind the desk a man in a black, leather A2 flight jacket shook his head and said, "No, all booked up". I said, "Okay, just thought I would ask". After about half an hour of taking pictures of these folks and another couple posing with the Blimp in the background, the gentleman in the leather jacket came out and said, "We've got room for you. Just come in and sign the list". Very elated, I signed my name on the list. The sky, that had been overcast when we arrived, lightened up and as the sun got higher there were only small pockets of haze, not quite clouds.

We were escorted out to the tethering point of the ship. There is a ground crew of about fifteen hefty men in uniform. We were told to stand in a certain spot while the engines fired up. The nose of the ship pointed in different directions as the tail swung around as if this beast had a mind of its own. As it moved, the ground crew kept us moving at a run so as to not get hit by the propellers. Finally, after chasing the ship around in circles as if some old time silent movie director had choreographed our maneuvers, the ship became stationary enough for us to approach it. It was floating about five feet off the ground. The pilot was madly making all kinds of machinations to keep it in one place, spinning a wheel at his side back and forth, pulling on switches as if he were madly tuning a steam pipe organ. First, one of us climbed up the

ladder and jumped into a seat, the mam-moth ship being held by the hefty men who were hanging on to it. Finally all five were seated in the gondola in seats that are just frame chairs with hammock-like seats and backs, with no safety belt; nothing is fastened down. The gondola is something like a small rectangular enclosed observation deck with windows 320 degrees around.

Orchestrated mayhem seemed to be what was taking place outside the cabin: the ground crew running around as if in some chaotic dance, the nose swinging around, men still hanging onto the runner bars beneath the gondola, as the Captain of the ship was making more gyrations than a pilot trying to land a tail dragger in a gusting cross wind gale. The engines went to full throttle and the nose pointed up at what seemed like 75+ degree, and off we go.

Quickly my mind raced: these people know what they're doing, this isn't a fixed-wing plane, we aren't gonna stall, then spin and crash, but, boy, it sure feels like it should do just that! Rather rapidly we were up to 1500 feet over the 405, the pilot explaining that they have to take off that way so drivers on the freeway don't get distracted staring at them, as they climb out.

We leveled off and I got the distinct idea this must be like a submarine, a flying submarine: the pilot adjusts ballast and air bags, and we are more or less flying straight and level, except for the nose bobbing up and the constant spinning back and forth of the large wheel that seems to be attached at the right-hand side of the pilot's chair. It was a clear view down into the very industrialized area of the county. Surrounded by factories and warehouses on either side, we made our way slowly at 45 mph towards LA and Long Beach harbor. Capt. Tom Matus offered the controls to one of the women seated next to him. Carefully they switched seats (try that in a Cessna). The woman handled the controls pretty well, although we did get a little excessive in the arc of the nose going up and down. I really had to say to myself, over and over, that this isn't an airplane and you can't go to "don't exceed speed" in

this thing, and it won't fall out of the sky if the pilot does something un-pilot like.

Being the freeloader on this adventure I never thought I would get a turn at the controls but, after every-one had had about ten minutes at the controls, I was offered a turn also. As we were just turning, leaving the stately Queen Mary beneath us, I took over at the controls grinning from ear to ear. Actually, I was already grinning from the moment we took off. I sat down in the pilot's seat with rudder peddles just like an airplane, instruments just like a C-172, but no yoke in front of me. Quickly, I found out just how sensitive this lady is to everything: thermals, reactions to the way I spun the wheel seemed to have an aftereffect. I shuddered to think how wild a ride I was giving my fellow passengers. Steering wasn't all that easy either.

I finally asked, "What compass heading do you want?" "330," was the Captain's reply. Okay, now just try to keep it from porpoising too badly, I said to myself. Spinning the wheel at my side became almost intuitive, but then I would lose the heading and correct for that. I began to think that to fly this kind of machine cross-country would be tiring, even for someone who knew what he was doing. After ten minutes at the controls we were near where Captain Matus had to start the descent so we switched seats. I got the impression you could point it straight down and still go only 45mph, because we went down steeply toward the tie-down green. Pilot Matus was again moving things around like a mad man, pulling levers, spinning the wheel back and forth, and riding the rudder peddles with more frenetic energy than I ever needed when landing a Citabria at Santa Paula with Santa Ana winds gusting sideways in both directions.

As if in some sort of surrealistic fire drill, we exited the cab as quickly as we could while the pilot fought to keep the ship stable. Helped down the steps facing outwards, we were assisted by the ground crew and assembled in a little group, out of harms way, as the next intrepid adventurers were ushered quickly up

the ladder, off to experience this very unique ride. As we thought that that was all there was to it and started back towards the main building, we were quickly rounded up and put back in the areathey wanted us in. Then we were sent running in anarc following behind the crew as the ship turned on a point as it had with us. Finally, as it lined up with the wind and the last ground crewman let go, we watched it ascend as it had with us aboard at an angle more like a rocket than an airplane. Not having a Balloon or Airship log book, I plan to add it to my fixed wing log as ten minutes at the controls of the Good Year Blimp over the Queen Mary. Pilot Tom even passed out little cards he signed as proof each passenger was one of the relatively few people on the planet who ever flew one of the three, (and only three), Good Year Blimps.

### ***\$100 Hamburger Run***

By Tim Lally, EAA Chapter 11

The months of June and July have been bad for VFR flight (Ed – Not to mention more recently). I made three trips in June and I will have 3 trips for July, that's out of 9 possible days to fly. The weather was slow in burning off so I had to wait until 9:00, which means a trip to Rosamond Airport. Their Sunday brunch starts at 10:00 so leaving at 9:00 and buying gas at the self-serve would make me first in line for brunch. The only problem was the temperature, which was at 100°. They have increased the price to \$10.95 plus drink. They have indoor and outdoor dining. I like to eat outdoors to watch the planes and look at the scenery. After eating all I could it was too hot to stay so I came straight back to SMO.

My other trips this month were to Lake Isabella, and Big Bear. Walking down the Kern River to Lake Isabella and seeing all the fishermen with full stringers was fun.

### ***Chapter Membership Form***

Enclosed is the yearly chapter membership form for **2002**. It will allow us to update our roster. E-mail copies will arrive separate from the newsletter.

## Year 2001 Officers

### President

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

### Vice President

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

### Treasurer

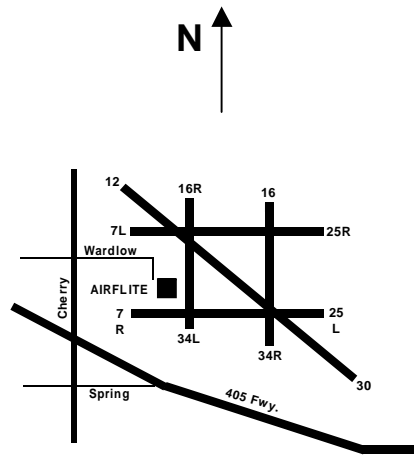
Woody Fowler  
(714) 897-6566  
fowlerhb@surfside.net

### Secretary

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

### Newsletter Editor

Mike Sawicki  
(714) 821-5330  
[always1@gte.net](mailto: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](http://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**