



# Chapter Seven *Long Beach*

## President's Message

By George  
McDaniel

By now I'm sure you have figured out that the Long Beach AirFest was cancelled. I still don't know the specifics but it was cancelled by the city because the promoter wasn't providing the city with the necessary documents they needed. I was really looking forward to helping out with the static display area. Oh well maybe next time....

On another note, it is that time of year again when we need to elect officers and Board members for the next year. If you would like to help the Chapter out and run for an elected office please come to the October meeting and let us know. We are always looking for help. It seems as if the same people continue to do the same jobs year after year, so some of you need to step up and help out. We will take nominations at the next meeting and we will publish a special newsletter informing everyone of the names on the ballot and then we will hold elections at the Nov. meeting.

We had some sad news last month as we lost 2 great longtime EAA members.

On September 24 Bill Turner of Replica Aircraft (Flabob) succumbed to a long period of cancer at the age of 81. Bill's son, Willie, wrote a [touching tribute](#) to his father and his love of aviation just after his death and graciously shared it via e-mail with the EAA organization, which Bill loved dearly. It is further back in this newsletter. September 28, EAA Chapter One, and Ray and Edith Stits experienced a great loss. Chapter One President David Stits and member Debi Nelepa were killed in that tragic crash in Fontana, CA.

We mourn the loss of two very fine members of EAA Chapter One in a very short span of time. Dave worked tirelessly to rebuild the chapter after the split of years ago and was well on its way to achieving his goal. It will take someone with a very big pair of shoes to fill his place. Mike Sawicki has written a fine article about Dave in this newsletter issue.

It only reminds us all to be especially careful while flying.

See you at the meeting.

## VP's Chat Room

By Don  
"Crash"  
Thompson

Program -- Oct 9, 2003

This month we are coming up short on a program. We do have a speaker for November.

Mike Sawicki will be at Copperstate by the meeting date but has supplied us with a CD-rom of the EAA Chapter One Open House 50<sup>th</sup> Anniversary event. The turnout was very good. The city presented several awards to Tom Wathen for saving such a valuable entity. Ray and Edith Stits were also acknowledged for his long time dedication to the EAA chapter concept. The Chapter One Brick Plaza was dedicated along with a new flag pole on the east side of the building. One of the flag raisers was William Seltzer, one of the Marines that raised the flag on Mount Suribachi, Iwo Jima. The variety of aircraft on display was excellent and many had fun doing fly-bys as they departed.

Come one, come all to the meeting!!!

## Chapter Celebrates New Web-Site *Mike Stearns, Chapter Web-Master*

If you haven't already noticed, the chapter web site has changed its address to conform with many of the other EAA chapters nationally. Mike Stearns secured a new site that is easier to remember. So, yell it on the mountain and tell anyone you encounter in your travels to come visit our new site at: <http://www.eaa7.org>

To see other pictures of Oshkosh 2003 and the EAA Chapter 7 campsite, click on and enjoy the "slideshow" of our camping trials and tribulations.

**Visit it again soon as pictures with comments will be added.**



## More Than Just Being Slick & Slippery

Your Oil IS the Life-Blood of Your Engine

by Chuck Newcomer, TC

### All About Aircraft Oil for Piston Engines

By Stephen M. Sunseri, Exxon/Mobil , March 2000

A great deal is published in aviation magazines about "best maintenance practices." And there is no doubt that preventive maintenance is the key to keeping an aircraft ready while also reducing operating, maintenance and replacement costs for your customer.

One of the areas involving preventive maintenance that is a "given" is oil changes. Yet, as simple as this seems, there are often misunderstandings about what types of oils should be used, how often the engine should be serviced and other important elements related to engine oil. Following is a review of engine oil basics, as well as some important points to consider related to engine oils.

#### Viscosity

Selecting the right viscosity or "thickness" of oil for a particular engine is very important. We often hear people say "The heavier the engine oil, the better it will protect the engine." Indeed, viscosity is the single most important physical property of an engine oil because one of its primary functions is to separate moving metal parts within the engine.

However, there are trade-offs when choosing oil viscosity. Selecting a lubricant that's too thin will result in insufficient lubricant film, which can lead to increased wear of engine parts and potential metal-to-metal contact in engine parts such as journal bearings, which require hydrodynamic lubrication (separation by lubricant film).

Conversely, selecting a lubricant that's too thick will result in increased fluid friction or "drag," increased power requirements and will adversely effect fuel economy. Fluid friction will also result in mechanical overheating of engine parts and increased oil temperatures, which can accelerate oxidation and reduce a lubricant's life.

Engine OEMs recommend oil viscosity based on a particular engine's ambient operating temperature. Make sure you're using the correct oil viscosity for your customer's engine and operating conditions.

#### Oil Changes

Oils are designed to get dirty. That's how they keep an engine clean. This only works if you change the oil when you're supposed to. If an engine has full-flow filtration, you should change the oil every 50 hours or every four months, whichever comes first. Without full-flow filtration, you should change the oil every 25 hours.

Since water and contaminants settle to the bottom of cold oil, you should change the oil when it's hot. When the engine is fully warmed before it is drained, a higher percentage of contaminants is removed with the oil. If you drain it when it's cold, some contaminants will remain in the oil pan and will compromise the fresh oil.

#### Oil Filters

Always change the oil filter when you change the oil. Otherwise, you could leave behind a quart or so of dirty oil that is mixed with the fresh oil. Additionally, filter life has been reduced by the first drain interval and may plug or fail during the next drain interval, leaving the engine unprotected.

#### Oil Temperature

Maintain oil temperature in the 180 to 185 F range during flight. This range will allow moisture that has accumulated in the oil on the ramp to boil away during flight.

When the aircraft sits on the ramp or in the hangar, the engine heats up during the day and cools down at night. This cooling process condenses water vapor in the engine, forming moisture, which drains into the oil. This can lead to rust on engine components.

Oil temperatures that are "in the green" are not necessarily hot enough to boil moisture away, so check the aircraft's engine temperature gauge for accuracy. Some gauges are marked with actual numbers. Some are not. If the gauge is marked, it should read approximately 212 F when the probe is placed in boiling water. If your gauge is not marked, a good practice is to mark your oil temperature gauge with a reference mark at 180 F.

In turbo-charged engines, high temperatures are often a concern. Peak temperatures can often be 70 F higher than oil sump temperatures (gauge temperatures). So if engine oil temperature is significantly above 180 F, check baffles to make sure there is good airflow to cool the cylinders. Tell the pilot to keep an eye on CHT, EGT, and lean the engine appropriately.

## Oil Consumption

Some oil consumption is good. It indicates that the oil is providing a seal at the compression ring. Low oil consumption may indicate that sealing is inadequate, leading to blow-by, power loss, and increased cylinder bore wear.

So what's the right amount? Well, if engine oil consumption exceeds the oil consumption test limits as defined by the OEM (this is the number that helps determine if the rings have seated during run-in), then it's too high and there may be a problem with an unseated or broken ring.

The maximum limit for all Textron Lycoming engines can be calculated using the formula:

$$.006 \times \text{BHP} \times 4,7.4 = \text{Quarts per hour}$$

Again, this is the maximum rate of oil consumption allowable during run-in, and averages about one quart per hour. Following break-in, oil consumption should stabilize at some lower rate.

The lower limit is more difficult to establish because there are many variables affecting oil consumption. In the early 1980's, the University of Illinois followed 12 engines through TBO and established average rates of .081 quarts per hour and .095 quarts per hour using multi-grade and single-grade oils, respectively.

Unless there is a problem, engine oil consumption should stabilize and remain somewhere in the range of between 0.08 quarts per hour on the low end, and the oil consumption test limit should be as defined by the OEM on the high end.

## Oil Analysis

If changing oil on a timely basis is the most cost-effective insurance for an engine, then oil analysis is certainly the most cost-effective rider you can add to this policy.

As an aircraft engine oil does its job, its composition changes. It accumulates contaminants, such as combustion byproducts, dirt, corrosion particles, and metallic wear particles, which can impair lubrication and accelerate wear. Analyzing the content of this used oil can help you discover engine problems before they become failures. The best part is that oil analysis costs only pennies per flight hour.

There are several things you can do to enhance the accuracy of this analysis. First, take oil samples properly.

Filling the sample container mid-way through your drain will ensure you get a representative sample and NOT all the dirt on the bottom of the pan. And, as stated previously, always drain engine oil when it is hot.

Additionally, change the oil and take samples at consistent intervals.

Finally, don't rely on the results of a single sample. Unless something is drastically wrong, trends take time to develop. Trends established over five to ten drains are much more representative of what may be going on in a given engine than any single sample.

## Additives

Supplementary additives  $\text{\textcircled{D}}$  even those sold under popular brand names  $\text{\textcircled{D}}$  are expenses your customer can live without. If you've purchased top quality engine oil (SAE J1899), it's unnecessary for other products to be added to the crankcase.

The manufacturer of the engine oil has done all the work necessary to ensure that the oil will perform all the necessary functions the engine requires it to perform. The notable exception, of course, is the Lycoming additive LW-16702, an anti-scuffing/anti-wear additive required for some Lycoming engines (O-320-H, O-360-E, LO-360-E, TO-360-E, LTO-360-E, TIO and TIGO-541 engines).



by  
**John Mahany**  
Master CFI  
Member, Ch 7

Dateline; Chicago, Illinois, the Museum of Science and Industry.

As was recently reported by the Chicago Tribune, the 'Spirit of Glen Ellyn', a Wright Brother's replica, did not get airborne in an attempt at flight on the front lawn of the Museum of Science and Industry. The 'Spirit of Glen Ellyn' was built by Gary Hansen and his crew, all of whom are members of the EAA's Addison, Illinois chapter. A supportive crowd numbering more than 1,000 was on hand and cheered "Go! Go! Go!" as the simple but crude 12 horsepower engine turned two wooden propellers, and two 'wing runners' assisted by holding the wingtips and running along side, in an attempt to help get the craft into the air. Unfortunately, the 'flyer' ran off the end of the running track onto the grass, skidding to a stop, not having made it into the air. The problem was a lack of wind! The 'windy city' did not live up to its reputation, and there was simply no wind, which made all the difference. By comparison, Wilbur and Orville had a 21mph headwind to help get the Wright Flyer into the air.

It has taken Gary and his crew of dedicated helpers almost four years to get to this point. They even had a 0.6 gallon fuel tank, and had filled it with the same 48 – octane that was used in 1903. This replica will be moved to a permanent display at the EAA AirVenture Museum

in Oshkosh, in late October, but not before one more attempt at flight. Gary and his crew will take the aircraft back to their home airport, Clow International, in suburban Bolingbrook. When conditions are more favorable, they will try it again.

Best of luck, Gary and crew!

Fly Safe, keep the Blue side up and the greasy side down! 😊

## Calendar of Events

The list of air-show and aviation events shown here are limited to 3 to 4 months in advance. If there is a event with Chapter participation such as the AOPA convention, it may be carried longer. With plans to establish committees within the chapter to organize events, there is hope to generate interest in attending most aviation events in the Southwest region, and fly-out events of our own for breakfast, brunch or local points of interest.

**Oct 9-12:** Maricopa, AZ. Copperstate EAA Regional Fly-In. Ctc: 480 / 474-9446.

**Oct 17-19:** Salinas, CA. California Int'l Airshow. One of the best in the area. Ctc: 831/754-1983.

**Oct 17-19:** San Diego, CA. Miramar Airshow. Lots of military noise. Ctc: 858/577-4258.

**Oct 25-26:** Edwards AFB, CA. Annual Open House. Clear desert skies. Ctc: 661/275-9148.

**Nov 8-9:** El Monte, CA. Air fair 2003. Ctc: 626 / 448-6129.

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: P.O. Box 344, Hawthorne, CA 90251-0344 or e-mail to: [always1@verizon.net](mailto:always1@verizon.net)

**EAA Chapter One.** Flabob Airport, Rubidoux, CA. They're back! Unfortunately Chapter One has suffered the loss of their President, Dave Stits. Open House was deemed a

rousing success. Nearly 400 attended dinner with speaker. Applying for 501(c)(3) tax status.

**EAA Chapter 11:** Santa Monica, CA Newsletter bi-monthly. Miss receiving their newsletter. Maybe again soon.

**EAA Chapter 14.** Brown Field, San Diego, CA. Had a great trip to the March Museum. Interesting & colorful 8-page newsletter. Lot of news and activity. Web site: <http://www.eaa14.org>

**EAA Chapter 49.** Lancaster, CA. Thank you for your newsletter via snail-mail.

**EAA Chapter 92:** Orange County, CA. Starting October, meeting moved to Chino airport, first Saturday. Web site: <http://www.eaa92.org>

**EAA Chapter 96.** Torrance, CA. Open House on Aug 16 was another rousing success. LOTS of activity and camaraderie. Hangar still full of projects. Web site: <http://www.eaa96.org>

**EAA Chapter 40.** Van Nuys, CA. Excellent work on the VNY air fair. Great work guys, keep it up. New web site: <http://www.eaa40.org>

**EAA Chapter 71.** Bakersfield, CA. They're back! Great photos and coverage of Reno '03. Great deals on used parts. Home of Harmon Rockets.

**EAA Chapter 494,** Corona, CA. Chapter hanger, lots of projects moving right along.

**EAA Chapter 527,** Santa Barbara, CA. Great newsletter, see copy at the meeting table. Great activity in chapter.

**EAA Chapter 1000:** Edwards AFB, CA. Mtg held at Flight Test Museum. The Chapter Project Police raided the Chapter One open house to spy on the projects there. Web site: <http://www.eaa1000.av.org>

At this time I want to thank all the participating chapters. We look forward to other chapters joining the exchange. I wish I could publish all the interesting articles I read in the various newsletters.



The  
Eagles Nest

by Darwyn Wolff

The September 13th Young Eagles Rally at Aeroplex ended up with more Young Eagles and more pilots to fly them than planned. Fortunately they were in about the right proportions to yield a successful event. 39 Young Eagles were flown by pilots Mike Stearns, Dick Ryan, Don Myrah, Don Thompson and Al Gibbs. Fortunately we had ground volunteers out in force. Chapter members, previous Young Eagles, and several of the Young Eagle parents worked diligently to scribe the manifest, label name tags, and coordinate plane loading

assignments. Thanks to all who participated and helped things run very smoothly especially since I was feeling substantially "under the weather" and nearly didn't make it to the rally.

Due to the scheduling conflict with the Copperstate Regional EAA Fly In occurring the same weekend as the next planned Chapter 7 rally the October 11th Young Eagles Rally which was to be at Fullerton Airport has been cancelled. A significant number of Chapter 7 pilots and ground crew will be attending Copperstate which would have left the Young Eagles Rally understaffed.

The next Chapter 7 Young Eagles Rally will be **Nov. 15th at Aeroplex on Long Beach Airport**. Mark your calendar for November 15th and come out to help EAA achieve the significant goal of flying one million Young Eagles by the December 17th Wright Brothers Centennial.

## Secretary's Notepad

Submitted by  
**Merv Meyer**  
Chapter Secretary



### BOARD OF DIRECTORS Meeting of Sep 11, 2003

Mike Sawicki, Newsletter Editor, moved that an EAA banner, for the purpose of display, attached to a booth or cabana, be purchased. Mike Hanson recommended All American Sign Company, run by Guy and Miriam Metalis, located in the vicinity of Walker and Katella in Orange County. Mike will contact the sign company re. making the banner, with a logo provided by George McDaniel, Chapter President. Mike Sawicki's motion carried.

Mike Sawicki has a canopy for use by Chapter 7 which he will store at his hangar. Don Thompson, Chapter Vice President, has an 8' x 8' canopy which he will give Mike Sawicki. Action on the canopies is tabled until next Board meeting.

A recent issue of the Orange County Register had an article and a photograph of a Young Eagle parent at Fullerton Airport, but there was no mention in the article about the EAA. Darwyn Wolff said Ray's Flying Club at Fullerton Airport is a convenient location for a Young Eagles event. Tom Griffith said that there is a good turnout for events there, but the airport no longer provides an interesting Young Eagles flight because the TFR in effect excludes Disneyland, leaving no interesting route.

Mike Sawicki informed Board members that, on the internet, airnav.com and the Google search engine provide information on the cheapest aviation fuel within a 40 mile radius of the user.

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

## MEETING MINUTES

General Meeting  
September 11, 2003

Attendance: 37

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

## OLD BUSINESS

Woody Fowler, Chapter Treasurer, gave his report. Woody proposed sending a letter of thanks to Rick Vaux, former Chapter member, to thank him for the cash sale of \$1,995 on the Christavia project which he donated to Chapter 7. George McDaniel will send the letter.

Bob Powelson moved that the treasurer's report be accepted. Jack Orr seconded the motion. The motion carried.

George thanked Mike Sawicki, Newsletter Editor, for including photos of aircraft in the newsletter. Mike attended Air Venture 2003.

Mike Stearns called members attention to the chapter website which he created. He thanked Don Myhra for his help.

Videotapes are available for check-out. They are located in the boxes next to the officers' table.

Louis Bigelow has provided members with data CD's, each of which include the entire 43-13 manual. There are still some left next to the videotapes.

## NEW BUSINESS

Guests were introduced:

**MRS. SCOTT WALTON**

**NICHOLAS WALTON**

**DON TOWNEND**, operates an aircraft assembly business

**MIKE MOREHOUSE**, owns a quality control company with aviation contracts; he pilots a Cessna 310.

**BOB PARKER** is working on a Mitchell ultralight flying wing project

**STEVEN JENSEN** joined EAA about a year ago. He wanted input on his Kitfox project. He was referred to Jim Wolf.

**BILL HAYNES** is an ultralight pilot. He is a former USAF pilot.

**RONNIE MOORE**

**VAUGHN DOBALIAN**

**PETE MOREJON**

**MATT LIKNAITZKY, program presenter**

Nicholas Walton showed slides from his time at the Air Academy in Oshkosh. There were scenes of the workshop, dining room, library with access to books and videotapes, and the collection of aircraft models. He had access to a room with four computers and a flight simulator. He stayed in a dormitory. Every morning there was an assembly and a flag raising. Five days into the program he rode in an RV6. There was some aerobatics in this flight. The most interesting person he met at the Air Academy was a woman who is a corporate jet pilot. She flies Learjets to the Bahamas. Nicholas would like to attend the Air Force Academy. After the program in Oshkosh he now believes that there are a number of possibilities available to him.

Darwyn Wolff showed members the article in the Orange County Register about a Young Eagles flight. There should be five pilots for the Young Eagles event at Fullerton Airport the following Saturday (9/13). Darwyn passed around the membership roster for volunteers to sign on for pilot or ground crew. He anticipates flying 36 Cub Scouts.

Tom Griffith, Membership Coordinator, passed out badges and membership cards.

John Mahany, Chapter Flight Counselor, told members that at the Long Beach Airport air show , October 4 and 5, between 11:00 AM and 5:00 PM there will be no flight operations, except for commercial flights. There will be a static display of aircraft on Runway 25R.

Don Thompson, Chapter Vice President, showed members a report, distributed by a group called Long Beach Hush Two, about the Long Beach Airport Survey. This is a group which is not sympathetic to airport development. The Long Beach City Council is studying the impact of the airport and has ordered an Environment Impact Report. The long term goal is to create high paying tech jobs instead of low tech jobs, as in tourism. There is no mention of a role for aviation in this goal.

Chuck Newcomer, Chapter Technical Counselor, called members' attention to his e-mail address: cnewcomer1@earthlink.net. He intends to write regular columns in the newsletter about tech visits to members' projects. He will help a member prepare for the first test flight of the completed aircraft.

George McDaniel told members of the celebration at Flabob Airport of EAA Chapter One's fiftieth anniversary on Saturday September 20.

Frank Gaggia is looking for members to join him in a flight which will take in both the Albuquerque Balloon Fiesta and the Copperstate Fly-in.

**PROGRAM**

Matt Liknaitzky is from CapeTown, Union of South Africa. He learned to fly at the age of 16. He has a background in hang gliding and in microlight (ultralight) flight. At the age of 19 he came to the States. He has accomplished two major cross-country flights. The first was a flight from Florida to California, a distance of about 2000 air miles, without support, that is, no following crew traveling along on the ground. This was accomplished in an ultralight type airplane. The airplane has an ultralight configuration, triangular Rogallo Flexwing, pusher engine , nacelle instead of a fuselage and no rudder. It is heavier than a basic ultralight (254 lbs empty). His airplane had a 50 hp Rotax engine which was not powerful enough in two high wind situations. He was grounded at Valle Airport, between Williams and the Grand Canyon for three days waiting for high winds to subside. He was also delayed by high winds getting through Banning Pass near Palm Springs. He flew a similar model with a more powerful engine and equipped with GPS along the coast from San Diego to Seattle and back, about 3000 air miles. He flew with another pilot in an identical aircraft. They did not fly at night, but camped on the beach along the way where possible. They detached and pegged down their wings. He said it was much easier flying along the coast than over the terrain of the Southwest. Cruising speed in calm air was 65-70 mph.

Matt said that his airplane, being based on an evolution of the hang glider, comes from a different evolutionary stream than conventional airplanes, which evolved from the Wright Flyer. The original hang gliders were designed and built by the German Otto Lilienthal before the turn of the century. In 1896 he was the first hang glider fatality. A foot launched hang glider is controlled by a horizontal bar in front of the pilot. Push forward (up) and the wing tilts upward. Pull back (down) and the wing tilts downward. Rudder control is done by body shifting. Over the last 30 some years the hang glider evolved into a kind of powered airplane. First , with the idea of being able to take off from flat land, an engine was added. An engine and pusher prop were mounted at the end of a strut behind the trailing edge of a Rogallo Flexwing. Then a framework and conventional landing gear were added. The engine on different designs was attached to the frame. A nacelle like fairing was added to later deluxe models. Matt's airplane still has the Rogallo Flexwing, and the pendulum suspension below the wing. He also has a ballistic parachute. The airplane is obviously too heavy to control by body shifting, but he still has the hang glider control bar, but the bar can be twisted to warp the wing for turning without a rudder.

**REFRESHMENTS**

OCTOBER . . . . . **Need Volunteer, Call George**

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

September 26, 2003 - Aircraft builder and lifelong aviation lover William "Bill" Turner, EAA 26489, passed away on September 24 in California after a lengthy bout with prostate cancer. He was 81. Bill served on the EAA Foundation Board of Directors when EAA was located at Hales Corners, Wisconsin.

Bill's son, Willie, wrote a [touching tribute](#) to his father and his love of aviation just after his death and graciously shared it via e-mail with the EAA organization, which Bill loved dearly.

"EAA was so important to him and he was such a part of EAA," Willie said. "He'd been battling it (cancer) for a long time but he never gave in...he fought it until the second he died."

Willie related one story involving his Dad and the confusing lineage of two aircraft, Lil' Audrey and the 1930s-era racer, Pete:



Bill Turner (left) and his son, Willie, in Miss LA on Willie's second solo flight. Photo by Rafe Tomsett.

"Lil' Audrey was actually derived from Pete," Willie explained. "Paul (Poberezny) took the fuselage from Pete to make Lil' Audrey. Years later, Dad found Lil' Audrey and knew the history of it so he got it and took its fuselage back to make Pete again. Then he donated the tail section of Lil' Audrey to EAA Chapter 1 and from that, Chapter members built another Lil' Audrey, which they donated to EAA. That plane is now in the EAA Museum."

Before everyone headed out to EAA AirVenture Oshkosh this year, Bill's family and friends held a living memorial for him at Flabob Airport to pay tribute to him. Therefore, no funeral service will be held.

**William "Bill" Turner 09/14/22 - 09/24/03**

**By Willie Turner, his son**

It all started when he was 10 years old. His father, also William Turner, took him to the Cleveland Air Races and because he was a Naval Top Hat Aviator flying demonstrations at the races, he got to know the pilots. "Billy" was able to sit in the hottest racer at the race - the Gee Bee Z. After what must have seemed like hours, the pilot, Lowell Bales, said it was time to get out.

"Billy" said to him, "Mr. Bales, someday I am going to own this airplane." Lowell probably said "Sure, kid," and that was it. Unfortunately, Bales was killed in the plane not long after and that would have been the end of Billy's goal. But "Billy" was hooked and he now wanted to be a pilot like his dad.

Two years later, he learned to fly in a Curtiss Robin. Another 12-year-old friend taught him to fly after his older brother taught him from reading a book. One night the boys tried night flying. After a beautiful flight they noticed that someone had extinguished the road flares and let the cows back into the field where they planned to land. Needless to say they ended up crashing into the trees and barely escaping with their lives. Flying without permission got Billy into big trouble with his father, and he never talked about flying again until the day his father pinned Naval Aviator Wings on him. His father later confessed that as mad as he was at Billy for flying with no one knowing, it was the proudest day of his life.

Bill flew the PBY all through WWII in the Mediterranean theater. On his wall was a painting of a PBY rescuing a downed pilot. He often wondered about all the people he pulled out of the water and what they went on to do in life. He had fond memories about WWII; he said maybe it was because in a PBY, he was saving people. After the war he stayed in the reserves and flew every fighter the Navy had. As he said, "When the war ended, all the Navy aircraft had to be moved. I got paid to fly all the best airplanes with no one was shooting at me." He ended his Navy flying in his favorite F7F.

After he left the Navy he joined the working world in the profession of fundraising. This ended up to be very satisfying work to him. He helped build schools, churches, hospitals, and museums. It was very rewarding to see completed monuments in which he helped raised the money for to help others in life. At one time early in his career he was working for then-Arkansas Governor Winthrop Rockefeller. He helped raised the money for the Little Rock Art Center. During that time he met a gentleman who was a member of a group called the Experimental Aircraft Association. They were having a meeting and he invited Bill to attend. Little did he know at the time, but that would be the start of a business and the realization of a dream first realized at the age of 10.

After attending the meeting he decided that he would build an airplane. Bill chose the winner of the Experimental Aircraft Association's Easy-to-Build airplane contest: the Bowers Fly Baby. He finished the plane in the mid 60's and dubbed it "The Faker Fokker," painted red with big black German Crosses.

Bill never forgot about his dream to one day own the Gee Bee Z. Even with all his fighter experience, he thought the Gee Bee Z would be a bear and so decided to build a "warm up" Golden Age racer first to get him

ready to fly the Gee Bee. He chose the Brown B-2 "Miss Los Angeles." Bill had moved to Southern California and found a little airport called "Flabob" which looked like nothing had been changed there since the 1920s; he felt he found the right place. He connected up with a master airplane craftsmen named Ed Marquart (of the Marquart Charger) and the return of an era was about to happen. Miss LA flew in 1970 and was really the first replica of the Golden Age to come back to life.

Next was the famous Gee Bee Z. The Gee Bee Z made its appearance on the air show seen in the late 70's. It was like a phenomena - no one had seen anything like it since the '30s and it was featured on the cover a dozens of aircraft magazines. I was 14, and my dad, Bill, had landed the Gee Bee at the Chino air show. He was taxiing behind some hangars where the crowd could see him. He motioned over to me to come to the plane, got out and said, "You taxi the plane in." At age 14 with 450 hp at my fingertips, I jumped at the chance. After I got to the parking spot and shut down the engine in front of hundreds of people, dad came up and lifted of the canopy, with tears in his eyes. I thought, "Oh no, did I hit something?" He just smiled and said I would understand someday when I have children that follow in my footsteps. Now I understand.

Dad didn't stop with two racers; he was bitten by the bug. He formalized a company named REPEAT Aircraft, which stood for Restoration of Exotic Planes Engines and Airframes by Turner. Next on his list were the Miles and Attwood Special, then the Dehavilland Comet, Benny Howard's Pete (his only original), the Pobjoy Racer, and his last racer, the Laird-Turner Champion. To add to the list, he built two more Fly Babys and a Marquart Charger. Eleven airplanes registered as built by him, not bad. He had even started the French Cauldron that has been donated to the Wathen Foundation for completion.

Dad was the first to admit he didn't have the ability or the money to create those airplanes but he had the vision and he brought everything together and made it happen.

A fulfilling adventure which all started with a 10-year-old boy sitting in the cockpit of an airplane and dreaming.

\* \* \* \* \*

**David Stits  
1947-2003**

I knew more about Ray Stits, David's father, than I knew about David. Recently I began to hear more about the son as I read his President's messages in the Chapter One newsletter which I received monthly.

Dave worked very hard to rebuild the chapter after the internal feud which nearly destroyed the chapter years ago. He spent much of his time devoting himself to making Chapter One the largest EAA Chapter of all.

His passion was to see the Flabob EAA Plaza to completion. He was there for its dedication but was taken from us only a week later.

His dedication and fervor will be dearly missed in the chapter. It will take someone with a very large pair of shoes to walk in his "footsteps".

I will have more to add to this topic in the November newsletter.

Fly straight, fly high David. You are dearly missed.

**Mike Sawicki**  
**Newsltr Editor**

## Year 2003 Officers

### President

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

### Vice President

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

### Treasurer

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

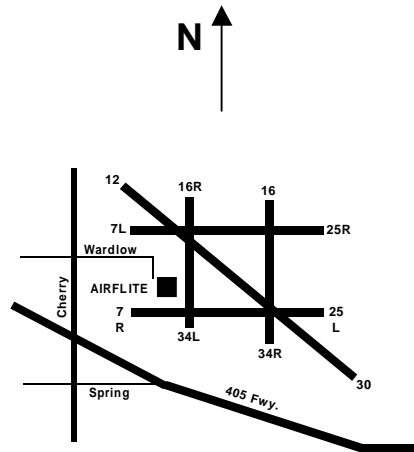
### Secretary

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

### Newsletter Editor

Mike Sawicki  
(714) 343-4547

[always1@verizon.net](mailto:always1@verizon.net)



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

We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area. Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site: [www.eaa7.org](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 my e-mail.



## Chapter 7 Newsletter

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

**ADDRESS CORRECTION  
REQUESTED**