



Chapter Seven *Long Beach*

President's Message

Oshkosh Air Venture.. What a great time we had..I could write an entire article on the trip but instead Woody Fowler and I will give a report at the meeting on all the details.

Jocelyn has returned from the EAA Air Academy. We can all look forward to a great report about her Air Academy adventures.

Mike Stearns has done a great job on our new web site. The new web site is at <http://beegroup.com/eachapter7/> Mike has posted pictures of our visit to Oshkosh, please check them out. If you have pictures of your project we would like to put them on the web site, please bring them to the meeting.

A couple of days before we left for Oshkosh I receive a phone call from Bob Mackey (Vice President of Chapter Relations) wanting to know if Chapter 7 would be interested in helping host a Grass Roots meeting for EAA members in the Southern California area. Of course I said yes. Chapter 7 will help in finding a suitable location for the meeting and will assist in the logistics of the meeting itself. My understanding is that Tom Poberezny (EAA President) will

be here to talk and answer questions. The EAA Grassroots meeting is scheduled for Wednesday the 18th of October. This is a great opportunity for Chapter 7 to really shine. Please mark your calendars, as we will need all the help we can get.

Mike Sawicki is doing a great job on our newsletter and I hope we will be included in the top 25 list next year. Mike is always looking for articles and pictures. This newsletter is for all of us, lets help Mike put out a great one.

Earl Trimble has taken his newly finished Whittman Tailwind and flown off to Canada. Tom Griffith flew with him on his trip home and wrote a great article with the rundown on the trip. We are going to miss Earl.

Don Thompson will be out of town for the August meeting. **He is old and needs his rest after returning from Oshkosh.**

A lot of exciting things are happening in the next couple of months, lets try to get a group together and attend.

Flabob is celebrating 75 years with an Open House and Airport Re-Dedication on Saturday August 26. I am planning on going out Friday night and camping on the field so I will be there bright and early on Saturday for the 6:30 am balloon launch. Look for the flyer with all

the details on the table at the meeting or call (909) 683-2309

Camarilo is having an End of Summer fly in on the 2nd and 3rd of September.

Golden West is the 8th, 9th and 10th of September

The Reno Air Races are the 15th, 16th & 17th of September

Fox Field is having an Old Fashion Fly -In on the 16th Cooper State is the 13th, 14th & 15th of October.

The EAA Grassroots meeting is scheduled for Wednesday the 18th of October.

The AOPA convention is the weekend of the 20th, 21st & 22

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

George McDaniel

VP's Chat Room

Chapter Program

AUGUST Meeting:

Members that attended Oshkosh will present the program. Slides, stories, and misc. paperwork will bring all of us up to date on the latest in aviation and EAA.

We will also hear from our Air Academy candidate, Jocelyn Pouliot, about her week long adventure.

SEPTEMBER Meeting:

No program as yet!! Call me with ideas.

Don T.

BOARD MINUTES

BOARD OF DIRECTORS MEETING, 13 JUL 2000

It was moved, seconded and approved that the treasurer buy 25 Year 2001 calendars.

The Board was informed that on June 10 EAA pilots flew 60,000 Young Eagles.

Jocelyn Pouliot's daughter, Chapter 7's candidate, will be attending the EAA Air Academy. Chapter 92, after their candidate dropped out, contributed 50% to the cost of sending our candidate to Oshkosh.

Meeting discussed the changes to the incorporation filing. George said he would make a concerted effort to get back on track and complete the process by year's end.

General discussion of chapter participation in various flying events for the coming months.

MEETING MINUTES

GENERAL MEETING 13 JUL 2000

MINUTES 8/13/00

Attendance: 32

Meeting was called to order at 7:45 p.m. by President George McDaniel, followed immediately by the Pledge of Allegiance to the Flag.

OLD BUSINESS

Woody Fowler, treasurer, gave his report. It was accepted as read.

The last weekend in June member Doug Porter watched a Boeing C-17 flight demonstration at McChord AFB near Tacoma, Washington. After a takeoff run of 1,100 feet, the C17 went into a steep (45 degree) climb. The pilot put the big transport into a slow roll and a loop.

Videos are available for check-out next to the officers' table. Tom Griffith made a generous contribution to the video library....12 videotapes. This includes 6 instruction videos toward an IFR pilot rating.

NEW BUSINESS

Guests were introduced:
BILL COX program presenter
RICK STOCKTON presently building a Teenie Two. He owns a 1916 Sopwith Pup., with an authentic engine, an 80 hp Le Rhone rotary engine. He is looking for hangar space. If you can help him, contact him at (562)924-4066.
JUANITA PORTER wife of charter member Doug Porter
BILL STROUD

A get-well card was circulated among the members for signature. Rick Vaux, chapter technical consultant, is recovering from back surgery.

Don Thompson, chapter vice president, clarified Young Eagles eligibility. Young Eagles age

range is from 8 years old to 17 years old.

He informed members that the open house at Chino has been rescheduled to the first weekend in October (7,8).

Don brought a flyer to the meeting. A '94 V-Max is for sale. This is a mid-wing monoplane with a VW engine. Asking price is \$7,800. Contact Alan Wilson at (775) 738-6795.

Earl Trimble has been trouble-shooting his recently completed Tailwind. He adjusted the horizontal stabilizer 3/8" for trim. He installed a new carburetor and a new magneto, both factory rebuilds. The engine does not run smoothly at full rich throttle. The exhaust stack cracked; it was rewelded. The engine ran hot according to the temperature gauge. The gauge checked out ok; he installed some baffling to dissipate heat. In a climb test at gross weight, required for certification in Canada, the Tailwind climbed from 2000 ft msl to 5000 ft msl in 3 minutes. At gross weight cruising speed is 145 knots; approach speed is 90 knots. Stall speed is 50-55 kts. While at Chino, where the Tailwind is hangared, he discovered that Chino Fuel Service pays \$1.15 per gallon from the distributor, and charges pilots \$2.40 per gallon. Earl is returning to Canada this month.

PROGRAM

Bill Cox is a ferry pilot, delivering and picking up private aircraft, usually taking off an airplane at well over manufacturer's gross takeoff weight, and flying extremely long distances, over the Pacific and Atlantic Oceans.

He has flown to Australia and to South Africa. The long overwater legs of his flights require additional fuel tanks. Sometimes he flies with a neoprene tank sitting on the passenger seat. He flies with an FAA Special Airworthiness Certificate, which permits take-off weights up to 30% over gross. Hazards include filter-clogging fuel in Third World countries and the possibility of ditching in the ocean. Ditching in the South Pacific is survivable, but in the North Atlantic, there is no chance unless the pilot is wearing a special thick rubber suit. Even at cruising altitude the suit is too warm to wear. Even wearing the suit up to the waist the legs are soaked in sweat. He does not wear the suit, but keeps it within reach in the cockpit. Asked if he would have time enough to put it on in an emergency, he replied, "That's a good question." Bill gets most of his flights by word of mouth, and from Southern Cross Aviation, which went out of the aircraft ferry business a few years ago. Bill's work is helped when potential clients realize that it is cheaper for him to pick up and deliver the aircraft, than it is for them to have it shipped to them. This is because there is almost always damage to the aircraft and charges not anticipated in the course of long-range shipping.

REFRESHMENTS

August Merv Meyer
 September Tom Griffith
 October Need Volunteer
 November Need Volunteer



Handling Coax Cable

My friends at EAA Chapter 7,

This will be a really short column for August. My back was repaired on the fifth of July (I must have missed an A.D!) and I'm running out of time.

Until we meet again, treat your Coax Cables with respect and **NEVER:**

- (1) Kink them.
- (2) Drop anything on them.
- (3) Step on them.
- (4) Bend them sharply.
- (5) Pull them in any direction but a straight line.
- (6) Grab them to hoist yourself aboard "Ol' Betsy".

Well, Troopers, you'll have to take the hill without me this month. I'll miss y'all.

Thank you for the 'get well' card from the Chapter.

Rick Vaux
 Tech. Counselor #4130

 "Destiny is not a matter of chance, it is a matter of choice. It is not a thing to be waited for; it is a thing to be achieved."
 --William Jennings Bryan

UPCOMING EVENTS

Sep 2-3. Camarillo, CA. Chapter 723 End-of-Summer Airshow & Fly-In. Ctc G. Stucker 805/985-4058.

Sep 8-10. Sacramento, CA. 3rd Annual Golden West Fly-In. Moved to Sacramento Executive Airport, between the I-5 & Hwy 99. Another 100 miles beyond Castle AFB. Aircraft Spruce to sponsor race from Corona, CA. For add'l info go to:

www.gwfly-in.org.
 Chrmn: Bill George, 530 / 642-8063.

Sep 16: Lancaster, CA. Fox Field Old Fashioned Fly-In sponsored by EAA Chptr 49. 8:00 am to 4:00 pm. Pancake brkfst, spot landing, swap-a-ride, YE, Ol' Buzzards, radio control. Check their web-site: <http://www.eaa49.av.org>

Sep 29-Oct 1. Salinas, CA Calif. Int'l Airshow. Snowbirds. Ctc Harry Wardwell 831/754-1983.

Oct 12-15. Copperstate Fly-In, Williams Gateway Airport.

Oct 7-8. Chino, CA. Planes of Fame Airshow 2000. Ctc 909 / 597-3722. Note: Date changed to **Oct 7-8, 2000**

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

Due to other commitments, I have asked George McDaniel to locate another member of

the chapter to handle the arrangements for project visits.

--- Kriss Bennett



The Eaglet's Nest

The July Young Eagles Rally was a great success with pilots Don Thompson, John Mahony, Mike Carr, Mike Stearns, Mike Hanson and Tom Griffith giving 36 excited Young Eagles an introduction to flying. Thanks to the ground volunteers and let's not forget to thank the people over at Aeroplex and Millionaire as we see them.

Our next rally is not firmly planned but we have discussed the possibility of an October event so as to get past the hotter months. Let's try to set a date at the next Chapter 7 meeting so we can schedule around all the aviation events in October.

So long until then,
--- Darwyn

"The great end of life is not knowledge but action."
--Henry David Thoreau



Remember a month or so ago when the news media was all abuzz with the story about "driving while distracted" as a leading cause of auto crashes? Talking on a cell phone was

one of the most common distractions (no surprise), but others included eating, reading the newspaper, combing your hair, even applying makeup and shaving,! Hopefully none of us are doing these types of things while flying,, but no matter how careful we are, there are many distractions in aviation that can be equally serious. I recently came across an interesting set of articles in *Aviation Week and Space Technology* magazine that dealt with the subject.

It should come as no surprise that according to the NTSB, a contributing factor in a high percentage of aviation mishaps is "aircrew error". Looking a little deeper into the problem, a NASA study published in 1998 indicated that of all the accidents where aircrew error was a factor, nearly half involved some form of distraction in the cockpit, mainly "preoccupation with one task to the neglect of another". All too often, when a pilot is preoccupied with a distraction, the other task that gets neglected is *flying the airplane*. Examples abound... one of the most famous is the 1972 crash of an Eastern L-1011 in Florida, when the crew was so preoccupied with a landing gear problem they failed to notice the airplane was descending straight into the Everglades.

According to researchers, people can do two things at once only in limited circumstances, and only if they are highly skilled

and practiced in those two activities. For example, a proficient pilot can probably fly a visual approach to a familiar airport while carrying on a casual conversation with a friend in the right seat. But if you change the task to flying an ILS approach to minimums at an unfamiliar airport, attempting to carry on that same conversation will increase the level of risk. The pilot might be able to perform both tasks quite handily, but would have little or no reserve capacity to handle pop-up distractions. Problem is, distractions, surprises and "abnormals" are a part of aviation. The only thing predictable about them is that *when* they occur, we can't control when or where or how serious they'll be. What we *can* control is our capacity to deal with them, and we do this by maximizing our "management reserve" in the cockpit at all times.

Try to visualize this mental image: Your airplane is moving down a highway in the sky at a certain speed while you, the pilot, are moving along right next to it, maintaining a position in front of or behind the airplane. Obviously, you always want to be *ahead* of the airplane, and that distance ahead is your "management reserve", or ability to deal with the unexpected. If the airplane ever catches up to you, you need to take immediate action to get back in front. Always remember: *Never let your airplane go anywhere your brain hasn't been ten minutes ago!*

This is particularly important, and particularly difficult, when it comes to making the first few flights in a newly constructed, modified, or unfamiliar aircraft. It is here that the risk level is at a maximum, and pilot proficiency and familiarity are often at a minimum. But there are many things that can be done to mitigate that risk. Last month I talked about the Post-Maintenance Check Flight, and in future articles I'll offer some additional specifics on how to increase your personal "management reserve". Fly safe!

--- Bill Mnich

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Plane Cent\$

Treasurer's report will be available at the meeting.

--Woody Fowler

Tailwind to Toronto

Earl Trimble, our pal and former Newsletter Editor, is at home in Toronto, Canada having successfully completed the delivery flight of his brand-new Tailwind, C-GYYT, from Chino the weekend before Oshkosh. I was fortunate to be invited along on the trip, and got to try to tame the little beast for a few hours along the way. It ain't your father's Cessna, for sure!

Earl had flown off over 25 hours, received his certification papers from Ottawa, and having mastered the art of making just one landing per take-off, was

anxious to get home to Judy, whose job had taken her back to Toronto some months earlier.

We left Chino around 10am on Friday, expecting to make our first stop in Gallup, NM. But we had an exhaust pipe break off over Prescott, AZ and made a semi-emergency landing for repairs. Found a great FBO there who got us going again the same afternoon, and we made it along to Winslow before dark. As it turned out, the delay there kept us from running into weather in OK and KS. By the time we got there the next day, all the TS activity had drifted off to the Southeast and we had severe clear all the rest of the way. Only in AZ and NM did we have to steer between a few Q's. Earl wisely decided to follow the highway across AZ and NM just in case....not many decent places to land out there in the boondocks!

Approaching Albuquerque, he called ATC to ask for flight following: "Albuquerque Center this is experimental C-GYYT, 9500 ft, 25 miles west- request traffic advisories over Albuquerque". They replied "Experimental C-GYYT, what is your destination?" Earl looked at the chart, and saw the town of Moriarty and tried to tell them that was where we were headed. But he couldn't quite pronounce it right and the Controller kept asking him to repeat, until finally another voice broke in with "I think he's trying to say Moriarty". At which point the controller said; " I'm glad *somebody* can speak Experimental!" Earl told them he was just a Canadian and they'd have to forgive his pronunciation.

Lunch and fuel at Tucumcari, NM, then on to a fantastic steak dinner and overnight in Hutchinson, KS. Sunday, a fuel stop at Burlington Iowa, on the banks of the Mississippi. Then on to Jackson, MI for the night. When we were tying the airplane down in Jackson, I noticed a peculiar hole in the spinner. Looking into this hole you could see the side of a bolt head! One of the prop bolts had lost its nut and was trying to work its way out through the spinner! This was a properly torqued all metal self-locking nut(??). Since nothing could be done about it on a Sunday evening (we had no tools with us), we had dinner and went to a motel.

Monday morning, we saw some activity around the EAA Hangar, and walked over to tell them our problem. Those guys were fantastic! They said to bring the plane around in front of the hangar, and they'd have a look. Well, they were all over it... pulled the spinner, ran to find a nut, chased the threads on the errant bolt, got the torque wrench, torqued all the bolts, tracked the prop, and replaced the spinner. All the while, some were admiring Earl's work, and others were debating whether the propeller bolts should be safety wired. The consensus was that they should be safetied, but no drilled bolts were available, and we only had a couple of hundred miles left to go anyway. So they let us go, but not before one of them bought us lunch!

The last stop was Sarnia, Ontario, our Port of Entry, about an hour from Jackson. Going through Customs was a breeze, then on to Earl's home airport,

Brampton Airpark, about 30 miles NW of Toronto. Arriving about 4 PM, we were just in time to join in their Club's Monday night hamburger bash, where we were joined by Judy. Most of Earl's old pals from the club got to see the new airplane that evening. and were duly complimentary.

It was a great trip, with very little trouble for such a new airplane. I think there was a total of around 45 hours on it when we arrived. It's quite an accomplishment, when you think about it...Earl and Judy were in Southern California for just over five years and during the last three, he scratch-build a machine to escape back home in!

I, for one will miss him.

--- Tom Griffith

(Ed: Tom, you are not alone)

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CLASSIFIEDS

For Sale Hartzel Prop governor for 160 / 300 hp Lycoming. Morrow-II Loran. Call Harold S. 562 / 596-9475.

For Sale KR-2S (11" longer, 2" wider). Boat with stubs, wings, tail feathers, converting to fixed gear, dual controls and reinforced for additional HP. Zero time 2080-cc VW on KR mount and stand, includes canopy, hardware, lights, and most engine & flight instruments. \$3,800 / obo. No time. Long Beach, CA. Richard at 562 / 435-7937 or e-mail rlymer@worldnet.att.net

For Sale Mitchell Quartz analog clock, Mdl 99500-ELT, used; runs

perfectly (I went digital), only \$35. ASI, UMA, 20-160 mph, Single-scale, good condition \$60. Coolant radiator, Cancore, used on Rotax 912, 1-inch hose-ports, excellent condition, \$50. Nine-inch venturi, good to excellent condition, \$30. Spinner with backer-plate, 3-blade, 7-inch dia., UHS, fits Warp Drive / Rotax, excellent bargain, only \$40. Wheel fairings for Zenith 601 / 701, 16-inch wheels, \$50. Altimeter, digital, Taskem Mdl 1000, excellent condition, \$100. Finger-screen fuel tank fittings, brass, used, 3 available at \$2/ea. Ctc George Pinneo, 310 / 545-5951 evenings or 310 / 813-9774 days or george.pinneo@trw.com.

Wanted Builder assistance. I have a Glasair I RG. I am interested in having two or three people participate in helping to build out my project (40% complete). Call Richard Ono at 714 / 898-1608. Huntington Beach area.

Wanted - hanger to share at Chino, CA or Corona, CA airports. Am finishing a Rotorway Exec kit helicopter and need the use of 1/2 of a hanger while I complete the final rigging and test flying. - Jody Kyle 714-963-6074 jkyle@starbase.com

For Sale Lancair 235 Kit with Lyc-235 engine, chrome cylinders, 900 SMOH. Work table with teflon cutting surface, optional sheet of honeycomb for prefabbed ribs. Engine mount and stand (on wheels), prop extension. Call 714/821-5330 or e-mail: always1@gte.net located in Los Angeles area. **\$24,875.**

Wanted: Hangar Space. I could not make it to the last meeting, but will put it on my schedule for July. I'm still looking for part of a hangar to move my Teenie Two down from Tracy. If you hear of anybody wanting to rent part of hangar I like to know about it. I

can be reached at 562-420-1755 ext. 151 or at home 562-924-4066. --- Richard Stockton --- flyteenietwo@earthlink.net

Flight Instruction: Effective Aug. 17, I will be returning to full time flight instructor. Available both at Long Beach Flying Club and Benbow Aviation (Torrance). Qualified for Primary thru ATP and CFI, including tailwheel and gliders. Contact me at 5462 / 983-1265. John Mahaney at jmav8@gte.net



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.

Mike has put considerable effort into this project with some excellent results. I don't profess this on my own. Having contacted EAA-HQ to advise them of our address, they commented that they see them all and we have a real winner here.

<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.

". . . in this theatre of man's life it is reserved only for God and angels to be lookers-on."
--Francis Bacon

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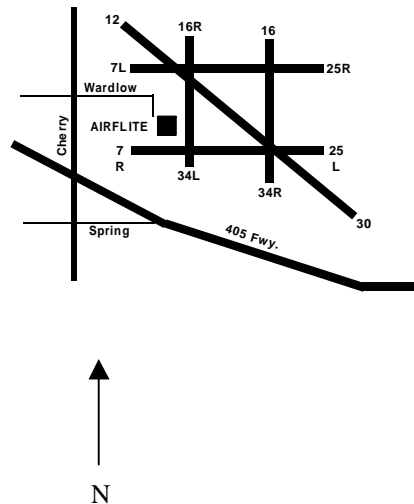
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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 by e-mail.



Chapter 7 Newsletter

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**ADDRESS CORRECTION
REQUESTED**