



Chapter Seven

Long Beach

Letter from the PREZ

During the past month the members of the Board of Directors have been working diligently on the new By Laws. Emails have been passed back and forth with heated discussions. We finally feel we have a very good set of By Laws to present to the membership. Due to the legal wording of the present By Laws we cannot vote on the new By Laws until we have given 20 days of written notice of the meeting to vote on the changes. Enclosed in this newsletter is a copy of the proposed By Laws, please go over them and bring any questions you may have to the February meeting. I would like to get a majority vote on proceeding with a formal vote to accept the new By Laws at the March meeting.

On a different note several of our Chapter members attended the Long Beach Airport Association meeting on Wednesday the 26th of January to hear Woody Cahill talk about the AOPA convention and the effects it will have on the airport. This was my first meeting of this group and Don T tells me the Chapter was a member until a few years ago. I would like to see us renew our membership and stay abreast

of what's going on at the airport.

In the last newsletter and at the last meeting I let it be known that we need a few good volunteers and I am glad to report that several people have stepped up to help. Our new welcome committee coordinator will be Mark Kamerer. Thanks Mark !!!

The Young Eagles Event on Sat. Jan 15th was a lot of fun, even if we didn't have a lot of Young Eagles. Everyone got a ride, even me. I want to thank all the people who showed up to help especially all the pilots. My special thanks go out to Mike Carr for giving me a ride out to Catalina and back, he even let me fly some. Our next Young Eagles is scheduled for the Saturday after our meeting in March.

I was sorry to learn that Don Wiltse got transferred and won't be here anymore. I was looking forward to helping him lay-up his amphib. Hopefully he will keep in touch and we will get progress reports.

I am writing this article on Saturday Jan.29th, I was told yesterday that I would be going to Puerto Rico on Monday or Tuesday for 2 days to solve a problem for Pepsi, only to find out today that I leave Sunday at 7:45 am. I guess it will be

pretty hard to watch the super bowl while on a jet . Oh well. Hope to see everyone at the meeting.

George McDaniel

The VP Corner Newsstand

Well, I've scooted away to the city of bright lights for a few days for that hard job of looking at limosines and models in Las Vegas. As you recall my story last month, the limo business is really booming in the Big Apple.

Snap out of it, back to aviation. I'm asking that each member bring an aviation chart with him to the meeting. I have one from 1979 when I first starting scaring the local flight instructors, controllers and other pilots in the skies of southern California.

FEBRUARY -- Chart Update Presentation by the FAA.

Many of us pay little notice to the changes but through national and local groups we can have a say in how we would like the routes drawn for our flying pleasure. Don't wait for your next BFR, what you hear here may save your life.

MARCH – Robert H. Meyer, WWII glider pilot – lecture, video and pictures

As you attend events and talk with people, keep in mind we need program ideas. Get names and phone numbers

and pass them on to me for follow-up.

Don Thompson

BOARD MINUTES

BOARD OF DIRECTORS MEETING, 13 JAN 2000

This meeting was called by president George McDaniel for the purpose of adopting amended bylaws.

A family membership has been proposed to proposed to get EAA families involved in chapter social events, such as picnics and the annual Christmas dinner. Family membership would raise annual dues from \$12 to \$15, covering spouse and an unlimited number of children. Woody Fowler proposed a chapter family membership, subject to the following conditions:

1. Dues raised from \$12 to \$15 per year.
2. No additional newsletters to family members
3. Family member is defined as regular member, spouse, parent or child of regular member of chapter
4. Family membership does not give more than one vote at meetings
5. Family membership is available only if regular chapter member is a member of national EAA

Tom Griffith seconded Woody Fowler's motion. The motion was adopted by the directors. The EAA national office in Oshkosh will pay for a 10'x10' booth for Chapter 7, next to the

national EAA booth at the AOPA national convention in Long Beach in October. The national EAA office wants to deal exclusively with AOPA, even on matters affecting Chapter 7.

The chapter now has a web site; it is: <http://www.geocities.com/chapter7eaa>
The chapter also has a phone tree, for contacting members for emergencies or for special events in between meetings. See a chapter officer for a copy of the phone tree.

MEETING MINUTES

GENERAL MEETING 13 JANUARY 2000

MINUTES 1/13/00

Attendance 34

OLD BUSINESS

The treasurer's report was adopted.
Videotapes are available for checkout on a table next to the officer's table.

NEW BUSINESS

Two guests were introduced: Richard Ono is an EAA member. He is working on a Glasair I in Temecula. The Glasair is 40% complete. He is moving to Huntington Beach. Susan Vazquez works for the city of Long Beach. She is working for the Airport Area Business Conference. Her project is matching 300 students in the Long Beach school system with aviation businesses. She is aware of the Young Eagles program.

Mike Sawicki, newsletter, will contact members with e-mail, to determine who wants to receive the newsletter by e-mail. Transmitting the newsletter by e-mail is cheaper than mailing out a copy.

Jim Wolf, working on an RV6, and Walt Lane, working on a Rutan VariEze, are potential project hosts.
Darwyn Wolff, Young Eagles coordinator, informed members that the next event will be Saturday, March 11.

Rick Vaux, chapter technical counselor, told members that EAA Oshkosh, in a move to bring in new members, is offering a three month complimentary membership. Rick informed members that AVEMCO is offering a reduced insurance premium to pilots who take a check ride with a flight advisor. To date this chapter does not have a flight advisor.

Rick introduced the new FAA 4313-1B inspection and repair manual.

Bob Mackey, EAA chapter coordinator in Oshkosh, complimented Skip McConnell on his newsletter article, "Let's Get Back to Home-building." Frank Gaggia's kit arrived from Italy. He is building a Storm 400 4-seater low-wing monoplane.

PROGRAM

An EAA video on chapter views was shown. Reasons, in order of importance, for joining an EAA chapter are as follows:

1. Flying activities
2. Shared information
3. Social activities

REFRESHMENTS

February.....Merv Meyer
 March.....Skip McConnell
 April.....Jack Orr

The VAUX Report

Techniques That Matter

Hello, Chapter 7, and welcome to February, where everyone but So. Cal. is under a foot of snow!

This month, with the help of Mr. Ron Rucker and "Aircraft Maintenance Technology" magazine, I'd like to cover some handling and testing precautions for aircraft instruments.

After that, this correspondent has a L-I-T-T-L-E explaining to do. Remember the first time you looked at an Aircraft instrument panel and wondered if you could ever learn what all those gauges were used for? And, after you knew how they worked, were you amazed at how reliable they can be? I was too. Starting with gyros, let's see how to keep our "Steam Gauges" in operation.

Gyros:

- (1) A large percentage of problems are caused by shipping / handling accidents or contaminates in the component. A very small drop of only ¼ in. onto a hard surface approximates 2G. 6G will damage most modern gyros. The term "Handle like eggs" comes to mind.
- (2) For vacuum gyros, keep all system and gyro filters clean.
- (3) Don't plumb vacuum gyros in series. This reduces pressure to all units in the system.
- (4) Don't automatically lubricate fittings on vacuum gyros. The reduced friction may lead to

over torquing, with damage to fittings or backplate ports.

(5) Plug all ports when shipping. This will reduce the possibility of damage or contamination within the instrument.

(6) Always allow gyros to 'spin down' and stop before handling. This will prevent damage to bearings and gimbals due to tumbling. Note: Modern gyros have a bank limit of approx. 100-110 degrees and a pitch limit of approx. 60-70 degrees. before they will tumble. (Non-aerobatic)

(7) When gyros have not been used for a couple of months, or have been in storage, power them up for 30 min. to allow the bearings to be exercised and lubricated.

Pressure Instruments:

- (1) Manifold Pressure Indicator- Check the accuracy by comparing it with the Altimeter baro settings.
- (2) Altimeters - Some have vibrators installed to help reduce inherent friction in the instrument. Make certain it works!
- (3) True Airspeed - The biggest problem is the capillary tube inside. If it is cracked, bent or broken the instrument should be considered beyond repair.

O.K., let's go over some things to watch while handling, removing, or replacing instruments.

- (1) When sending components in for repair, be very specific about malfunctions:
 - (a) You can't give TOO much detail about the failure.
 - (b) Tag the instrument.
 - (c) Write discrepancies on the packing sheet.
 - (d) Don't write on the glass face. Many glasses are coated and replacement costs can be high.
- (2) Simple checks for troubleshooting components still installed in the aircraft:
 - (a) Static instruments (Altimeter, Rate of Climb, Etc.) which are undergoing pitot/static tests, often show leaks.

This could be caused by improperly sealed test fittings. Make sure this is not the problem before rejecting the part.

(b) Don't tap on the the instrument face! I know this looks cool, but, needles won't swing through crushed glass! If you feel the need to tap on something, use the panel.

(c) If dual instruments are installed, swap connections and see if the problem follows.

(d) Water finds it's way into static systems from time to time. Send any instrument to the repair shop immediately if the possibility of or actual water is found in it.

(e) On instruments with plastic cases, such as, Airspeeds, Altimeters, or Rate of Climb, don't over tighten the fittings. If the seal between the threaded inserts and the case is broken, the case will require replacement.

(f) Take care when using Teflon tape to provide a fitting seal. Don't allow any excess to block the ports, or possibly enter the instrument.

(g) Blown diaphragms in Altimeters and Airspeeds can occur while testing pitot/static systems. Be aware that dumping the pressure too fast, without venting the instruments can cause this. And, DON'T EVER BLOW INTO PITOT TUBES!

Now, what's this "Explaining" deal? If you remember last months news letter, you will also remember my 'tap dancing' about the replacement for AC43.13-1a. Well, I decided to find out what that new manual was for myself. I purchased AC43.13-1b for \$14.95 at Aircraft Spruce (It should be available at most pilot shops or from the U.S. Government Printing office.)

If any publication is a "must have", this one surely is. I then shared

what I had found with themembers at our last chapter meeting.

Fast forward 2 days and an e-mail arrived from Catherine Vanassche of the FAA! Even though I have been an A&P since 1969, and have had a great relationship with the FAA, I still thought I had really stepped in something this time! As it turns out (and much to my relief, I might add,) Cathy had just read our newsletter and enjoyed it. She did, however, want to illuminate a couple discrepancies in my column. She pointed out the replacement for AC43.13-1a is AC43.13-1b, and that 43.13-1a can still be used as a legal document until May 10, 2000.

So, after finally recovering enough to think, I realized how great it would be to have an FAA representative who could answer our regulatory questions. In my return e-mail, I asked her if we could do just that. Her reply says; "Rick, absolutely. You can ask me questions anytime via e-mail or phone."

Thank you, Cathy. I very much appreciate your input and willingness to help the Sport Aviation Community.

Rick Vaux
Tech Counselor No. 4130

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PROJECT VISIT

I contacted Walt Lane in Downey last night and we picked Sat March 11 for Project Visit. I asked Walt to provide a map/description on how to get there and also a writeup about project. I believe he is building a Vari-EZ but I don't have any particulars about it. Not sure whether he will make meeting next week where he could describe his progress.

Changing subjects- I'm building a Pulsar XP fiberglass kitplane and have tested the resin system provided for resistance to thermal deformation by measuring the "glass transition" temp which defines softening and is about 260F. This is fine for normal structural purposes but not for engine compartment fires. My manual does not address firewall barriers and I was wondering whether EAA members had addressed this issue for composite planes. Easiest solution might be to just install a .016" stainless sheet as barrier but I've been testing a fiberglass/phenolic sheet because it's so light. This glass sheet takes 900F before resin breaks down into a white powder. I'm wondering if 900F is good enough for fire barrier. Attractiveness of phenolic sheet is the very light weight hit compared to steel or even aluminum. I'd be interested in builder comments.

Bob H

DIAMONDS for the LADY

With Valentine's Day just around the corner you just might think of a way to score big-time with your spouse. I'm sure she will swoon at the thought of you getting her a Diamond and quite a large one at that. Then again you may end up for quite a while in the dog house when you take her to the airport and present her with a Diamond aircraft. There are plenty of choices as Diamond Aircraft has announced the introduction of a four-place, and is also considering a twin, a six-place single and a four-place pressurized.

EDITOR'S CORNER

Well this is my second month and it seems I just put the January issue to bed and it's time to prepare for the February issue. This is a task few members realize the complexity and I wanted you each to know that is by no means a one-man show. There are contributions by many of the officers, without whom I seriously doubt I would have accepted this position. To them I am grateful each month. I may flub a word or two in spelling which I hope you will overlook. I am still trying to cope with all the particulars of the word processing program especially when it does what it does and doesn't when I want it to. Slowly but surely I will conquer this and put out a faultless newsletter. Material I find is not the problem when I browse through six magazines each month, three safety reports, AVWeb twice weekly, and a multitude of other sources. MY goal in all this is to provide you with a newsletter that covers a large variety of topics and makes you think about what you read here. George McDaniel supplied the article "179 Seconds" which was in last month's issue. I received at least two phone calls regarding how it affected readers. One person did a newsletter for another group and wanted my permission to reprint it in his newsletter. What I print here is not for profit and therefore I feel is free to use. If I know the source I will be sure to include credit. If what you find in these pages makes you a better pilot then I will have achieved my goal.

UPCOMING EVENTS

Feb 10, 6:00 p.m. – EAA Chapter 7 Board Meeting. Airflite Building, 3rd floor, Long Beach Airport (West side). All members welcome to attend.

Feb 26-27. Rubidoux, CA. EAA Chapter One Open House and Fly-In, Flabob Airport. Ctc Hank Schmel 909 / 682-6236 or 909 / 686-1318.

Mar 3-5. Casa Grande, AZ. 42nd Annual Cactus Fly-In. Ctc John Engle 480 / 891-6012.

Mar 25. Riverside, CA. Airshow 2000 at Riverside Airport. Ctc 909 / 683-3805 or 909 / 683-7263 (fax only).

Apr 7-8. Santa Ynez, CA. EAA Chapter Spring Fly-In. Fri. nite spaghetti feed. Near Solvang, vineyards, casino. 805/688-8390

Apr 9-15. Lakeland, FL. EAA Sun 'N Fun Fly-In. Ctc 941/644-2431 or www.sun-n-fun.org.

Apr 28-30. Pt. Mugu, CA. Open House & Airshow, NAS Pt. Mugu, CA. Ctc 805 / 989-1705.

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

The list of airshow and aviation events shown here are limited to 3 to 4 months in advance. If there is an 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 point of interest.

SPCL BOARD MTG

29 JANUARY 2000

President George McDaniel called for a Special Board Mtg on 29 January. Tom Griffith had drawn up the draft copy of the new Chapter By-Laws. Mtg convened at Fantastic Burger, corner of Wardlow and Cherry at 8:00 a.m. It was brought to the board's attention that twenty days were required for the general membership to review the proposed by-laws before a vote could be taken. Enclosed with this month's newsletter is a copy of the proposed by-laws for your review. Discussion will be held at the general meeting in February with a vote to be taken at the meeting of March 9th.

Several items of the "draft" by-laws were noted by board members and noted. Tom Griffith said he would make the "draft" revision and have for publication in the February newsletter.

YOUNG EAGLES

Darwyn Wolff has scheduled a Young Eagles Day at Aeroplex for March 11. This is the Saturday after our March meeting. As usual we will be needing pilots and ground personnel to handle the ramp and registration duties. Darwyn hopes to raise our number of Young Eagles flown working with

several groups and Susan Vazquez of the Long Beach Airport Area Business Conference.

Please note this is the same date set for our project visit so look for possible scheduling changes at the general meeting.

LIAR, LIAR

The 33 Greatest Lies in Aviation

1. I'm from the FAA and I'm here to help you.
2. Me? I've never busted minimums.
3. We will be on time, maybe even early.
4. Pardon me, ma'am, I seem to have lost my jet keys.
5. I have no interest in flying for the airlines.
6. I fixed it right the first time, it must have failed for other reasons.
7. All that turbulence spoiled my landing.
8. I'm a member of the mile high club.
9. I only need glasses for reading.
10. I broke out right at minimums.
11. The weather is gonna be alright; it's clearing to VFR.
12. Don't worry about the weight and balance—it'll fly.
13. If we get a little lower I think we'll see the lights.
14. I'm 22, got 6000 hours, a four year degree and 3000 hours in a Lear.
15. We shipped the part yesterday.
16. I'd love to have a woman co-pilot.
17. All you have to do is follow the book.
18. This plane outperforms the book by 20 percent.
19. We in aviation are overpaid, underworked and well respected.
20. Oh sure, no problem, I've got over 2000 hours in that aircraft.
21. I have 5000 hours total time, 3200 are actual instrument.
22. No need to look that up, I've got it all memorized.

23. Sure I can fly it—it has wings, doesn't it?
24. We'll be home by lunchtime.
25. Your plane will be ready by 2 o'clock.
26. I'm always glad to see the FAA.
27. We fly every day—we don't need recurrent training.
28. It just came out of annual—how could anything be wrong?
29. I thought YOU took care of that.
30. I've got the field in sight.
31. I've got the traffic in sight.
32. Of course I know where we are.
33. I'm SURE the gear was down.

WANTED / FOR SALE

Wanted: Companion to travel to Sun-'N-Fun. Fly commercial, rent car, camp. Woody Fowler, 714/897-6566.

Wanted: Roommate to share attractive 3-bdrm townhouse in Cypress, CA. Garage, pool, spa, non-smoker, lovely area. Woody Fowler, 714/897-6566. E-mail fowlerhb@surfside.net

For Sale Teenie-2 (flying). This airplane is a 10+ in & out. Call Joe Lance, 562/421-7307.

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 rlrymer@worldnet.att.net

For Sale KR-2 Project fuselage on gear including tail feathers – everything on fuselage firewall back complete. Needs wings. Any reasonable offer. Call Reggie Smith 310 / 502-5331. Also '86 Suzuki Cavalcade \$2,000 / obo.

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.

Want to Buy David Clark headset, either H10-50 or H10-40. Ctc Don Tompson 562 / 498-0862.

For Sale: the following items. See or contact Dwight Carrithers, 10361 Courtright, Stanton, CA 90680. Tel: 714/828-7027

Code	Price	Item
A1	\$45	Non-lited compass
A2	50	Non-lited compass
A3	50	Non-lited compass
A4	55	Lited compass
A5	55	Lited compass
B1	80	3-1/8 Rate of Climb (Knob missing)
B2	80	3-1/8 Rate of Climb
C1	15	Elapsed Time Ind.
C2	15	Elapsed Time Ind.
C3	12	Elapsed Time Ind.
D1	80	Accel. G- Meter
D-2	85	Accel. G- Meter
E-1	90	Man. Press., 3-1/8
E-2	90	Man. Press., 3-1/8
F-1	40	Dual Oil Press.
G-1	200	24-hr. Clock
H-1	55	Tachometer
J-1	60	Suction Gauge
J-2	60	Suction Gauge
K-1	75	Cyl Hd Temp (dual) 3-1/8
K-2	50	Cyl Hd Temp (sgl) 3-1/8
L-1	300	Altimeter(cert.)20K ft
L-2	290	Altimeter (non-cert)
L-3	250	Altimeter (non-cert)

WANTED / FOR SALE

Continued

Code	Price	Item
L-4	\$125	Altimeter – Kollsman
L-5	125	Altimeter – CA1
M-1	100	Airspeed Indicator
M-2	125	Airspeed Indicator
M-3	150	Airspeed indicator
M-4	80	Airspeed Indicator
M-5	125	Airspeed Indicator
M-6	50	Airspeed Indicator
M-7	30	Airspeed Indicator
M-8	50	Airspeed Indicator
N-1	50	Vac. & Press. – Kollsman
P-1	80	Artificial Horizon
Q-1	160	Exhaust Temp. Gauge
R-1	100	Compass – Kollsman
S-1	100	Dixie Mag. Switch
T-1	15	Outside Temp. Gauge
T-2	10	Outside Temp. Gauge
U-1	10	Amp Meter
V-1	10	DC Volt Meter

A Flying students' diary..

Week 1

Monday: Rain

Tuesday: Rain

Wednesday: No rain; no visibility either

Thursday: Take instructor to lunch. Discover I don't know enough to take instructor to lunch.

Friday: Fly! Do first stall and second stall during same manoeuvre. Cover instructor with lunch.

Week 2

Monday: Learned not to scrape frost off Plexiglas with ice-scraper. Used big scratch as marker to set pitch.

Tuesday: Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GADGETS"

Wednesday: Radios won't pick up radio stations, so I turned them off. Instructor seems to think I missed something.

Thursday: Learned 10 degree bank is not a steep turn. Did stall again today. Lost 2000 feet. Instructor said that was some kind of record -- my first compliment.

Friday: Did steep turn. Instructor said I was not ready for inverted flight yet.

Week 3

Monday: Instructor called in sick. New instructor told me to stop calling her "BABE". Did steep turns. She said I had to have permission for inverted flight.

Tuesday: Instructor back. He told me to stop calling him "BABE", too. He got mad when I pulled power back on takeoff because the engine was too loud.

Wednesday: Instructor said after the first 20 hours, most students have established a learning curve. He said there is a slight bend in mine. Aha--progress!

Thursday: Did stalls. Clean recovery. Instructor said I did good job. Also did turns around a point. Instructor warned me never to pick ex-fiancee's house as point again.

Friday: Did pattern work. Instructor said that if downwind, base and final formed a triangle, I would be perfect. More praise!

Week 4

Monday: First landing at a controlled field. Did fine until I told the captain in the 747 ahead of us on the taxiway to move his bird. Instructor says we'll have ground school all this week on radio procedures.

Tuesday: Asked instructor if everyone in his family had turned grey at such an early age. He smiled. We did takeoff stalls. He says I did just fine but to wait until we reached altitude next time. Three Niner Juliet will be out of the shop in three days when the new strut and tire arrive. Instructor says his back bothers him only a little.

Wednesday: Flew through clouds. I thought those radio towers were a lot lower. I'm sure my instructor is going grey.

Thursday: Left flaps down for entire flight. Instructor asked way. I told him I wanted the extra lift as a safety margin. More ground school.

Friday: Asked instructor when I could solo. I have never seen anyone actually laugh until they cried before.

SOUTHERN HOSPITALITY

You May be a Redneck Pilot if...

1. ... your stall warning plays "Dixie."
2. ... your cross-country flight plan uses flea markets as check points.
3. ... you think sectionals charts should show trailer parks.
4. ... you've ever used moonshine as avgas.
5. ... you have mud flaps on your wheel pants.
6. ... you think GPS stands for going perfectly straight.
7. ... your toothpick keeps poking your mike.
8. ... you constantly confuse Beechcraft with Beechnut.
9. ... just before impact, you are heard saying,

"Hey y'all, watch this!"

10. ... you have a black airplane with a big #3 on the side.
11. ... you've ever just taxied around the airport drinking beer.
12. ... you use a Purina feed bag for a windsock.
13. ... you fuel your wizzbang 140 from a Mason jar.
14. ... you wouldn't be caught dead flyin' a Grumman "Yankee."
15. ... you refer to flying in formation as "We got ourselves a convoy!"
16. ... there is a sign on the side of your aircraft advertising your septic tank service.
17. ... the set of "matching luggage" you take on your long cross-country flights is three grocery sacks from the same Piggly Wiggly!
18. ... when you are the owner of Red Neck Airlines and pilot of Redneck One.
- 19 ... you subscribe to The Southern Aviator because of the soft paper!

Passenger Preflight: Things you must know

The following list might come in handy for first time passenger. You may want to put in a plastic sleeve and have them read it before their flight.

FAA regulations require that your lap and shoulder belts be fastened during takeoff and landing. Since there's no lavatory to go to, you might as well keep the belts fastened all the time. Before we start, make sure you know how to UNfasten your seatbelt. Seat backs must be upright during takeoff and landing. (Speaking of lavatories—if you have to go, it would be best to go before departure!)

You know how the airlines tell you about emergency exits and procedures, despite the fact that an emergency is very unlikely? Well, the same applies here—better safe than sorry:

To open the cabin door, press the button in the handle with your thumb and rotate the handle clockwise (down).

* The windows on either side of the rear seats can be opened for emergency exit as follows: pull off the cover at the bottom, rotate the handle up to break the safety retaining wire, and push the window out. (These instructions also appear on a placard at each rear seat window.)

* The cargo door behind the right rear seat can be used as an emergency exit—grasp the folding handle and rotate counter-clockwise.

* There is a fire extinguisher underneath the back of the pilot's seat.

* There is an emergency survival kit in an orange plastic bag in the cargo compartment behind the rear seats.

Comfort items

* There are individual adjustable fresh air ventilation outlets in the ceiling—one for each seat. Twist the outlet to adjust the air flow.

* There is an adjustable circular vent in the right cabin wall ahead of the door, below the instrument panel. Turn the center knob to increase or decrease the air flow.

* The seat backs recline—ask me and I'll show you how. However, they must be upright for takeoff and landing.

* The seats can be moved forward or aft. The rest of this briefing can be skipped by pilots and experienced small-airplane passengers.

Things to keep in mind

* You will be wearing a headset to muffle the sound of the engine (it's loud!) and to make it easy for us to talk to each other. You will also be able to hear air traffic control (ATC) radio transmissions through the headset. I'll show you how to adjust the position of the mike that's attached to the headset. Please do not talk (except to point out something affecting safety) during takeoff and landing. At other times, it's OK to talk and to ask questions. However, I need to hear ATC on the radio. At first, whenever you hear something on the radio, stop talking. Later on you may learn to distinguish transmissions meant for us from those meant for other aircraft. ATC will address us as "Bonanza Three Two One Two Mike," or "One Two Mike" for short (our plane is a Beechcraft Bonanza, and its registration number is 3212M). Occasionally we might be called "Debonair"

instead of “Bonanza” since the model name of older versions of our plane was “Debonair.” If I ask you to be quiet temporarily, please don’t take it personally!

* If you see another airplane say something like, “There’s an airplane” and POINT TO IT. If it’s very much higher or lower than we are and you’re certain it won’t get near us, or you’re sure that I have already seen it, you don’t have to say anything; but if in doubt point it out. Airplane collisions are very rare (they’re so rare that they are headline news), but it never hurts to be on the safe side.

* If you feel airsick, even a little bit, let me know; don’t be embarrassed. An airsickness bag is available. If you do begin to feel sick, it might help to look outside at distant terrain (but still tell me).

* Please don’t touch the controls or the instrument panel unless I ask you to.

* Before and after I start the engine, and later near the end of the runway just before we’re ready for takeoff, I will be performing a lot of checks using a checklist (probably referring to a small computer that I keep on my lapboard). The fact that I’m using checklists doesn’t mean I’m not familiar with the airplane; it means I want to be sure not to forget anything. The same applies to the inflight checklists attached to the control yoke.

* You might be surprised at how steeply the plane is inclined upwards during our initial climb right after takeoff—the view out the front window may be all “sky.” This is normal.

* A minute or so after takeoff I will reduce engine power, so don’t be alarmed at the change in sound level.

* Occasionally (particularly during our pre-landing approach) you might hear strange-sounding electronic noises—“beeps” and “boops.” These are normal navigation signals.

* Depending on atmospheric conditions, we might occasionally encounter “turbulence.” Turbulence is just vertical winds—updrafts and downdrafts. Since we’re going very fast, they affect us the same way that bumps in a road affect a car. The airplane is NOT fragile—turbulence won’t hurt it. By the way, there’s no such thing as an “air pocket,” despite what you sometimes read in the press.

* Engine failures are extremely rare, and I mention the subject only because so many people seem to worry about it. If the engine fails, the plane does not “fall out of the sky”; it will glide in a controllable descent—our airplane can glide about two miles for each thousand feet of altitude. And, being a small airplane, it can land in any reasonably flat place that’s a few hundred feet long—a field, a beach, or a road. Of course, airports are the most convenient places to land!

* The plane is not pressurized, so you can’t get “sucked out” even if the door were opened in flight. But since it’s not pressurized, at higher altitudes (above 9-10,000 feet above sea level) I use oxygen via a nasal cannula. Most pilots use oxygen only above 12,000 feet or so, but I’m conservative about this. If we are flying at higher altitudes you can choose to use oxygen or not, as you wish. The cannula is comfortable and you can breathe normally with it, despite it’s making you look like a hospital patient. Typically, passengers might wish to use oxygen above 14,000 feet or so. As a benchmark, note that the tops of major ski mountains are around 12,000 feet. The symptoms of too little oxygen vary quite a bit, but can include sleepiness, headache, lightheadedness, and temporary stupidity like that produced by alcohol. (Sleepiness can also be caused by the drone of the engine in combination with boring terrain.)

ELECTRONIC CO-PILOT

Over 56% of our chapter members have an e-mail address. In order to distribute the chapter newsletter via e-mail we will have to determine how one is going to be able to read the format. As an attachment the file is generated in Microsoft Word 7.0. The question is: how many members are able to download and convert the file to a format they are able to read? Please send your information this month to the newsletter editor at: allways1@gte.net

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