



Chapter Seven *Long Beach*

New Year, New Officers, New Chapter Goals

Letter from the PREZ

Here we are starting a New Year. Let me take this opportunity to thank everyone for voting me in as Chapter President, I will try my best to live up to the standards set by the past Presidents. Some of the things that we will be trying to get set up in the first few months of the year are:

#1 Establish a Board of Directors as prescribed for in the by laws of the Chapter. I would like to see the Board handle the business aspect of the chapter thus allowing the meetings to be more informative and social. WE will hold the Board of Directors meetings at 6:00pm on the day of our regular meeting. All current officers are automatically on the Board and I would like to ask for all past officers to volunteer to run for the vacant spots. I will lay out the agenda for the Board meeting in advance and get them to all Board members so we can get through them quickly. All chapter members are welcome to attend the Board meetings.

#2 Update the Bylaws and Chapter Handbook and make

sure all of the required incorporation papers are current and up to date.

#3 Try to establish a tax-free non profit status for the Chapter.

#4 Set up goals and guidelines for the Chapter Scholarship Fund. Establish and outline a fund raising agenda to reach the goals and objectives.

#5 Seek out new ways to attract new members and retain past members to the chapter. This falls in line with the new meeting agenda which will allow for more time for sharing ideas, information, questions and problems.

#6 Plan more and different chapter functions such and set up a calendar of events to inform the membership of the happenings of the chapter and surrounding communities.

#7 Set up a committee to investigate all the possibilities of getting as many Chapter members to Oshkosh as possible this year. If we start looking soon enough we will be able to secure better fares and accommodations. I would like to see us have as many members attend as possible.

I am sure some of you have additional ideas and suggestions that will help us make the Chapter more fun and informative. Lets all work together and make this a great year, if you have anything you would like to see us do, please let me know. I am looking forward to a great year.

George McDaniel

The VP Corner Newsstand

Welcome back to a New Year with Chapter 7. With some luck, help and diligence we will be able to present some programs of interest to all our members.

JANUARY -- Chapter 7 awards for 1999 and year 2000 planning

FEBRUARY -- Chart Update Presentation by the FAA

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

The VAUX Report

Techniques That Matter

Good Morning, Chapter 7 (I'm typing this in the morning!) I hope your new millenium has started well. This month's subject is . . . Simple Fabric Patches. Be advised, all plastic and metal aircraft owners are excused from this discussion!

At our December chapter meeting, one of our members (Mike Carr) mentioned to me that he had a Bellanca Viking with a couple of small holes in the fuselage fabric. In my usuall "off the cuff", superior manner, I said, "No problem, Mike. Just strip the finish from the surrounding fabric and dope a dollar patch on. I'll be glad to help." Well, ladies and gentlemen, I was not 100% correct. (Saying "No problem" should have been a clue!) Let's find out where I went wrong. First we'll look at the FAR Part 43, and then AC 43.13-1a (The mechanic's friend). Please note: AC43.13-1a has been superceeded and cannot be used as a reference for Certificated aircraft repairs. However, I have a copy of CAA CAM-18, dated 1943, that has identical fabric repair information. If the new publication has any changes, I'll be passing them along.

Before we start, I need to put in a disclaimer. The following information specifically relates to Standard type certificated aircraft. The practices,

however, are valid for ANY airplane. O.K., on to FAR Part 43: Maintenance, Preventative Maintenance, Rebuilding, and Alteration. Sec. 43.3(g) Authorizes the holder of a Pilot certificate issued under Part 61 (All of us, except maybe Earl!) to perform preventative maintenance on any aircraft owned or operated by that pilot, which is not used under Part 121, 127, 129, or 135 (Whew!). What this really means is a licensed pilot may do preventative maintenance on any aircraft operated under FAR Part 91.

Now, how does this relate to fabric repairs? Part 43 Appendix A(c) states: Preventative maintenance is limited to the following work, providing it does not involve complex assembly operations. Item 7 (of 32) allows; making simple fabric patches not requiring rib stitching or the removal of structural parts or control surfaces.

All right! So far my statement to Mike was O.K.

Unfortunately, when checking AC 43.13-1a, I re-discovered "Unsewed (doped-on) repairs may be made on all aircraft fabric-covered surfaces provided they NEVER EXCEED SPEED IS NOT GREATER THAN 150 mph. Busted! As most everyone knows, the Bellanca has a higher Vne than that. Sooo...I'm sorry, Mike. We'll need to stitch that tear before it is covered with a patch.

As column space is limited, I would like to quote AC43.13-1a, Sec.3 (87) General. "Make repairs to fabric-covered surfaces in a manner that will return the original strength and tautness to the fabric. Sewed and un-sewed (doped-on patches or panels) may be made. Do not dope fabric or tape onto a surface which contains aluminum or color coats. Whenever it is necessary to add fabric reinforcement, remove the old dope either by softening and scraping or by sanding down to the point where the base coat or clear coat is exposed. Use clear dope in doping the fabric to the surface. After reinforcement is made, normal finishing procedures may be followed."

I would strongly urge anyone reading this column to invest in a copy of the NEW 43.13-1 (If it is called that). It will contain repair practices for wood, sheet metal, steel tube, fabric, and I suspect, updated composites (of which the old one had very little) along with a lot of other valuable information like Weight and Balance.

Well, thanks again, Troopers, for letting me wander through the neighborhood.

Rick Vaux
Tech Counselor No. 4130

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The three most important words of instruction when I was a student pilot: **FLY THE AIRPLANE.** They paid off 23 yrs. later during an emergency landing when the time counted.

CHRISTMAS DINNER

For those members that chose to attend the Christmas dinner, a wonderful time was had by all. Hors d'oeuvres and fresh cut veggies were available as members found a table position and settled in for general greetings and salutations.

Dinner was more than plentiful as Mike Di Piazza welcomed us to seconds and even thirds.

Everyone was in their festive seasonal finest. For those of you with spouses and you want to get them more involved, this is an excellent time for them to meet others and share the joy of the season and the Fun of Flying.

Hope to see more of you there next year, Ho-Ho-Ho!

EDITOR'S CORNER

I must apologize a little for this first newsletter as I was caught a little under the weather with bronchitis again for the Christmas – New Year. You may not have noticed but I feel like I am in 2001 when it comes to computers lately. Some columns are jagged, and this one seems to automatically adjust for both left and right margins. Time to get out the MS Word training tapes and find out what I am doing right and how I'm doing it wrong but it still comes out right. It's been many a year since putting together a newsletter each month. Give you an idea, I was using an IBM

ball typewriter, cut and paste, and investing heavily in IBM correction tape.

You'll find a new format as time goes on and hopefully the addition of graphics and even pix once I add a scanner and digital camera.

I welcome all comments and ask that you e-mail them to me as I tend not to lose them once they are in the computer. I've already learned to set-up a directory just for such matters. If you find an interesting article or wish to send a commentary please do so. E-mail is only a click away. See the back of the newsletter for my e-address. Articles are much appreciated if sent as an attachment to the e-mail using MS-Word thereby eliminating having to retype.

I marvel at the glass cockpits in AW&ST for the Gulfstreams and commercial cockpits and soon realize that it is only a few short years before many of us will be relying more on digital gauges and displays. Reading the latest review of the RV-9 I find the panel decorated with Vision Micro and Rocky Mountain instruments. Could not resist the comment that coordinated turns were much easier with an AH and T&B indicator and analog altimeter.

Not included are the minutes of the December meeting and the Treasurer's Report. My checklist for next month will be sure to include these items. Not only will I give me more material but eliminate unnecessary time to

take these matters up at the meeting.

UPCOMING EVENTS

Jan 13, 6:00 p.m. – EAA Chapter 7 Board Meeting, Fantastic Burger Café at corner of Wardlow and Cherry. 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 28-30. Pt. Mugu, CA. Open House & Airshow, NAS Pt. Mugu, CA. Ctc 805 / 989-1705.

Apr 29-30. Chino, CA. Planes of Fame Airshow 2000. Ctc 909 / 597-3722.

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.

FOR SALE * * * * * WANTED

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.

PROJECT VISIT

Well, there wasn't a project visit this month but a lot of EAA Chapter 7 members did come out to Chino airport to see Earl Trimble's Tailwind arrive via truck from his house in Irvine, CA. The date was December 18th and the weather participated in making it a very uneventful experience. Mike Sawicki volunteered the use of one of his company vehicles and arrived about 30 minutes late to Earl's home. The local residents were out in force as neighbors gathered to pay parting homage to a project they had seen gestate over the years with drilling, welding, and riveting and other expletives (we won't go into detail here). Needless to say getting a 28-ft trailer and 12-ft tractor into a residential area was left to the professional ability of Mike's Class-A driver, Jose Molina.

The trailer was angled up to the driveway and the hydraulic rail-lift lowered for the gear. We managed about 2-inches to spare between the prop extension and the rear of the trailer. Earl held the tailwheel, Jose stabilized the landing gear on the liftgate and I pushed the button (hard duty time). Up, up and away as it reached the top and rolled forward clearing the sides with 2-inches. The trailer was equipped with logistic tracks and Mike's business requires shipping pads which helped to preserve the paint job on the gear legs. With the aircraft secured against the front wall there was still plenty of room to place the wings with their braces vertically along the walls with additional pads and straps. Finally blankets were placed on the floor for the few remaining flaps and aileron controls.

Off we went onto the 261 Fwy as the shortest route to Chino with Earl following with miscellaneous parts. After a quick check of the load on Hwy 71 we proceeded to the gate at Chino which became one of our most time consuming challenges. Waiting for traffic to exit wasn't half as bad as the nasty looks we received as we blocked the view for traffic onto Merrill Ave. Soon we squeezed our 40-ft rig through the maze and headed for the hangars. Off-loading was a simple matter of releasing the tie-downs and placing blankets on the ground to protect the wings. The fuselage slipped gingerly onto the tail-gate and I proceeded to push the button again to lower Earl's baby to terra firma. There were lots of hands to roll the fuselage over to the hangar. Within minutes the

wings were hung and a nest found in the hangar to continue the process of adding other details.

That being completed, we proceeded to the hangar of Fred Leonhardt and Ray Reynolds which contained the fuselage section of their Cavalier. Their project had a small set of wheels to move the fuselage since the main gear is part of the one-piece wing that is 28-ft tip to tip. Piece of cake, not quite as this time we only had a fraction of an inch from the prop extension to the back of the trailer. The temporary gear balanced on the edge angle of the lift-gate. Lifting the tail slightly gave us the clearance to raise the fuselage to the level of the trailer as I carefully pushed the button to raise the lift-gate. Blankets, 5,000 lb lest nylon straps secured to the logistic tracking and we were ready to head for Flo's for lunch. Amazing how much an appetite you can work up pushing buttons all day.

No, were not through yet. Lunch settled, it's time to climb in the bunk and let the professional driver do his thing as we head for Ray's garage in Long Beach. I caught some ZZZ's but was awakened by the turns off of the 91 Fwy. Old Long Beach is lined with beautiful trees which makes for interesting travel in residential neighborhoods. We managed to squeeze into a nearby space and find their baby in excellent shape still secured in its tracks. Unloading was the reverse of Chino as I pushed the down button with Ray at the tail and Jose securing the gear. We soon found ourselves rolling up the driveway to Ray's garage where they hope to make steady progress without the long trips to Chino.

Hopefully we will be repeating this process as the fuselage detail work is completed. Before we know it, it will be time to schedule picking up the fuselage and returning it to Chino to mate with its wing / landing gear section. We may have much to celebrate in the year 2000 as at least two of our members see their dreams become reality and take to the air.

Volunteers are the E.A.A.

Volunteers are the lifeblood of the EAA and especially of Chapter 7, This month we will be awarding certificates to all the volunteers of last year. While printing the certificates I realized how

much the chapter depends on the generosity of the members. I will give you a brief run down of some of the exciting things we did last year.

5 Young Eagle Events May 1st, June 26th, August 28th, October 30th, November 7th
Picnic In the Park
Cerritos College Composites Open House
Boeing Composite Visit
Bill Smith - Stinson Hanger Visit
Earl Trimble - Whitman Tailwind Project Visit
Christmas Party

Without the volunteers we would not have been able to do any of these things. I was surprised at the number of people who are actually getting out and doing things to help the chapter. One of the most frequent comments I heard from others at the EAA Leadership Workshops last year was that the vast majority of the members never got involved or volunteered. Our Chapter has over 65% active participation, this is great. We have a group of about 16 that tend to be involved in a much greater way but we have gotten at least some participation from most of the members. The Chapter will be handing out certificates of Appreciation to everyone who volunteered last year. Please try and attend the meeting.

Now is the time to step up and help -
we have a need for the following volunteers

Calendar committee

- to set up and keep current a calendar of events for all aviation related events.

AOPA convention committee

- to work on plans for the AOPA convention in October.

Oshkosh committee

- Lets get as many chapter members to Oshkosh as possible - Explore all travel options.

Welcoming committee

- to welcome guests and get registration forms filled out and do a follow up for possible membership.

Fly In/Out Coordinator

- to help plan and set up flying events.

Actively seeking members family participation - bring your wives, children, brothers, sisters, aunts, uncles fathers, mothers and if any of you might just have a friend or two bring them also. Let's get everyone involved in the chapter.

We can double the size of the chapter if everyone brings one guest who then becomes a new member.

CHAPTER DUES

FOR Y2K

If you haven't already, at this week's meeting, why not bring along your \$12 for next year's dues. We'll have on hand membership application forms, if you have any new information about yourself (different from the Roster dated 15 Aug '99). Otherwise, we'll assume nothing has changed from your last input. This way, any sheets that are handed in will be highlighted as something new to be incorporated into the Chapter records. Again, two things to bring: Yourself and your checkbook - Woody needs the money (he'll even take cash!).

WEB SITES

If you want to follow the activities of the Planes of Fame Museum at the Chino Airport you can click on their web site at www.planesoffame.org It will give you current information to demonstrations and other activities at Chino and their museum near the Grand Canyon.

www.memorialflights.org will give you information about scattering cremated remains from a B-25 that can be attended by five friends and relatives for a fee of \$1,900. Other options are to scatter ashes at sea with a fly-over of WW-II or Korean War vintage aircraft.

By next month I will have the details of our own EAA Chapter 7 web site. It is in the basic stages being developed by George McDaniel and sons. George will tell you that his sons deserve much of the credit

and we welcome the interest of new young members and their participation in chapter activities.

Other web sites will be listed in future months which I'm sure you will find interesting and informative.

HOLIDAY TRIPPING - Flying Low

Sometimes we get to fly high and sometimes we get to fly low. The week before Christmas found me in a situation of flying low in a 29 foot long 4 wheeler black Lincoln limo.

One of my nephews in NY owns a limo business with his mom and needed the car to fill the holiday reservations. This new Lincoln was 1 of 2 left from the 1999 production, both on the West Coast. Putting it on a truck had no guarantee of delivery before New Year's. I decided to drive it to Tennessee where my nephew would meet me at the airport and take it on to NY.

I left L.B. Monday at 4 a.m. with a full tank. Needed to beat the rush hour. Drove all day making good time and good gas mileage. Close to Amarillo, TX ran into blowing snow, sticking to the road enough to put lots of cars and trucks into the ditches. Drove on till I was east of Oklahoma City, just before midnight our time. Slept in the car (had plenty of room) for 4-5 hours. Gas and food and off again. Stopped just outside of Little Rock to see my 10 yr old granddaughter and deliver a present.

Leaving Little Rock left me facing Memphis and its slow route through town. What a mess their interchanges are! Nashville was rush hour with a car wreck on I-40. Making the turn south to take the bypass was a good move. Pulled to a stop at the airport curb at 5:45 p.m. L.A. time on Tuesday. Trip over. 38 hrs. My nephew Robert had landed 1 ½ hrs earlier. 14 more hrs driving would put him at home. No tickets for either of us. Yea!

I did get to fly high on the 4 ½ "living room" flight home!

Don Thompson

MURPHY'S LAWS for Frequent Flyers

1. No flight ever leaves on time unless you are running late and need the delay to make the

- flight.
2. If you are running late for a flight, it will depart from the farthest gate within the terminal.
 3. If you arrive very early for a flight, it inevitably will be delayed.
 4. Flights never leave from Gate #1 at any terminal in the world.
 5. If you must work on your flight, you will experience turbulence as soon as you touch pen to paper.
 6. If you are assigned a middle seat, you can determine who has the seats on the aisle and the window while you are still in the boarding area. Just look for the two largest passengers.
 7. Only passengers seated in window seats ever have to get up to go to the lavatory.
 8. The crying baby on board your flight is always seated next to you.
 9. The best-looking woman on your flight is never seated next to you.
 10. The less carry-on luggage space available on an aircraft, the more carry-on luggage passengers will bring aboard.

178 Seconds to Live

Have you ever "pressed on" and been lucky? This sobering article makes you think of what might have been.

How long can a pilot who has little or no instrument training expect to live after he flies into bad weather and loses visual contact? Researchers at the University of Illinois did some tests and came up with some very interesting data. Twenty student "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or roller coasters [a tribute to the U of I flight training program??]. The outcome differed in only one respect - the time required till control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds -- two seconds short of three minutes.

Here's the fatal scenario.

The sky is overcast and the visibility is poor. That reported five mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter tells you that you are at 1500 feet but your map tells you that there's local terrain as high as 1200 feet. There might be a tower nearby because you're not sure how far off

course you are. But you've flown into worse weather than this, so press on.

You find yourself unconsciously easing back just a bit on the controls to clear those towers. With no warning, you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You try to swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important, but not all that important. Somewhere a voice is saying, "You've had it - it's all over!"

You now have 178 seconds to live.

Your aircraft feels on even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but now your compass is turning a little faster and your airspeed is increasing slightly. You scan your instruments for help but what you see looks somewhat unfamiliar. You're sure that this is just a bad spot. You'll break out in a few minutes. (But you don't have a few minutes left. . .)

You now have 100 seconds to live.

You glance at your altimeter and you are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red and the airspeed, nearly so.

You have 45 seconds to live.

Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves the airspeed indicator further into the red. You can hear the wind tearing at the aircraft. You are about to meet your Maker; you have 10 seconds to live. Suddenly you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at a weird angle -- you're almost inverted. You open your mouth to scream but. . . .you just ran out of seconds.

Think about it before you press on into marginal weather.

Next time you come up for your BFR consider the thought to grab that IFR hood sitting in the office. It's the perfect time when you have an instructor available to walk you through those unusual attitudes. You are already in the air and those few dollars more of time will open your eyes to how fast those years can catch up.