



# Chapter Seven *Long Beach*

## President's Message

Chapter 92's has joined Chapter 7 in sending Jocelyn to the EAA Air Academy. We were a little short on the necessary funds needed to cover the expenses for Jocelyn's trip to Oshkosh and Chapter 92 had not finalized a candidate to go. It was a good for both Chapters to work it out especially since Jocelyn and her mom Barbara has been active in both chapters. I want to thank Chapter 92 President Gary Steinke, Secretary Charlene Beam Reiley and Young Eagles Coordinator Don Arrington for their support in getting this done. Also thanks go to Don Thompson for coordinating it all and getting the flights arranged and to Woody Fowler for handling the finances. We can all look forward to a great report from Jocelyn about her Air Academy adventures.

Chapter 7 has a new Web Master and a new web site. Mike Stearns has been generous enough to take over the task of Web Master from my son G.T. Mike is a computer professional and is much more qualified than G.T. The new web site is at

<http://www.beegroup.com/eachapter7>

We need pictures of your homebuilt projects to post on the site. Please get them to Mike or me. Please check it out and be sure to thank Mike when you see him.

Getting ready for Oshkosh.. I am really getting excited about going to Oshkosh. Don Thompson, Woody Fowler my friend Budge, 2 of my sons and me are leaving on Southwest Airlines to Chicago Midway on Tuesday the 25<sup>th</sup> and driving up from Chicago. Also Dick Ryan is flying his plane out and I believe Mike Stearns and Jason Parker will be going. Anyone else???

It's not too late to make plans to go!!!

A friend of mine had a visitor in from New Zealand who was a pilot so he put the two of us together to talk. I took him for a short flight around the pattern at Fullerton. We had a great discussion about the differences of flying in various countries. I tried to talk him into coming back to the states to visit Oshkosh again; he attended in 1996 and loved it. He said he would try. It was a real experience hearing some of the differences other countries have. The cost of aviation is much greater from what he was telling me.

Last week I talked to a friend who was having chest pain and would not go see a doctor because of worries about losing his license. It makes me wonder how many other people are hesitant to get a problem checked out just because of the red tape involved.

Mike Sawicki is getting our newsletter out to all the other Southern California EAA Chapters and we are getting a bunch of newsletters in from other

Chapters. Look for them on the back table.

Rick Vaux hope your surgery went well and get well soon.

Thank Don T. for acting as Chapter Secretary in Merv's absence.

Mike Hanson has come up with a great idea to help pay the expenses on his Stearman. He is selling rides. If any of you know someone who has always wanted a ride in an open cockpit biplane please let Mike know his rate are very reasonable. Call him or Kendle at (562) 427-9433 (these rides make great gifts)

I am currently in the discussion stages of forming a partnership with a couple of other chapter members and would like to get some feed back from anyone with firsthand knowledge of partnerships, good or bad. If you are now in a partnership or have been in the past, please let me know of anything you think might be helpful in setting one up. Sometimes the best information comes from someone who has been there.

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

George McDaniel

## The VP Corner Newsstand

### Chapter Program

JULY Meeting:

We will welcome Bill Cox as our guest speaker. "Aircraft Ferry Pilot" will be the main topic of discussion. Bill delivers small aircraft all around our earth – BE THERE!!

**AUGUST Meeting:**

Members attending 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, 8 JUN 2000**

Meeting discussed the changes to the incorporation filing. General discussion of chapter participation in various flying events for the coming months.

**MEETING MINUTES**

**GENERAL MEETING 08 JUN 2000**

**MINUTES 6/08/00**

Attendance: ??  
Meeting was called to order at 7:45 p.m. by President George McDaniel, followed immediately by the Pledge of Allegiance to the Flag. Three guests were present and introduced (names not available at press time). Treasurer's report was given and approved.

**OLD BUSINESS**

Minutes of the May 11 meeting were approved as printed in the newsletter.

**NEW BUSINESS**

Project visit to Walt Lane's VariEZ were discussed. Plans are being made to hopefully have another project visit in the month of August, on the 12<sup>th</sup>.

Earl Trimble's Tailwind left this earth for the first time on Sunday, May 4th. First flight was one hour. That speaks highly for the all the preparation that Earl put in on his Tailwind. Most flights are small hops which find problems that need correction soon, such as cooling or oil temps. Congratulations for a nice job, Earl.

Rick Vaux was able to join us for the meeting before his scheduled surgery. Rick added that it is always good to have another set of eye. Two areas of importance are to keep the battery box area clean and check the exhaust system for leaks.

Our last Young Eagles event hosted 16 members that received their certificates. July 15 is our next Young Eagles event at Aeroplex. Volunteer roster was passed around for members to sign up.

Don T. asked for suggestions for programs. If you attend other chapters, please get the name of the person afterwards. Don is working on several other leads.

George McD (Prez) got to tell his story of having gone on the Ray's Flying Club trip up to Columbia. They actually managed to get there without getting lost. George's son helped with the navigation (pilotage) and there IS

hope he will pass his FAA written on the first try. Columbia is a quaint old mining town that is within easy walking distance of the airport. George relayed his attending the AOPA town meeting which discussed the problems of insurance. You've probably noticed your rates having gone up but hit hardest are the FBO's and Clubs. Avemco pulled out of the commercial business and left everyone scrambling for coverage. Saturday (Jun 10) is National Young Eagles Day. EAA Chapter 92 was holding a YE event at Chino on that day. Ray's Flying Club has a BBQ scheduled for Jun 10. (Ed: next BBQ at Ray's is 7/22).

Chris Cosman mentioned that there is a rotary engine newsletter available at <http://www.rotaryeng@earthlink.net>

Break time.

**PROGRAM**

Tapes were shown from EEA-HQ regarding chapter operations and activities.

Frank Gaggia connected his video-camera to the screen and we got to see the "Storm" factory in Italy. Manufacture of parts is not quite like the USA and it is for this reason that Frank was able to recommend some procedures to enhance their operation. Like Ferrari cars, personal workmanship is utmost and SOP would streamline operations.

**REFRESHMENTS**

July . . . . . George McDaniel  
August . . . . . Merv Meyer  
September . . . . . Tom Griffith



Rick returned home from his back surgery on Jul 10 and is recuperating. He submitted his article very early and I apologize for filing it somewhere and somehow where I can't find it. Rick said when he is able to get to the computer again, he will look for his copy. We all wish him a quick recovery and hope he is able to up and about by Labor Day and the Golden West fly-in.

Rick Vaux  
Tech. Counselor #4130

**UPCOMING EVENTS**

**Jul 15-16:** Torrance, CA. Torrance Air Fair. Ctc: 310 / 325-7223.

**Jul 26 - Aug 1.** OSHKOSH, WI. EAA AirVenture Fly-In & Conv. 2000 [www.airventure.org](http://www.airventure.org).

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

**Sep 8-10.** Sacramento, CA. 3<sup>rd</sup> 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](http://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.



**The Eaglet's Nest**

Were almost there! The next Young Eagles flight rally is Saturday, July 15th at the Aeroplex facility (3333 Spring St.) on the Long Beach Airport. As the summer months make it difficult to contact and schedule school groups and other youth groups (it seems many are on vacation or away at camp) we will be depending on you to ask around and bring in Young Eagles to fly as was mentioned at the last Chapter meeting. That "you" referred to is the person reading

this newsletter in case that wasn't clear.

If anyone is able to get together more than half a dozen, or so, please give me a call at 714/449-1208 for my planning purposes. Also be sure to let them know that they will need a parent or guardian present to sign the application form when they arrive. Additionally it is good to have a contact phone number for your perspective Young Eagles in case of last minute schedule changes.

We will be expecting Young Eagles to begin arriving at about 8:30 to 9:00 a.m. Volunteers should be at the facility at around 7:30 to 8:00 a.m. and pilots shortly thereafter.

See you at the Rally!

Darwyn

**PROJECT VISITS**

Plans are in the making for a project visit for August. Jim Wolf has his Kitfox in the repair shop after a ground loop in Idaho. Jason parker has completed the tail feathers for RV-6A and is now in the process of saving up some more \$\$\$ for the next installment.

Look for more information in the August newsletter.  
--- Kriss Bennett



After a very thorough inspection by Rick Vaux and a detailed computer search for any applicable AD's (made necessary because I have a production

Lycoming engine and Hartzell constant speed prop), I finally got the old T-18 reassembled and back in the air for a quick test flight early last month.

I don't know if this is common practice among other aircraft owners, but it has always been my personal policy to test fly my airplane under controlled conditions following any significant maintenance, and an annual certainly comes under that heading. Besides, it took me so dog-gone long to complete the annual that I felt a test flight was in order for another reason: significant downtime!

In the Navy, if an airplane didn't fly for two weeks we were required to put it into a state of preservation. At the two-week point this didn't amount to whole lot – mostly pumping some preservative fluid in its veins – but it was a much more extensive process at the 30 day point and beyond. After 30 days downtime (if memory serves me correctly) or following any maintenance on engines or flight controls, we were required to conduct a Post-Maintenance Check Flight (PMCF) in day VFR conditions before flying any operational mission.

I don't think any of us would find it necessary to adopt a two-week preservation schedule for the type of airplanes we fly, but I think the concept of the PMCF is an important thing to consider. In the case of my Thorp, my annual inspection checklist does not require me to disconnect any of the flight controls, but I do break the integrity of the fuel, oil and hydraulic (wheel brake) system in several places as part of the inspection. Nothing unusual about that... I assume everyone removes and inspects their gascolator filter, fuel injector screen, oil suction screen, changes the oil filter, bleeds the

brakes, etc as part of an annual. The systems on your airplane may be slightly different, but unless you're flying rockets with no wheel brakes you still have a fuel, oil, and hydraulic system!

No doubt you keep a careful eye on all your hoses, lines and fittings between annuals and know that nothing was leaking.. But now that you've compromised some of those fittings and O-rings as part of the annual or other maintenance, how can you be sure you haven't created a problem where none existed previously? You can't... unless you check it. And I submit that the only way to properly check engine items is either with a full power run-up on the ground (which has some drawbacks), or a proper PMCF. If you really want to be conservative I suppose you could do both, but in my airplane the thrust line of the engine is well above the aircraft cg (not unusual in a tail-dragger), and even with full aft stick the tail will come up if I go much beyond 2000 RPM while holding the brakes. My workaround is to do a normal start, brake check, warm-up, and preflight run-up,, then shut down, get out and check for leaks. If all's well, I'll restart, do a normal full power takeoff, then either stay in the pattern or do a short local VFR flight. The idea is to get maximum fuel and oil pressures on the system at maximum engine power, and do it close to the airport in good weather in case there's a problem. After an annual or other maintenance, I would never launch on a cross country or IFR trip without having first performed a PMCF.

On a flight test mission in the military, before we did anything at all, the chase plane would join up immediately after takeoff and perform a "clean and dry" check of the test aircraft. In our operating environment here in the LA basin we

don't have that luxury. But a cautious "walk before you run" approach based on the PMCF concept provides a comparable measure of risk reduction.

Fly safe! Hope to see you at the meeting.

--- Bill Mnich

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## PLANE CENTS\$

Treasurer's report will be available at the meeting.

--Woody Fowler

## Aviation Humor

Continued from the May issue is the second installment sent to me by Tony Manica.

Hovering is for pilots who love to fly but have no place to go.

The only time you have too much fuel is when you're on fire.

Flying is the second greatest thrill known to man. Landing is the first.

Every one already knows the definition of a 'good' landing is one from which you can walk away. But very few know the definition of a 'great landing.' It's one after which you can use the airplane another time.

The probability of survival is equal to the angle of arrival.

IFR: I Follow Roads.

You know you've landed with the wheels up when it takes full power to taxi.

I had a fighter pilot's breakfast - two aspirin, a cup of coffee and a puke.

Those who hoot with the owls by night, should not fly with the

eagles by day.

A smooth touchdown in a simulator is as exciting as kissing your sister.

A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down - all of them trying To become random in Motion.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

Pilots believe in clean living. They never drink whiskey from a dirty glass.

Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the truck. Half a second ago. Approach plates in the car. The airspeed you don't have.

If God meant man to fly, He'd have given him more money.

What's the difference between God and pilots? God doesn't think he's a pilot.

Flying is not dangerous; crashing is dangerous.

Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is.

There are four ways to fly: the right way, the wrong way, the company way and the captain's way. Only one counts.

A good simulator check ride is like successful surgery on a cadaver.

Asking what a pilot thinks about the FAA is like asking a fireplug what it thinks about dogs.

Trust your captain .... but keep your seat belt securely

fastened.

An airplane may disappoint a good pilot, but it won't surprise him.

Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.

The friendliest flight attendants are those on the trip home.

Good judgment comes from experience and experience comes from bad judgment.

Being an airline pilot would be great if you didn't have to go on all those trips.

Aviation is not so much a profession as it is a disease.

The nicer an airplane looks, the better it flies.

Why did God invent women when airplanes were so much fun?

Remember when sex was safe and flying was dangerous?

It's always cheaper to rent than to buy. Renting airplanes is like renting sex: It's difficult to arrange on short notice on Saturday, the fun things always cost more, and someone's always looking at their watch.

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

It's a good landing if you can still get the doors open.

Passengers prefer old captains and young flight attendants.

The only thing worse than a captain who never flew as copilot

is a copilot who once was a captain.

Be nice to your first officer, he may be your captain at your next airline.

Any pilot who does not privately consider himself the best in the game is in the wrong game.

It's best to keep the pointed end going forward as much as possible.

If God had intended man to fly he would have given him enough money for a Bonanza.

If an earthquake suddenly opened a fissure in a runway that caused an accident, the NTSB would find a way to blame it on pilot error.

Any attempt to stretch fuel is guaranteed to increase headwind.

A thunderstorm is never as bad on the inside as it appears on the outside. It's worse.

Son, I was flying airplanes for a living when you were still in liquid form.

It's easy to make a small fortune in aviation. You start with a large fortune.

A male pilot is a confused soul who talks about women when he's flying, and about flying when he's with a woman.

A fool and his money are soon flying more airplane than he can handle.

A thunderstorm is nature's way of saying, "Up yours."

Learning a little about flying is like leading a tiger by the tail -- the end does not justify his means.

The last thing every pilot does before leaving the aircraft after making a gear up landing is to put the gear selection lever in the 'down' position.

Remember, you're always a student in an airplane.

Keep looking around; there's always something you've missed.

Try to keep the number of your landings equal to the number of your takeoffs.

Takeoff's are optional. Landings are mandatory.

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The following article is from our out-of-state contributor, Don Wiltse. He was on a tour of the Soloy plant where they have developed a twin engined single turbo-prop. I'll leave the rest for Don to explain

**TOUR OF SOLOY  
RESEARCH FACILITY**

On June 19<sup>th</sup>, I toured the Soloy Corporation facility at Olympia, WA airport (OLM) with some Embry-Riddle classmates and professor. The facility could be described as a kind of "skunk works" for general aviation aircraft and helicopters. The facility houses design engineering, a machine shop, sheet metal/composite fabrication and paint shop, structural test fixturing and a "homemade" turbine engine test cell and water dynamometer outside under a shed.

The company was started by Joe Soloy who developed STC turbine conversions (Allison 250-C20B) for piston powered helicopters like the Hiller UH12E and Bell 47 in the 1970's.

The main products today are turbine conversions for C-206, C-207, C-210 as well as Beech A36 Bonanza (straight tail) and the T-34 Mentor using the 450 shp Allison 2-C30 engine. There were two C-207's in the hanger undergoing the installation in various stages with their tired IO-520's out on the floor.

The most interesting aircraft at Soloy was the Pathfinder 21 with the Dual Pac engine. The Pathfinder 21 project was funded by Pratt & Whitney of Canada who manufacture the two PT6D-114A turbines that drive the Soloy built gear box installation which drives a single 5-blade, 110-inch diameter Hartzell constant speed reversible prop. Total power available is 1,329 shp!

The airframe started as a wrecked Cessna 208B Caravan from FedEx which uses them for feeder package routes. Soloy stretched the fuselage by six feet to increase cargo space and counteract the mass of the dual turbine installation. The nose landing gear had to be beefed up and the larger diameter main landing gear tubes were fabricated and fitted with DeHaviland wheels and brakes to accommodate the maximum takeoff weight increase to 12,410 pounds. The original C-208 wing size was not changed but extensively modified structurally. The Pathfinder 21 is the first fixed wing twin engine single propeller aircraft to receive FAA certification as a multiengine air vehicle. The Dual Pac engine is also certified for fixed wing aircraft and rotor craft. All Soloy needs is a launch customer to get started in production.

After the plant tour, the chief test pilot Paul Hagglund inquired which group wanted to go for a test ride! The first group went with Paul and our professor got to sit in the right seat. He flew F-84s and F-105s in

the Air Force was eager to see how the aircraft performed. The interior of the aircraft was void of headliner, carpet, or any frills. The airframe was fitted with test instrumentation and wiring (string pots, strain gauges, accelerometers, etc.) indicated by red yarn strips so curious passengers would know not to touch them.

The engines spool up individually and are fairly quiet due to the faired exhaust ducts that discharge under the belly. The down wash produces some oscillation in the elevator surface which gets transmitted to the yoke during taxi and run up but goes away in flight. Paul taxied out to runway 17 without the tower (class D) since it closed at 8:00 PM. The ride of the Pathfinder 21 is stiff like a typical Cessna. The rudder trim is set is set before takeoff and backed off in flight.

The aircraft accelerates slowly at first but really gets moving in a hurry and lifts off after a short roll. This overgrown package hauler really climbs with only 5 people on board and no cargo! Every takeoff is a short field takeoff! It climbed out at about 1700 fpm with the light load. In short, this plane really hauls!

We departed south over Scott Lake and made a few turns with the coal powered power plant in the distance. Too cloudy to see Mt. Rainier. The pilot flew back to the pattern and entered the downwind at about 130 knots, slowed to 110 knots for base, brought in 10 degrees of flaps, 20 degrees of flaps with the final leg at 90-95 knots. The pilot noted that the Caravan get beat up pretty bad if deployed at above 110 knots so he goes easy on them. The touch down was like an oversized C-182 except it took longer for the nose wheel to touch down!

The pilot then taxied to the end of runway 17 and turned around for a north departure. Here's where the "fun" starts... The plane lifted off at the usual high angle of attack and acceleration but as we climbed to about 300 feet off the deck, Paul throttled back the right engine to idle! No need to panic! He simply lowered to nose slightly, adjusted the rudder trim slightly, and continued a "normal" climb at about 600 fpm with only a slight change in yaw. This system really solves the asymmetrical yaw typical in conventional twins during engine out situations. He throttled up the right engine again and climb rate increased noticeably.

After the flight, we taxied back to the hanger for pizza, soda pop and "war story" session.

Soloy plans to fly a recently converted C-207 turbine to Oshkosh 2000 so some of you guys that are going might want to stop by and say hello to Paul and Derrick. Maybe you can talk them into a demo ride!

Also, those going to Arlington might want to stop at Olympia for gas and taxi over to the Soloy facility. Their phone number is (360) 754-7000. For additional information about the aircraft and company, check out their web site at [www.soloy.com](http://www.soloy.com).

--- Don Wiltse

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**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](mailto:fowlerhb@surfside.net)

**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](mailto:rlrymer@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](mailto: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](mailto: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](mailto:always1@gte.net) located in Los Angeles area.

**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

## Chapter Website

If you haven't already heard, the chapter has a new website up and running courtesy of our member, Mike Stearns.

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.

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"Do not think what is hard for you to master is humanly impossible; but if a thing is humanly possible, consider it to be within your reach."

--Marcus Aurelius

## Year 2000 Officers

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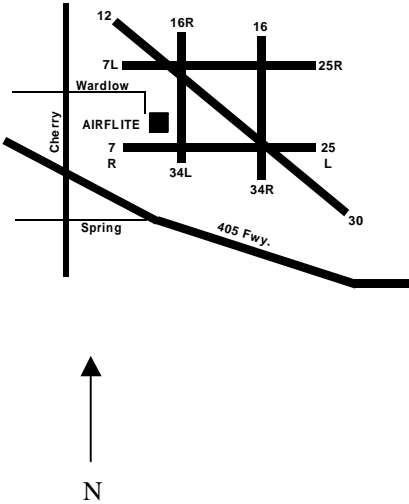
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## Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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](http://www.beegroup.com/eaachapter7)

## EAA Chapter Seven Non-Profit Declaration and Legal Disclaimer

EAA Chapter Seven exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA Chapter Officers, Directors and Leaders serve without compensation and have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the Chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 7, the EAA, or their board members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission and Value Statement to become a member of the chapter. Dues are \$12.00 per year payable to the Chapter Treasurer. Chapter dues are payable at the first meeting of the calendar year. New members joining after the first month are prorated at \$1.00 per month through December of the calendar year. Member correspondence and newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or by e-mail.



## Chapter 7 Newsletter

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**ADDRESS CORRECTION  
REQUESTED**