



Chapter Seven *Long Beach*

In Memorium – Joe Lance

High Flight

*I've chased the shouting
wind along, and flung*

*My eager craft through
footless halls of air.*

*Up, up the long, delirious,
burning blue*

*I've topped the windswept
heights with easy grace*

*Where never lark, or even
eagle flew.*

*And while with silent, lifting
mind I've trod*

*The high untrespassed
sanctity of space,*

*Put out my hand, and
touch the face of God.*

--- John Gillespie Magee Jr.

Joseph Glenn Lance

I first met Joe Lance in 1976. I had a 1959 MGA roadster and needed a new interior made and installed. His price was almost twice the cost I expected and I said so, but Joe just said, "That's my price. Take it or leave it!" I left it – that time.

The next few years I had occasions for some small items to be done by Joe. Many times I would just stop by his shop to look at the cars he worked on. Top quality street rods, most of them.

Then in 1989, while having a vinyl top put on my car, Joe took notice of my T-shirt and made it known he, too, was a flyer.

Joe first bought a C-150, which he and Solveig (Sue) flew around some. Soon it became clear Solveig wanted a larger airplane. A search produced N4317R. A 180 hp C-172, well equipped, in need of a detail artist like Joe. His own street rods gave a clear clue as to what was in store for the C-172.

The paint scheme was to be blue on white with an emblem on the tail. This made it easy to pick out his aircraft when in a crowd. Next came the interior. Joe really liked cloth next to him, nothing that would stick to you. Research brought on an order for the FAA-approved material and the work was underway. Seats, panels, floors, everything up and down and in between was done. Not flashy, just very comfortable and complete.

All the parts of this airplane were detailed. Complete, top quality maintenance was the order of every piece or part. For a mid-1970's C-172, she's a fine machine to fly.

Ultralights were what got Joe's attention first. With his license, a C-150, a C-172, his street rods all finished, Joe needed a project.

Now it's time for the Teenie-Two to enter "center stage." "Center Stage" was the garage at his home.

With the decision made, materials were acquired and work began. This was more than an ultralight, but not so large or complicated a project its outcome was ever in doubt. Most of Joe's change list items were decided early on, so this made for a smooth flow start to finish. During the building, when Joe would hear of any T-2's flying, we would take the C-172 and go eyeball it for a comparison. There were lots of nice looking T-2's around, but all had paint on them.

Needless to say, Joe thought paint would be unnecessary so HIS T-2 would not need any except, say, for the plastic pieces or FAA-mandated items. Patient assembly left him with a shiny aluminum airplane. Again, his interior reflected his early work with his C-172. Soft, comfortable and complete. This airplane flies very well and looks the part also, comfortable and complete.

Joe enjoyed his possessions, his cars, airplanes, business, and also his family. He and Solveig are known worldwide from their street rod associations and selling their auto bras at the major car shows across America each year.

We, in EAA Chapter 7, shared Joe's life also. He volunteered in

our Chapter booth during open house displays. He gave Young Eagle rides. He displayed his street rods and his T-2. He flew all over to aviation events each year.

I have spent many hours through the years sharing in Joe's life, both in the air and on the ground. He was truly a good friend I will miss.

Joseph Glenn Lance passed quietly into death May 22, 2000 from complications with treatments for liver cancer. Let us all remember Joe's free flying spirit with a toast and drink a "Tequila Sunrise" to honor his last flight.

Don T.

President's Message

We start this month with a heavy heart, as you know by now we lost one of our long time members last month. Joe Lance passed away, we will miss him. Our condolences go out to Sue and the family. I remember the last Long Beach Airport Airshow when Joe brought out his TeenieTwo and his Gee Bee street rod. I remember the time we spent together at last years "Picnic in the Park" and how impressed everyone was with his street rod. People came by from all over the park just to see and admire it. Joe must have impressed the police also as he convinced them to let him pull it up on the grass and pull up right by the picnic area. And I remember the time Joe, Don and I flew his 172 out to the dry lake bed for the gyrocopter fly-in. I remember Joe and Sue holding down the fort for Chapter 7 at Airflight while the rest of us were all over at Aeroplex flying Young Eagles. I only knew Joe for a few years but I will always remember the time we spent together. Joe will certainly be missed, as was evident by the number of people who attended his service. Look

elsewhere in this newsletter for an article about Joe by Don Thompson.

Last month we had a Young Eagles event with 16 Young Eagles flown. As we were winding down the day I mentioned to Jim Wolf that I had never flown in a homebuilt before. Imagine that, an Experimental Aircraft Association Chapter President never having flown in a homebuilt. Jim was gracious enough to offer me a ride in his Kitfox. Well needless to say I jumped at the opportunity and off we went. Jim showed me what his Kitfox was capable of and even let me take the stick. Beside the fact that I had never flown in a homebuilt I also had never been in a tail dragger or a plane with a stick for a control. We also did several maneuvers I had not done before. It was a great ride. I kept telling Jim how great it was and that my boys would love this so when we got down he took GT and Matt both for rides. Not only was it a great day for Young Eagles, it was a great day for a Chapter President and his kids. Thanks again to all the pilots and volunteers for coming out and making the day such a success.

On the subject of Young Eagles, Saturday June 10th is National Young Eagles Day. We will not be having an event ourselves but Chapter 92 will be out in force in Chino. If you would like to help out just show up, I am sure they will appreciate the help. If you want more information you can call Don Arrington at (714) 974-3095 or email him at Darring63@aol.com

I attended the AOPA Town meeting in Newport Beach in May and was impressed with the size of the crowd. What surprised me the most was that I did not see any Chapter 7 or Chapter 92 members. There might have been a few but I did not see them.

I took GT and Matt on the camping trip to Columbia with Rays Flying Club over Memorial Day weekend. We had a great time. I highly recommend Columbia to anyone looking for a great place to fly-in and visit. Everyone at the airport was very nice and accommodating. The camping facilities were great, even had real hot and cold showers. There was a group of Taylorcraft Owners who had a fly in and several of them were from Southern California. The town is only a short walk and is worth seeing. It is done up like an old mining town with a lot of things to do and see. You can go on a stagecoach ride, ride horses, pan for gold, tour a working gold mine, go whitewater rafting and lots of other things. On the return trip we flew over Yosemite and saw the sites, it was beautiful, although I was a little nervous flying over the mountains.

When I returned home, I had the new copy of AOPA Pilot magazine in the mail, while going through it I noticed an article about Columbia. If you get a chance read it, they do a much better job of describing Columbia then I do. But I did have a great time on my first fly-out camping trip and look forward to many more. Well that's all for this month see you at the meeting

George McDaniel

The VP Corner Newsstand

Chapter Program

This month our intended program has flown the coop. To be more precise our guest speaker had to ferry an aircraft to Australia. Which was the intended gist of our program, what it takes to ferry small aircraft around the world. I ask that is any members have material or suggestions for a

program on short notice that you contact me as QUICK as possible. We hope to supplement our program with comments from members of the chapter on recent events that they attended.

Don T.

BOARD MINUTES

BOARD OF DIRECTORS MEETING, 11 MAY 2000

No decision was made on proceeding to conform the chapter articles of incorporation with the new bylaws.

MEETING MINUTES

**GENERAL MEETING
11 MAY 2000**

MINUTES 5/11/00

Attendance: 41

OLD BUSINESS

Minutes of the April 13 meeting were approved as read.

NEW BUSINESS

Guests were introduced:
RICK THOMAS, Chapter 92
JERRY VREELAND
ANDY MILKEN, crew member of a restored B-17.
AL GERMAN, guest speaker Earl Trimble's Tailwind will be complete when a pitot static tube is installed. Certification has not yet come from Canada.

Rick Vaux, chapter technical counselor, will be undergoing surgery. He will be inactive for weeks, but will be taking phone calls..(714) 892-4753.

Chapter 92 will have a Young Eagle's event at Chino Airport on

June 10. Pilots from this chapter will be welcome.

Bob Hartunian solved a problem on his Pulsar project. Because the engine is closely cowled, heat transfer could cause a fire. He painted the cowling with intumescent paint, which expands when heated, forming a protective layer. He tested the paint, placing the blue flame of a welding torch next to the painted surface. There was an outer layer of char, but the surface was not damaged.

At Sun and Fun in Lakeland, Florida, Bill Smith was awarded first prize in classic category for his 1946 Stinson. Returning home, enroute from Lakeland to Tallahassee, his Stinson was photographed in flight from the EAA photo plane, a Cessna 210. At Tallahassee Airport he was congratulated and got a fuel discount of 22 cents per gallon.

Jason Parker started an RV project two months ago. A friend has a jig in a hangar at Chino Airport. He will host a project visit.

Rick Thomas, Chapter 92, has a hybrid project. He is joining a Grumman Yankee fuselage to an RV6 airfoil. An engine mount is designed to hold a six cylinder, 150 hp automobile engine. He will host a project visit.

PROGRAM

Al German gave a talk, illustrated by slides, on IFR procedures with Air Traffic Control. He used the example of an IFR flight plan from John Wayne Airport (SNA) to Santa Barbara Airport (SBA). Special procedures, like departure from an uncontrolled airport, and dealing with radio failure, were discussed.

REFRESHMENTS

June Tony Manica
July George McDaniel
August Merv Meyer
September Tom Griffith



Wow, you look outside and see a beautiful, Chapter 7 type Saturday. What a great time to put a couple hours on the old "Sage Burner". Though arrival at the airport is slowed some-what by traffic on the 91, you're still in a nice mood as the air-craft is untied and preflighted . . . until you snap on the Master switch, the Mags, and hit the Starter. Instead of that healthy roar as the engine comes to life, all that is heard is a weak solenoid click.

Through superior temper control, you manage to slow the red color rising in your cheeks long enough to do a battery check. Master switch ON. Landing light ON. Battery voltage drops like a stone! Now you are highly ticked! That's the second battery in the last two months! They sure don't make them like they used to.

The preceding scenario may not have happened to you, but, if it should, don't automatically blame the battery. Here is a simple troubleshooting procedure for the aircraft battery charging system. (You will need a multimeter, either digital or analog):

- (1) Charge the battery to full capacity.
- (2) Turn on Master switch and then the Alternator switch.
- (3) Set the multimeter to DCV and the "Scale" above normal system voltage.
- (4) Place the meter Red lead on the Alternator 'Hot' stud (or BAT terminal) and the Black lead on the Alternator Case (ground). Voltage should read

12.5v (12 volt system) or 24.5v (24 volt system). If there is no bus voltage, suspect a burned fuse, popped circuit breaker, or bad connection on the battery lead to the Alternator.

- (5) If the above is O.K., move the multimeter Red lead to the Alternator Field stud and reset the DCV "Scale" to a more sensitive range (such as 5v). This will check the loop from Alternator output to Field input, and includes Alternator Feeder, Circuit Breaker, and Switch, Voltage Regulator, Connectors, Contacts, Splices, Terminals, etc. If the result is more than 1.5v, there is abnormal drop in the current path from the Alternator through the Voltage Regulator, and back to the Alternator. Note: 1.25v is normal for the Voltage Regulator.
- (6) If the drop above is more than 1.5v, check the Field circuit breaker, Alternator switch, Overvoltage Relay, Voltage Regulator, and all the connections for failure. To isolate the problem, check each of these components by working througuh the system Backwards, starting with the Alternator.
- (7) If the voltage is a lot Less than 1.5v (e.g. Less than 1.25v), it normally indicates a failed Voltage Regulator, which is usually seen as an Overvoltage when the engine is operating.

THAT'S IT, FOLKS! I realize the beautiful day is shot, but, maybe the next one won't be !

Rick Vaux
Tech. Counselor #4130

"The most popular labor-saving device is still money."

--Phyllis George

UPCOMING EVENTS

Jun 8, 6:30 p.m. – EAA Chapter 7 Board Meeting. Airflite Building, 3rd floor, Long Beach Airport (West side). All members welcome to attend.

Jun 10: Int'l Young Eagles Day. Ctc: 920/426-4831.

Jun 17: Columbia, CA. Fathere's Day Fly-In. Ctc: 209/533-5685.

Jun 24 – 25: Van Nuys, CA . Expo 2000 Ctc: 818 / 909-3529.

Jul 4: Santa Paula, CA. Airfair 2000 Ctc: C of C 805 / 525-5561.

Jul 5 – 9: Arlington, WA. Northwest Fly-In. Ctc: 360 / 435-5857 or at: www.nweaa.org

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.

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 addt'l info go to: www.gwfly-in.org. Chrmn: Bill George, 530 / 642-8063.

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
Eagle's
Nest

Fifteen Young Eagles were flown at our rally at Aeroplex on May 13th, 2000. Thanks to our pilots Mike Carr, John Mahany, Dick Ryan, Mike Stearns, Don Thompson and Jim Wolf. Thanks, also to the ground crew who took care of things without a major hitch. We seemed to have a little better system going at that event.

Let's also rememeber to thank the folks over at Aeroplex and Million Aire. Be sure to mention how important their contribution is to our Young Eagles program when you have occasion to deal with them.

Our next event is planned (tentatively yet) for July 15th. Be sure to come to the June meeting for details and to sign on as a volunteer.

June 10th is International Young Eagles Day and since Chapter 7 did not schedule a Rally for that day I would like to encourage all to

participate at one of the other local chapter's events. Contact me or one of the officers for points of contact to other chapters.

Regards,

Darwyn

Editor's Note: Our tally of flying Young Eagles has been minimal compared to our potential.

Arriving too late to participate in the May 13 event, Dorothy Hunnicutt of the Greater Long Beach School-to Career Consortium advised us how we might increase the turnout of additional Young Eagles. The objective will be to have volunteers from the Chapter speak to students about the potential careers they can achieve in the Aviation Field. Besides pilots, there are stewards and stewardesses, mechanics, ticket agents, line personnel, handlers, caterers and much more behind the scenes. We will be discussing strategy and plans to increase Young Eagle turnout. Come, be a part of an event that WILL change your life. Ask Jim Wolf about the ride given to a 10-yr old who thought their view out the full panel door on the KitFox was GREAT!

PROJECT VISITS

Plans were to attend a project visit of Jim Wolf's progress of his RV-6. Unfortunately, Jim is off again in his KitFox for the weekend (poor Jim) camping. We hope to have some work on display at the meeting of members that are also building RV-6's (Jason Parker & Reggie Smith), or Frank Gaggia with parts of his Storm.

August is the month of Oshkosh but your Chapter officers and members will be trying to line up

something for the month of August.

--- Kriss Bennett



For those internet-capable chapter members who may be interested in learning more about flight test techniques that could be used on your aircraft, here's a website you may enjoy:

trc.dfrc.nasa.gov./ftrintro.

This was put together by the Dryden Flight Research Center and provides an excellent introduction to the theory as well the practical aspects of some flight test fundamentals. It's brief, very readable, and non-technical. Even if you're not gearing up for a first flight, the articles in the website contain good information to file away for future reference.

On the same subject, check out EAA chapter 1000's website at www.eaa1000.av.org. This is the chapter at Edwards AFB and they've got some very large-brained members up there, a few of whom evidently know how to write! The website contains a list of previous articles, many of which are on flight test related topics, and many others on homebuilt aircraft design and construction. Definitely one of the better chapter websites I've seen.

Fly safe! Hope to see you at the meeting.

--- Bill Mnich

PLANE CENTS

Well, our treasurer has not returned from Alaska. We hope that he will be attending the June meeting.

"You will do foolish things, but do them with enthusiasm."

--Colette

Aviation Humor

The following are accounts of actual exchanges between airline and control towers from around the world:

The controller, working a busy pattern told the 727 on downwind to make a three-sixty (do a complete circle, usually to provide spacing between aircraft). The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane?"

Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"

PSA was following United, taxiing out for departure. PSA called the tower and said "Tower, this is United 586. We've got a little problem, so go ahead and let PSA go first". The tower promptly cleared PSA for takeoff before United had a chance to object to the impersonation.

A DC-10 had an exceedingly long roll out after landing with his approach speed just a little too high. San Jose Tower: "American 751 heavy, turn right at the end if able. If not able, take the Guadeloupe exit off of Highway 101 and make a right at the light to return to the airport."

Western Airlines had a term for its second officers. The term was "GIB," which stood for, "Guy In Back." The term was strictly unofficial and was actually frowned upon by the management at Western. It seems that some wise-guy pilot had been browsing through a dictionary and had made the discovery that a "gib" is a castrated tomcat.

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City. KC Approach: "Malibu three-two-Charlie, you're following a 727, one o'clock and three miles."

Three-two-Charlie: "We've got him. We'll follow him."

KC Approach: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

Delta 105 (long pause and then in a thick southern drawl): "Well...I've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7."

Eastern 702: "Tower, Eastern 702 switching to Departure ... by the way, after we lifted off, we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7; did you copy the report from Eastern?"

Continental 635: "Continental 635, cleared for takeoff roger; and yes, we copied Eastern and we've already notified our caterers."

O'Hare Approach Control: "United 329 Heavy, your traffic is a Fokker, one o'clock, 3 miles, eastbound."

United 329: "Approach, I've always wanted to say this ...I've got that Fokker in sight."

This has got to be my favorite...

The German air controllers at Frankfurt Airport are a short-tempered lot. They not only expect one to know one's gate parking location but how to get there without any assistance from them. So it was with some amusement that we (a PanAm 747) listened to the following exchange between

Frankfurt ground control and a British Airways 747 (call sign "Speedbird 206") after landing:

Speedbird 206: "Top of the morning Frankfurt, Speedbird 206 clear of the active runway."

Ground: "Guten morgen! You will taxi to your gate!"

The big British Airways 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by a moment ground, I'm looking up our gate location now."

Ground (with some arrogant impatience): "Speedbird 206, haff you never flown to Frankfurt before!?"

Speedbird 206 (cooly): "Yes I have, in 1944. In another type of Boeing. I didn't stop."

OK, a personal experience to go with these. I was a Pan Am 727 FE (Flight Engineer) waiting for start clearance in Munich, Germany. I was listening to the radio since I was the junior crewmember. This was the conversation I overheard: (I don't recall call signs any longer)

Lufthansa: (In German)"ground, what is our start clearance time?"

Ground: (In English)"if you want an answer you must speak English."

Luft: (In English)"I am a German, flying a German airplane, in Germany. Why must I speak English?"

Beautiful English Accent: (before ground could answer)"Because you lost the bloody war!"

I was laughing all the way back to Berlin.

The following article is research done by Don Wiltse for a course he is taking. As pilots, it is one of the most beneficial acts of Congress we will most likely see in our lifetime.

AVIATION INVESTMENT and REFORM ACT of the 21st CENTURY

History

The Federal Airport Act of 1946 was an early genesis for providing funding for the development and improvement of the nation's public airports. The Federal Airport Act provided monies for items such as runways, taxiways, and control tower facilities but did not have provisions for the funding of revenue producing landside facilities including hangers, shops, and terminal buildings. The Act of 1946 was inadequate because

- (a) smaller municipal airports could not raise the required 50% capital due to their low tax base and
- (b) the terminal facility operations were not subsidized, which limited growth.

In 1953, President Eisenhower was unsuccessful in amending the Act to allow federal funds to be used for public airport terminal development.

The Airport and Airway Development Act of 1970 imposed user fees upon the participants of aviation. Excise taxes were levied on aviation fuels (gasoline and jet fuel) and aircraft tires/tubes as well as taxes on aircraft registration, airline passenger tickets, and air cargo bills. These revenues were accumulated in a trust fund intended for aviation improvement purposes. For decades, the trust fund was used for purposes other than sustaining and improving the national air transportation system, such as offsetting budget shortfalls of other federal agencies or to pay for election year tax cuts. Some follow on legislation included the Airport and Airway Improvement Act of 1982, the Airway Safety Expansion Act of

1987, and the Aviation Expansion Act of 1990.

The House Transportation and Infrastructure Committee (lead by Rep. Bud Shuster (R-Pa) and ranking Democrat Jim Oberstar) melded together a compromise bill of the Senate backed version of the FAA's Reauthorization and Improvement Act of 1999 and H.R. 1000. The bill passed the Senate on March 8 and by the House on March 15, 2000. President Clinton signed the bill into law (veto proof) on April 15, 2000. The Clinton budget (February 7), had planned to fund aviation improvements by having the FAA impose \$965M in new user fees on aviation users in 2000 and additional \$1.8B in 2001 for a total of \$9B through fiscal year 2005! The result would have been "business as usual" for the aviation trust fund.

Overview of AIR-21 Provisions-No New User Fees

The provisions of AIR-21 requires that all of the estimated \$33.3B flowing into the aviation trust fund will be slated for FAA air traffic control system infrastructure modernization and improvement and airport improvement expenditures. The law also provides for additional \$6.7B from the general fund to compensate for any budget shortfalls. The FAA budget for facilities and equipment, ATC modernization, safety, and navigation technology upgrades will be increased by 35% over the next 3 years, subject to congressional oversight. In 2001, the AIR-21 requests \$2.66B for facilities and equipment, \$237M for research, engineering, and development, \$6.59B for FAA operations and \$3.2B for the Airport Improvement Program (AIP). The bill provides for some \$40B to the FAA over the next three years. Airports will receive a 64% increase to \$3.2 billion in 2001 for a total of \$10B over three years.

The amount made available to metropolitan GA and reliever airports will almost double. The bill provides for AIP grants for runway maintenance and to protect GA airports from closure. Congressional oversight will allow surplus FAA funds to be shifted to airport improvements. The bill protects the rights of GA pilot rights against hostile FAA revocation of pilot certificates. The FAA instead of the Department of Commerce will now publish aeronautical charts. FSS's will be able to replace the 1970's technology with the OASIS weather computer system. Easing of regulations for commercial and non-commercial flights over national parks and tribal lands. Other provisions provide for aircraft situational display information, protection for safety whistle blowers, greater penalties for manufacture and use of unapproved parts, a requirement for TCAS on large cargo aircraft, ELT's on most turbine powered aircraft, and study of air charter industry, and A & P mechanic certification improvements.

References:

Aviation Interantional, Vol. 32, No. 9 April 2000; Aviation Week and Space Technology, March 20, 2000; Business and Commercial Aviaiton, March 2000; Pacific Flyer, April 2000;
www.house.gov/transportation/press;
www.nata-online.org
Prepared by: Donald Wiltse Course: MAS-602, April 2000

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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

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 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.

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

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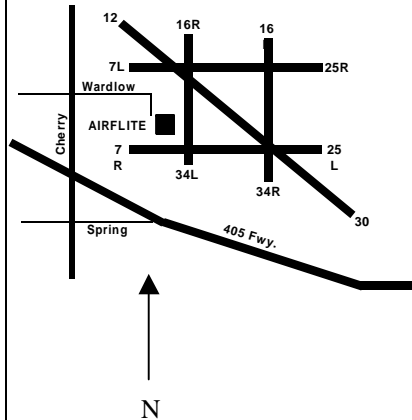
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Chapter 7 meets on the second Thursday of each month at 7:30 pm.

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.

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**