



Chapter Seven

Long Beach

Letter from the PREZ

There was a good turn out last weekend at Flabob for Chapter 1's Open House. We had a pretty good turn out of Chapter 7 members. I took the whole family out and planned to stay for the dinner but the day proved too long for the little one so we left around 3:00pm. Bill Smith and his wife flew-over in their award winning Stinson. Darwyn Wolff camped out. Rick Vaux and Frank Gaggia were out checking out prospects for the Storm. Frank told me he is making good progress on his kit, we need to pin him down on a project visit before he has it finished. Jim Wolf flew out in his Kitfox, Don Thompson brought out a pickup load of fly-market stuff and made a nice sum. Mike Sawicki rode out to give Don T support. I also saw Tony Paplia who flew out with a hanger buddy. Tony Manica flew over in the Smoke Eagles 172, Tony invited me to fly with him but I had a full crew, maybe next time. I also saw Dwight Carrithers and got an update on the status of his son's training up in Canada. I understand several of the members stayed for the dinner and said the guest speaker, Dick Rutan gave a great presentation - "no matter how many times you have heard it before," All in all it was a great day.

Oshkosh travel up date - Don, Woody & I along with 2 of my boys made our flight reservations for Oshkosh. We will be flying Southwest Airlines to Chicago and renting a van to drive into

Oshkosh. We were able to get \$99.00 fares each way. We will all share expenses on the campsite and van rental. This seems to be a very economical way to do Oshkosh. I am sure we could arrange to accommodate more people if anyone else is interested.

The latest issue of E-Grams from National has a great idea on donating old magazines to libraries with a sticker on them about our meetings. Good way to get the message out with very little cost.

Does everyone get Chapter e-grams from National? To get on the list send an e-mail to banderson@eaa.org asking to be put on the list.

The Homebuilt Aircraft Council is sponsoring a contest to design a logo for the Homebuilt Council. Please see their website or ask me for more information.

Tom at Rays Flying Club wants us to do another YE event at Fullerton. Do we want to spend the extra money on insurance?

International YE Day is June 10th let's do it up right.

We had another \$100.00 donation towards the scholarship fund from an unknown donor. **You know who you are! THANKS**

On a personal note: I started my high performance check out in the 182 at Rays Flying Club.

Board of Directors Meeting will be at 6:30 preceding the regular meeting - ALL members are welcome to attend.

We have several members who are getting very close to first flights - please help support them in any way you can.

I received a letter about the "YE Pilot Credit Letters" asking me to remind all YE pilots of the value of these letters. Please don't lose them. We need them to help in our effort to send a YE to Oshkosh. These credits can be used for up one half the cost of sending a kid to Oshkosh. More about this at the meeting.

We have quite a few new members so please wear your name badges to the meetings. If you have lost your chapter name badge or just forgot to bring it to the meeting please pick one up off the display table. It makes it easier for new members and guests to learn who is who.

EAA HQ is looking for a few models of homebuilts for photo shoots. If you have a model or would consider building one for photos please contact Brenda Anderson at banderson@eaa.org for more information.

George McDaniel

The VP Corner Newsstand

Play Day – Short Notice

You know how rain has a tendency to depress pilots!! So when the sun comes out, the air is fresh and you can see the windows in the houses of San Pedro from atop Signal Hill, there's no

stopping the urge to spread your wings.

Thursday, Feb 17th was just one of those days. Our chapter pres called me with the magic words – LET'S GO FLYING! I was there first so did the preflight and paperwork, untied and plugged in. George parked, plugged in and away we went. Just doing air work would suffice this day. Takeoffs and landing with touch and goes at Long Beach first. Then over to Compton to tighten up the procedures a bit. Back to Long Beach finished the hour and let George return to work.

As for me, we had spied Bill Smith's red Stinson shining out loud down the hangar row and a short chat made it clear it was just about to depart for a flight and there was room for company. I offered Bill lunch @ Flo's so the deal was set. Hangar locked and taxi clearance put us in line at 25 R and a short checklist put us downwind on the north side. We could see Chino tower before we departed Long Beach airspace. Took some time to get used to no stick between my knees. This airplane climbs great with the prop/engine combo and just the two of us.

Flo's food was good as usual. The short walk to the Stinson settled lunch. A no-prime start made the Lycoming bark out loud and soon we were saying so long to "Smell the cows" city.

Bill let me keep the wings level and play with the power setting on the approach to 25 R at Long Beach. At about 1 mile and 600 feet Bill took her to the asphalt. Nice 3 point. Chocked in the hanger and a bug check finished the day of playtime. Thanks Bill and George!

Bill's extra fine Stinson and the C-172 ride just reaffirmed my conviction to never trade my pilot's license or Southern California weather!

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, 10 FEB 2000

EAA Chapter 7- Long Beach
Minutes of Meeting of the Board of
Directors -10 February 2000
Attendees:

Board Members (Chapter
Officers)- Geo. McDaniel, Don
Thompson, Woody Fowler
Chapter Members- Mike
Sawicki, Tom Griffith

Meeting was called to order by
Chairman McDaniel At 6:30 PM .
Under the current (old) by-laws of
the Chapter, only duly elected
officers are members of the Board.
A quorum of three officers were
present.

The proposed new by-laws as
mailed to members this week were
discussed and several problems
were noted. It was agreed that
Article VI, Sec.2, Paragraphs a,c
and d need to be revised to better
define whose signature(s) are
required on checks and other
documents. It was also noted and
agreed that minutes of the
meetings of the Board need only
be made available to Chapter
members and that their publication
in the Newsletter is not
appropriate.

The matter of including language
for the expulsion of a member
from the Chapter was discussed,
but no definite conclusion was
reached.

Woody Fowler volunteered to
redraft the By-Laws, incorporating
the revisions, and to coordinate
same via e-mail with others on the
Board. He is to be provided with
the MS Word file of the existing
draft.

The fully coordinated final draft will
be completed in time for mailing
with the March Newsletter. The
membership will vote on approving
the new By-Laws at the April
meeting. Additional members of
the Board will also be nominated
and voted on at that meeting,
following approval of the By-Laws.
A conflict of dates between the
next YE event (11 Mar) and the
next Chapter visitation was noted.
It was agreed that the Chapter visit
should be rescheduled.
The Board Meeting was adjourned
at 7:30 PM.

Tom Griffith

MEETING MINUTES

GENERAL MEETING 10 FEBRUARY 2000

MINUTES 2/10/00

Attendance: 34

OLD BUSINESS

Woody Fowler, treasurer, gave his
report. The report was accepted
by the members present. To date
43 members of the chapter have
paid their dues.
Videotapes are available for
check-out on the table next to the
officers' table.

NEW BUSINESS

Guests were introduced:
BOB GEIGER is a member of
Chapter 1000 based in Mojave.
He is working on a hybrid project.
He will be attaching RV6 wings
and landing gear to a Grumman
Yankee fuselage. Power will be a
Subaru automobile engine turning
a 70" diameter prop. He believes

that he will have a low cost and high performance combination. RICK THOMAS, Chapter 92, coordinates his chapter's fly-outs. BILL MNICH is a national EAA member and a former Navy pilot. He owns a Thorp T18. LOWELL LARSON, Chapter 1000, is an aircraft engineer. He is working on a flying platform project. The engine in the flying platform will turn two horizontal, contra-rotary props inside a ducted fan type installation. RON HODGE is the commander of the Don Davis CAP Squadron based at Los Alamitos.

Woody Fowler recently soloed in a Schweitzer 233A glider at Hemet. He was up one hour after tow release 2500 feet above ground level.

Mike Sawicki, newsletter editor, reminded members with e-mail that transmitting the newsletter to them by e-mail would be less expensive than mailing the newsletter to them. His software is Microsoft Word 7. Mike commended Rick Vaux, chapter technical counselor, for his articles in the newsletter. The articles have stimulated interest and phone calls have been received. If you need help on a project, or have an idea for a future article, contact Rick at (714) 892-4753; e-mail address is inspri@gte.net. Tom Griffith, membership coordinator, gave wings and membership card to RICHARD ONO, our newest member. The project visit to Walt Lane's VariEze has been postponed to April 15. Tom Griffith informed members that minimum fuel line flow acceptable to an FAA inspector is 12 gallons per hour. In Canada minimum fuel flow is 24 imperial gallons. In the U.S. that is 30 gph.. Frank Gaggia is working on the Storm 400 kit which arrived from Italy. The instruction manual is

part Italian, part English, mostly Italian. Darwyn Wolff, Young Eagles coordinator, passed around a clipboard for ground crew and pilots to sign on for the Saturday, March 11 event at Aeroplex. He anticipates 60 kids from the Long Beach School and Career Program. Don Thompson, vice president, informed members that the one million dollar chapter policy does not cover Young Eagles events. Another \$1M event policy is required. A \$1M policy is required for pilots. This is personal liability, not hull insurance. Pilot's limited liability policy covers \$100,000 per passenger. The owner or renter of an aircraft is required to carry this policy. EAA national issues a \$1M supplemental policy. EAA national prefers that pilots not carry adults during a YE event. There is no \$1M coverage for carrying adults during a YE event. Don will check with national EAA about the possibility of adults signing waivers before going up aboard a YE flight. For clarification of this, call Don at (562)498-0862.; e-mail is 110450.3263@compuserve.com Don reported the following costs for a one-week course at the EAA Academy in Oshkosh. These costs include room and board:

12-13 years old.....	\$500
14 -15 years old.....	\$600
16-18 years old.....	\$900

All applications for the Academy are reviewed by a board in Oshkosh. Don knows of four candidates for the EAA Scholarship fund. Contact him if you know of anyone who might be a candidate. George McDaniel, president, received a letter from national EAA, warning pilots to check for expiration date on any YE vouchers they have. Woody Fowler gives the vouchers to other chapter pilots is he sees that they won't be used by him before expiration date. George told members that the revised chapter by-laws will be in

the March newsletter. These by-laws and candidates for the new chapter board of directors will be voted on in the April meeting.

PROGRAM

Jason Keith gave a flight chart presentation, reviewing the symbols which appear on the current charts. He is a certified flight instructor at Long Beach and John Wayne airports, who works as a liaison between pilots and the FAA. The emphasis of the presentation was on VFR flights and Special VFR flights within the area covered by the Los Angeles sectional chart. Of particular interest is the LAX special flight rules area., for crossing this very busy airport safely. Northbound transit begins at 4500 feet and southbound transit begins at 3500 feet. Climbing or descending within this corridor could be dangerous. Jason Keith can be reached at (714) 847-1002; e-mail is JKFLY 1@yahoo.com

REFRESHMENTS

March.....Skip McConnell
April.....Jack Orr



Howdy again, Chapter 7, and welcome to my world for March. This month I'd like to discuss two words which can make grown men weep, and their pocketbooks thin . . . PROP STRIKE! (I'm sorry, I didn't know how to put it gently). First we'll define Prop Strike (or Ground Strike, or Blade Strike. They all mean the same thing, and then let propeller and engine manufacturers weigh in on the subject.

O.K., Rick, so what is a Prop Strike? To answer, McCauley Propellers states: "Any impact or suspected impact of the rotating propeller upon such items as, but not limited to, the ground, tow bars, runway / taxiway lights, carts, snawbanks, hedges, etc."

Teledyne Continental: "Propeller impact of any sort, or if the engine physically lost RPM from an incident." Lycomings definition is virtually the same as Continentals. As you might guess, these definitions will sharply limit any "wiggle room" that once existed when evaluating prop/engine damage.

Let me explain what I mean by "wiggle room". When I was working as an I.A. in the seventies, if you had taxied your 172 over a tiedown cable and 'modified' your propeller, the next steps would probably be:

- (1) Remove the prop.
- (2) Dial the engine prop flange to make sure it wasn't bent.
- (3) Repair the prop (if within repair limits).
- (4) Remount the prop.
- (5) Run the engine and check for vibrations.

Pretty simple, eh? Unfortunately, (or maybe fortunately if you value your continued respiration!) there have been many changes in the last 25 years. Some of these changes have been driven through liability fears, and some by increased knowledge through research.

Contrast the repair from 1975 with the requirements of today:

- (1) McCauley Propellers-- "Any McCauley propeller experiencing a blade strike must be removed from the aircraft and completely over-hauled by an FAA approved propeller repair station."
- (2) Sensenich (wood) Propellers— "Assume your propeller is un-airworthy after any kind of impact until it has been inspected by qualified personnel. All wood and metal

tipping repairs must be made at the factory, or an approved propeller repair station."

- (3) Teledyne Continental-- "If a propeller must be removed from the aircraft to be repaired following a propeller blade impact of any sort, or if the engine physically lost RPM's from the incident, then the engine has experienced a propeller strike, and it should be removed from service and completely disassembled and thoroughly inspected for damage from this incident."
- (4) Textron Lycoming-- "...must take the position that in the case of a sudden stoppage, propeller/rotor strike, or loss of propeller/rotor blade or tip, the safest procedure is to remove and disassemble the engine and completely inspect the reciprocating parts including crankshaft gear and dowel parts. Any decision to operate an engine which was involved in a sudden stoppage, propeller/rotor strike, or loss of propeller/rotor blade or tip without such an inspection, must be the responsibility of the agency returning the aircraft to service."

Now, let's get back to that 172 in the year 2000. What do you think our friendly I.A. will decide this time? I know I would still pull off the prop. Now, instead of repairing that shortened tip, the prop would be sent to a repair station. And since I am to be held liable for that engine that hasn't been inspected, it too would probably be disassembled and completely checked. This would prove to be a really expensive lesson.

It is a fact that if your experimental aircraft has a certified engine and the propeller, you must abide by all AD notes, and manufacturer's repair criteria when dealing with prop strike damage. Even if you are flying behind an engine which is not certified, please remember, that

not only are the crankshaft and pistons moving, but so are the magneto drives, alternator drives, oil pumps, superchargers, gear boxes, prop governors, prop drives, vacuum pumps, and anything else you can think of. These components are most probably less strong than the rotating engine parts. When things stop turning, guess what fails?

Thanks again, my friends. Don't be alarmed, that guy you see wandering the aviation neighborhood will be me!

Rick Vaux
Tech. Counselor #4130

MEMBERSHIP DUES ARE DUE

Chapter Membership

This will be the **LAST** Chapter 7 Newsletter received by those who haven't paid their Y2K dues. Please bring your money to this month's meeting or mail a check to Treasurer **Woody Fowler** ASAP before you miss out. 'Nuff said! Woody's address: **11449 Anticost Way, Cypress, CA 90630-5429.**

Welcome to the four newest members of the Chapter, who will be receiving their name badges this month!

- Bob Geiger is a Private Pilot and a Senior Parachute Rigger who lives in Lakewood.
- Al Gibbs is a Private Pilot, living in San Pedro, who plans to build an RV-6A.
- William Mnich is a professional pilot, living in Cypress. He owns a Thorp T-18, N71SC. Bill has about all the FAA ratings going.
- Richard Ono Lives in Huntington Beach, is an Instrument-Rated Private Pilot and is currently about 40% complete on a Glasair I RG. Richard is looking for a *few good men* to help him finish the project.

Again, welcome to Chapter 7 guys, it's good to have you with us.

UPCOMING EVENTS

Mar 9, 6:30 p.m. – EAA Chapter 7 Board Meeting. Airflite Building, 3rd floor, Long Beach Airport (West side). All members welcome to attend.

Mar 11. Long Beach, CA. EAA Chapter 7 Young Eagles Event, Airoplex, 8:00 a.m.

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

Apr 1-2. Open Aircraft Weekend, March Fld Air Museum, Riverside. Ctc 909 / 697-6600.

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.

Sep 8-10. Sacramento, CA. 3rd Annual Golden West Fly-In. Moved to Sacramento Executive Airport, between the I-5 & Hwy 99. Another 100 miles beyond Castle AFB. Aircraft Spruce to sponsor race from Corona, CA. For add'l info go to: www.gwfly-in.org. Chrmn: Bill George, 530 / 642-8063.

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 point of interest.



These are the events that make the Young Eagle events worth having and even more reason to participate.

When 10-year old Travis showed up for his EAA Young Eagle flight with his Dad he was wearing a UCLA T-shirt. Being a USC Alum, I jokingly told him in the presence of his Dad who is my friend and UCLA Alum, that I didn't think I could allow any UCLA items in my plane. When we next saw Travis, about five minutes later, his shirt was BLANK. Noticing the shirt label on the outside of his neck, I realized he had turned the shirt inside-out. Now that's dedication! But don't ask his Dad about loyalty.

Woody



Dedicated to my Dad and Woody

My First Flight

By Travis Copeland

(Age 10, 5th grade assignment)

I am going to tell you about one of my life's best experiences.

One day I was playing my Nintendo and my dad called me. I ran to him and asked him. "What"?

He asked me if I wanted to go to the airport with him. "For what"? I asked.

He said "Oh you will see".

So we got in the car and drove to Long Beach. We stopped at some airport and went inside and saw no one? Se we went to the front desk and asked if this is the place? They said "no". So we got back in the car, drove around and found the right place. When we went inside I met a friend of my dad. His name is Woody. He asked me if I was ready? "Ready for what" I asked.

My dad whispered to him.

Woody said "Oh OK, Travis follow me". We went outside and met two other kids. Woody told us we were going to fly in his airplane. I nearly fainted! Woody asked me if I wanted to be copilot. "S-S-S-Sure" I said. We got in his plane and took off. When we were in the air he asked me if I wanted to fly. "S-S-S-Sure" I said. I flew over the Queen Mary. I said "WOW". Then it was time to land. After we landed, we all got awards! Then we went to ground school. Ground school just teaches you the importance about flying. And now after my experience, I want to become a pilot when I grow up. Thank You Woody!

PLANE CENT\$
EAA Scholarship Fund

Members will be pleased to learn that we have \$549 in the Air Academy Scholarship Fund. If you are a Young Eagle pilot who would like to contribute your pilot credit certificate to this fund, please bring your certificate to the

meeting on March 9th. Or you can SIGN and mail it to: Woody Fowler, 11449 Anticost Way, Cypress, CA 90630-5429.

Chapter 7 EAA Air Academy Scholarship Fund

<u>Date:</u>	<u>Item:</u>	<u>Check #:</u>	<u>Amount:</u>
8/12/99	McDaniel Donation Drawing	Cash	\$ 36.06
9/9/99	Don Thompson Gift	Cash	\$ 100.00
9/9/99	McDaniel Donation Drawing	Cash	\$ 6.00
12/9/99	Kriss Bennett Gift	Cash	\$ 100.00
1/13/00	McDaniel Donation Drawing	Cash	\$ 43.94
1/20/00	Merv Meyer Gift	4189	\$ 100.00
2/16/00	Anonymous Gift	Cash	\$ 100.00

2/16/00 Total: \$ 486.00

Young Eagle Pilot Credits:

2/16/00 Harwood Fowler	Credit	\$ 63.00
2/16/00 Total:		\$ 63.00

Total Scholarship Fund: \$ 549.00



**AEROPLEX Facility
Long Beach Airport**

**March 11, 2000
8:00 A.M.**

About 50 to 60 Young Eagles from the Long Beach School to Career program are being scheduled to fly at the next Chapter 7 Young Eagles Rally on Saturday March 11. The location will be, as usual, the Aeroplex Facility at 3333 Spring Street, Long Beach. This is on the south side of Long Beach Airport just west of the tower. Volunteers should plan to arrive about 8:00 a.m. Please volunteer for this event if at all possible, since we expect about twice the usual number of Young Eagles, and of course about twice the usual amount of fun! Pilots should plan to begin flying at about 9:30 to 10:00 after the first wave of YE candidates gets through their ground school. We'll be looking forward to seeing lots of members and friends show up and expect a really great time.

Darwyn Wolff

PROJECT VISIT – April 11 – Walt Lane

Next month we will have more details and a map as we plan to visit Walt Lane to see the progress on his Vari-Eze. It nice to see what members are building and give

words of praise and encouragement to the builder and inspires us to progress on our own projects.

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)
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

Code	Price	Item
M-6	50	Airspeed Indicator
M-7	30	Airspeed Indicator
M-8	50	Airspeed Indicator
N-9	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

Welcome Stranger – Warm Memories

There are so many rewards for welcoming a stranger. Once, when a B-17 was visiting our town, I stood outside the ring of unwashed town folk as they ooheed and ahhed over the old Boeing. Out near the edge of the crowd, an elderly man stood quietly with his wife, studying the bomber. Just another stranger with nothing to offer. Or, was he? I walked up finally and asked, "What do you think of this old bird?"

"It's pretty neat..." he said, his voice trailing off. We stood in the rich silence that binds men and airplanes. I suspected this man might have something to share, his eyes betraying his relationship with the bomber. Yet, he kept his thoughts to himself. "Have you ever been this close to a B-17 before?" I prompted.

Finally, the silence broke. "Not in 50 years," he began. "I haven't seen this old bird since I parked the last one in England after my 29th mission. It's smaller than I remember." This quiet, unassuming man had been a B-17 aircraft commander in his early twenties. Then, like many pilots of the era, he left it all behind and didn't look back for a very long time.

The ropes were parted for my new friend and we walked through the stuffy fuselage to the flight deck, his head ducking instinctively for the low places, even after 50 years. As we stood at the cockpit, he turned and touched the dull green metal near a skin seam above and behind the captain's seat. "We took some flak once...it ended up right here..." he said, still unable to explain how it had missed his head. His wife touched his arm softly; their lifetime together had helped her understand the importance of that 50 year old mystery. There was no bravado in this man, no enhancement of his simple story; he was just an old man alone with his indelible memories. I would have missed his story if I hadn't inadvertently welcomed him to our ranks.

There are literally thousands of stories out there to be told. The key to those doors is a simple welcome.