



Chapter Seven *Long Beach*

Letter from the PREZ

It is hard to believe how fast this year is flying by; we are already 5 months into the year 2000. It seems like yesterday that we were preparing for the Y2K bug to hit. I got a few emails about the GPS restrictions being lifted. I guess now General Aviation GPS systems will be much more accurate. If you are interested in this check out this web site <http://www.igeb.gov/> I was thinking about buying one of the new color GPS units, now I think I will wait to see if this is going to affect the market. Maybe the prices will go down.

We had a great project visit at Walt Lanes house last month, I am sorry if you missed it because it was great. Walt is doing a great job on his plane. Thanks Walt for being a great host, I especially enjoyed seeing all your great pictures and memorabilia.

A couple of weeks ago I receive an email survey from Oshkosh wanting to know our thoughts on Chapter sponsored flying clubs, Chapter owned airplanes, Chapter hangers, Chapter building projects or restorations. I sent copies of the email survey to the Board of Directors and all Officers and asked what they thought. It was the general opinion that the liabilities were too great for a Chapter such as ours to be involved in these type projects without very good insurance to cover the Chapter and membership. I sent an email back to Oshkosh detailing our concerns

and asking for the results of the survey and what the outcome will be. I hope Oshkosh is trying to put together the necessary insurance to allow Chapters to economically be able to do these sorts of things.

AOPA is having a town meeting at the Sheraton Newport Beach on Tuesday May 16th at 7:30 PM I have never been to one of these but being a long time AOPA member I think I will go check it out.

Don't forget we are having a Young Eagles Event Saturday the 13th. Everyone is welcome. Please come by, you can help with something or just come give moral support and do some hanger talking.

Hopefully we will be able to get Frank Gaggia to give us a report on Sun and Fun and fill us in on the progress of his Storm.

I received a couple of e mail inquires from potential Chapter members last week and invited both to come to the "Motion Picture Aviation Services" open house on Saturday the 6th. Hopefully we will have a couple more new members soon.

Gary Gladd from Chapter 92 has offered to check and see if he can bring guests to the Boeing Family Day in June at the C17 Building. As soon as he lets me know if we can visit with him, I will let you know. I went with Gary on the tour year before last and was amazed, Gary works as an engineer on the plane and was an encyclopedia of knowledge. We learned things from him we would not otherwise have known.

I went to the Long Beach Airport Association meeting on April 26th. They had a great presentation by Kathleen O'Brien of the LGB FSDO titled "Heads UP in the Pattern". She did a presentation showing everyone how what you perceive to have heard is not always **what** was said. It is very important to pay close attention to the instructions from the tower and listen to what is actually said and not what you are expecting to hear just because you are used to hearing it. There was also a lengthy discussion about taking off on runway 16 right and what to watch for from commercial jets on the downwind for runway 12. The downwind for runway 12 cuts across the flight path of 16 right. I was surprised I had not noticed this before, but I haven't flown much when the winds have required the use of 16 right and left. Also the subject of Taxiways and airport signage was covered as well as a talk on "Situational Awareness" by Ed Bougher. Overall the meeting was very informative and I recommend everyone attending anytime you can. The next meeting is July 26th as the meetings are quarterly. This will be during Oshkosh so I won't make it, someone go take notes for me.

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

George McDaniel

Did you hear about the new restaurant that just opened up on the moon?
Great food, but no atmosphere.

The VP Corner Newsstand

Chapter Program

This month we will welcome Mr. Al Germin. His program will be the dissection of an IFR flight plan from Long Beach to Santa Barbara. Al is noted for being the "Flight Instructor's" instructor. His primary interest is to help flight instructors be all they can be.

Al has also contributed many hours and ideas to help the FAA with the controlled airspace of the L.A. Basin. His current program deals with GPS waypoints adopted by the FAA to help guide pilots into Long Beach for the AOPA convention in October 2000.

A number of us in our chapter fly IFR and some are preparing to become IFR so his program will be of particular interest to them, but should be something everyone can enjoy and learn from.

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 T.

BOARD MINUTES

BOARD OF DIRECTORS MEETING, 13 APR 2000

EAA Chapter 7- Long Beach
Minutes of Meeting of the Board of Directors – 13 April 2000

The most recent bylaws, revised 1/28/00, provide for 5 to 10 directors. It was decided to change the chapter articles of incorporation after nominating more directors. The following members will be nominated at the members' meeting:

Tom Griffith
Mike Sawicki
Darwyn Wolff
Rick Vaux

The directors propose the following changes to the articles of incorporation:

1. Permit up to 10 members on the Board of Directors
2. Articles shall state that principal offices of chapter are in Orange and Los Angeles County.
3. Articles shall permit family memberships.
4. The purpose of the chapter, as stated in the articles of incorporation shall conform to the purpose of the chapter as stated in the bylaws of 1/28/00.

Opening the meeting with the Pledge of Allegiance was discussed. No decision was made by the directors.

MEETING MINUTES

GENERAL MEETING 13 APRIL 2000

MINUTES 4/13/00

Attendance: 34

OLD BUSINESS

The minutes of March 9 were approved as read. Woody Fowler, treasurer, read his report. His report was approved as read. There are now 59 paid members of Chapter 7.

Darwyn Wolff, Young Eagles coordinator, reported that 16 Young Eagles were flown on March 11. A tentative date of Saturday, May 13, is set for the next Young Eagles event. Possibly 40 to 60 kids will show up from the School-to-Class Consortium.

A Young Eagles pilot can accept a fuel discount, but it is not legal to accept free fuel.

NEW BUSINESS

New member JOHN MAHANY was introduced. He is a Civil Air Patrol glider instructor. He has been a pilot in Alaska with mountain flying experience. He was a corporate aircraft flight instructor. He is an Angel Flight pilot volunteer and is now working as an air cargo pilot.

George McDaniel, president, informed members that EAA headquarters informed him that there will be no EAA presence at this year's national AOPA convention in Long Beach. AOPA will be taking over the Airflite ramp during the convention. Airflite would appreciate volunteers to help at this time.

Chapter 92 will have an open house at the Boeing C17 hangar on Long Beach Airport. Chapter 7 members are invited. Listen for more information on this event at the May 11 meeting.

George Pinneo made a motion that the bylaws revised 1/28/00 be accepted as read. Tom Griffith seconded the motion. The motion carried.

The members present were informed by president George McDaniel that the articles of incorporation would be changed after more members were appointed to the Board of Directors. There are four directors; three more were appointed by the members present:

Tom Griffith
Mike Sawicki
Darwyn Wolff

Tony Manica was informed that his insurance company required check

rides into Catalina Airport (AVX) and into Big Bear Airport (L35). Mike Hanson and Jack Orr explained why this was required of pilots who had previously not flown into these airports. Catalina Airport 's prevailing wind approach is over a seacliff about 1700 feet high. The runway is not perfectly flat, but is higher in the middle than at the threshold and the rollout end. Wind direction at the threshold may be different from the end of the runway. Big Bear Airport 's altitude is 6748 ft, MSL.. A pilot must be able to solve density altitude problems.

Don Herzstein needs hangar space for about 3 to 4 months to complete a Cozy 4. If you can help him, call him at (562) 426-9200.

PROGRAM

Bill Mnich is now Chapter 7's flight advisor. He fielded questions about his military and civilian aviation background. His internet address is ; mnich@mediaone.net

REFRESHMENTS

- May.....Ray Reynolds
- June..... Tony Manica
- July..... George McDaniel
- August....Merv Meyer
- September...Tom Griffith



Hi, Chapter 7. While going through a lot of reference material, trying to come up with a subject for this month's column, I found a very interesting article in the October 1999 issue of KITPLANES magazine. It was titled: "Panel Perfect" and was authored by Mr. Ed Wischmeyer.

This excellent article covers Instrument Panel layout and design concerns, but, what I really wanted to share with you, was a sidebar entitled: "Top 15 rules of good panel design".

On Sunday, April 23rd @2:20 p.m., I sent an e-mail request to Editor Dave Martin at KITPLANES, asking if I could excerpt from Mr. Wischmeyer's article. At 5:45 am, Monday, April 24th, I got an answer! Wow, these Editors start early! Mr. Martin agreed to let me use the "Top 15 rules" sidebar (the entire article is copyrighted, and cannot be used) provided I: (1) Print it only in our newsletter. (2) Acknowledge that the Rules are part of Ed Wischmeyer's article "Panel Perfect" published in the October 1999 issue of KITPLANES, and (3) Am printing the "15 rules" with permission of the magazine.

So, without further ado, let me present the "Top 15 rules of good panel design" by Ed Wischmeyer, and reprinted with the kind permission of KITPLANES magazine.

- (1) Standardization is preferable to innovation. Non-standardization helps cause pilot error accidents.
- (2) Check your panel design for good flow with your aircraft checklists. Consider non-checklist operations, too, such as, engine checks during start of takeoff roll.
- (3) Don't forget to check your panel design against engine shutdown and emergency procedures.
- (4) Balance the panel visually, and design for good flow. Symmetry may result from balancing a very simple panel, but, symmetry should never be sought at the expense of good flow.
- (5) You should never have to read a label or count positions to find anything. Corollary: Never put more than five identical switches in a row.

- (6) Avoid locations that require vertical head motion.
- (7) Do not improvise in the use of color.
- (8) Never hide fuel gauges on the floor or separate them on the corners of the panel.
- (9) Don't put dangerous knobs and safe knobs, such as, Mixture and Carb Heat, next to each other, especially if they are the same shape or color.
- (10) Don't put safety knobs and non-safety knobs, such as, Carb. Heat and Cabin Heat next to each other. Colors and shapes should be standard.
- (11) Make switches accessible to the nonstick (or non-wheel) hand.
- (12) Put the Airspeed Indicator on the Left and the Altimeter on the Right.
- (13) Have enough gyros to let you survive an inadvertent IFR encounter.
- (14) Remember crashworthiness, with your head possibly impacting instrument knobs.
- (15) Install a windshield defroster.

With the Chapter projects we have that are reaching the panel stage, I think this is very timely information.

For Mr. Wischmeyers complete article, beg, borrow, (maybe not steal !) KITPLANES, Oct. 1999.

Well, It's time for me to wander off into my Aviation neighborhood again, searching always for useable facts, and trying to stay out of trouble!

Rick Vaux
Tech. Counselor #4130

Rental rates at Security Aviation,
Hawthorne Airport, \$Block / \$Std
C-152 (4-1978) (1-1980) \$37 / \$41
C-172 (2-1978) (2-1979) \$50 / \$55
C-172R (1-1997) \$60 / \$65
C-182 (1-1976) \$66 / \$72
C-182RG (1-1978) \$88 / \$92
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UPCOMING EVENTS

May 11, 6:30 p.m. – EAA Chapter 7 Board Meeting. Airflite Building, 3rd floor, Long Beach Airport (West side). All members welcome to attend.

May 13: Long Beach, CA. EAA Chapter 7 Young Eagles event. See article for YE.

May 13: Lancaster, CA. Pancake Breakfast & Swapmeet. Fox Field.

May 13-14: Riverside, CA. Thunder Over the Empire 2000, March AFB Open Huse & Airshow, USAF Thunderbirds. Ctc: 909 / 697-6600.

May 20: Madera, CA Wings, Wheels & Power Show, Ctc 559 / 674-7736.

May 19-21: Columbia, CA. Gathering of Luscombes. Ctc 253 / 631-8478 or www.luscombe-cla.org

May 26-28. Watsonville, CA. Fly-In & Airshow Ctc: Sharon Reeder 831/728-6075

Jun 2-3: Merced, CA 43rd Annual Antique Fly-In. Ctc 209 / 383-4632.

Jun 3: Chino, CA. Lockheed P-38 Lightning. Air Museum Planes of Fame. Ctc: 909/597-3722.

Jun 3: Bakersfield, CA. EAA Ch 71 "Bakersfield Bunch" Fly-In & Barbeque Dinner, 3 p.m. Ctc: 661/664-7460. An RV-Builder "MUST".

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

Jun 17: Columbia, CA. Father'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. Air-Craft Spruce to sponsor race from Corona, CA. For add'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

The planning for the next Young Eagles Rally is coming together. Aeroplex has cleared us for approach on the Saturday of May 13th. Susan of the Long Beach School to Career program is working on rounding up a good number of eager Young Eagles. I have a list of volunteer pilots with planes and several ground crew to start with. I know there are probably again as many of you out there that could use a good excuse to come out and fly Young Eagles that day or otherwise help out and join in the fun. Come to the meeting and sign up.

If you can't make the meeting call me or leave me a message (Darwyn at 714-449-1208) or just show up at about 8:30 at Aeroplex, 3333 Spring Street, on the south side of the Long Beach Airport just west of the tower on May 13th.

If we get the 40 or 50 Young Eagles we are expecting this time we can certainly use the help.

Regards,

Darwyn

PROJECT VISITS

Last month we took our minds off of having to pay taxes to visit the Vari-EZ project of Walt Lane. Although most new builders are building the Long-EZ, Walt found a deal on a project already started that was too good to pass up. Walt had the plane on its gear in the driveway for us to view. One main wing was attached so we could view the workmanship. Walt

has done an exceptional job and we look forward to seeing his project completed. His previous project of the T-40 flew over in formation with a Glasair to pay testimony to his excellent work. On a high-speed pass they were going just shy of 200 mph.

Business has taken me out of town for several weeks but I am planning to have another project visit for June 10th, possibly to see Jim Wolf's RV-6A.

If we are lucky, we can get Don T. to bring our some of those delicious donuts from Krispy Kreme.

Kriss Bennett



Hello fellow fliers! First of all, please accept my apologies for a somewhat disjointed introduction to the Flight Advisor program last month. I tried to describe the essentials of the program basically from memory, and I don't think I did a terribly thorough job. However, with the willing assistance of the chapter membership, my "presentation" rapidly morphed into just another discussion of airplanes and flying (funny how that happens with a room full of aviators!), and I thank you for putting up with a few "there I was..." stories.

Well, since last month's chapter meeting, my official approval as a Flight Advisor arrived from EAA, and along with it, some good material that I can legally plagiarize to introduce the program. So briefly, here's what it's all about.

The EAA Flight Advisor Program grew out of a need to address the alarming number of accidents

occurring during the first few flights where the pilot is flying an airplane for the first time. The statistics say that 25% of all accidents in homebuilt aircraft occur during those first few flights. However, the problem isn't unique to new homebuilts... it also encompasses rebuilt and newly restored aircraft, as well as those that may have been flying for quite some time but may be new to a given pilot.

In many accidents of this type, the cause is simply listed by the NTSB as "pilot error", but that's a ridiculous oversimplification that rarely sheds any light on the real causes involved. Was the pilot *qualified* to fly the airplane? And I don't just mean having "Airplane Single Engine Land" (or whatever was required) on one's license. Was he or she *proficient* to fly that airplane? Again, this is a deeper issue than simply three takeoffs and landings in 90 days (whether you've got passengers or not). In many cases, a seemingly minor distraction, problem, or environmental event caused a loss of control where the aircraft was still controllable, and the accident therefore, preventable. Accidents are bad; period. By definition they mean bent metal, busted fiberglass, personal injury or worse. *Preventable* accidents are especially upsetting.

The Flight Advisor Program is intended to reduce these types of accidents, those that might have been prevented with the judicious application of a little "pilot stuff". The idea is to pair the "first flight" pilot with an experienced individual – the Flight Advisor – who can "coach" them through that first flight. Going back to last month's discussion, the Flight Advisor is NOT going to tell you that you are or are not qualified to fly your airplane. The Flight Advisor is NOT going to make your Go/No Go decision. And the

Flight Advisor is NOT going to make a first flight for you.

The Flight Advisor is there to *Advise* and *Assist* you in the preparation and conduct of your first few flights, or for as long as you request that advice and assistance. How is this done? I'm sure there are at least as many techniques as there are Flight Advisors! But in an attempt to standardize the process, EAA has provided each Advisor with something called a "Pilot/Aircraft Self-Evaluation Form". One of the primary jobs of a Flight Advisor is to sit down with the pilot and guide him/her through this checklist. The goal is to have that pilot achieve an objective understanding of his/her skill and proficiency as it relates to that particular airplane. If the pilot thinks more preparation is necessary, the Flight Advisor will help he or she get it. At no time will the Flight Advisor impose his will. The decisions are the pilots alone, and the Flight Advisor will simply stand on the sidelines and supply advice and information.

Well, that enough column inches on this subject for now. If you have any questions please don't hesitate to call or corner me at the next meeting. Time permitting, I'd like to show an EAA video that should explain the program in more detail.

Hope to see you at the meeting!

Bill Mnich

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"Flight 1234," the control tower advised, "turn right 45 degrees for noise abatement."

"Roger," the pilot responded, "but we're at 35,000 feet. How much noise can we make up here?"

"Sir," the radar man replied, "have you ever heard the noise a 727 makes when it hits a 747?"

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Message from the Northwest Region

As I was sending notices out for membership renewal last month, former member Don Wiltse advised me that he was not renewing with Chapter 7 since he had joined a Chapter in the Seattle area. Through e-mails, we agreed that he would be our occasional NW-Reporter in exchange for his receiving the e-mail version of our newsletter.

Here is what he had to report after his initial move:

The Chapter 326 is fairly active. They have a Young Eagles event for June 10 at Thun Field. They like to give each kid a Polaroid picture of them with the plane and pilot along with their certificate. Their program has a abbreviated ground school right at the aircraft (about 20 minutes) and no test. Kind of a no frills operation but gets the job done. They expect a big turnout (over 100).

The club is heavy into RV's but have have a Wilga and antique Fairchild, too. The Wilga can carry 4 or 5 at once and takes off in about 300 feet!

Hope to see some of you at Arlington!

Don Wiltse

THE SAFETY BEACON

Subscribing to several aviation magazines is typical of the average pilot. I grew up with "safety" around our house since my father worked at DuPont. The plant in New Jersey made automotive paints which were quite dangerous. Everyone emptied their pockets of matches as you entered

the gate. All procedures that had a remote chance of creating static electricity were grounded.

As a "student pilot" I strongly recall the instructor telling me that when all else fails, "Fly the airplane". I subscribe to maintenance magazines and the Aviation Monthly and include a brief article relating to MOA's (Military Operating Areas).

MOA

I understand that military operating areas (MOA) are designated as "special use airspace." Under visual flight rules, can I legally enter an active military operating area that lies along my route of flight? Or, must I amend my planned flight route to go around it? What about if I am on an IFR flight plan? Will ATC direct me through the MOA or will they route me around it?

Military operations areas are established to provide separation between the military aircraft using the area, and other IFR aircraft. IFR aircraft will be cleared to avoid an active MOA, but VFR aircraft are not prohibited from entering an MOA that is in use. Many ATC controllers encourage VFR aircraft to stay clear of active MOAs because it is virtually impossible to provide meaningful traffic information on high speed military aircraft maneuvering in an MOA.

When operating IFR, the controller will normally amend the route or altitude as necessary to avoid and active MOA. In some instances, it may be more convenient to go over or under the MOA rather than around it. If the pilot has a preference, he or she should make the ATC controller aware of it.

VFR pilots may check the status of an MOA with ATC prior to entering it. MOAs are often not

active when scheduled, or may be active outside of scheduled times. Normally a NOTAM will be issued when an MOA is in use beyond the published times. Also, pilots should be aware that during times it is expected to be active, the status of an MOA can change on very short notice.

MEMBER PROFILE

John Mahany recently joined Chapter 7. President George McDaniel asked John to give a little profile of himself. We hope to continue this feature in hopes that we can each get to know the other members better.

My name is John Mahany, and I am new to this area, having moved here last fall from St. George, Utah, where I worked for SkyWest Airlines. There I was a member of EAA's Southern Utah Chapter 936. I have been an EAA member since '87. I have been an aviation enthusiast and airplane nut for as long as I can remember. It has been a life-long passion for me. I built my first model airplane when I was about four. I learned to fly in the Chicago area, where I am from and where I grew up. Back in 1977, after college, I tried to go into the military but hay-fever kept me out. I should have opted for back seat, and become a RIO, like Bill Mnich. Young and not yet wise, I suppose.

At any rate, wanting to fly professionally, I earned the required ratings, and have had a variety of flying jobs over the years, including flight instruction, corporate, charter, airline, as well as search and rescue (CAP in Alaska). From 1992 to 1996, I lived and flew out of Kenai, Alaska, which is south of Anchorage, on the Kenai Peninsula. Had a great time, and flying in Alaska taught me much about flying! It can be very

demanding up there! I have also found myself out of work a few times. Seems to go with the business.

I earned my CFI in 1980 to build time, like so many other CFI's, for that airline job. Along the way I discovered that I really do enjoy teaching others who want to learn to fly, and being able to share my passion for flying with others. Being a CFI has given me the opportunity to fly a variety of aircraft, which I have really enjoyed!

I also decided, over the years, to add glider and seaplane ratings, because I wanted to have more fun! Soaring has also taught me more about the sky, and weather, which I am fascinated with. It will also make you a better 'power' pilot. In addition, after I earned my private license in 1978, I found a Decathlon and got my tailwheel check out. I have had the opportunity to fly a variety of tailwheel aircraft, including the venerable DHC-2 Beaver, on wheels, skis, and floats, while in Alaska! So, now I also have radial engine, or 'round-engine' time, as some refer to it!

Looking back, I wish I had added an A&P back when I was younger...I have always wanted to know more about the airplane and it's systems than the POH would tell me, especially on the 'heavy iron'. When I went through Initial Training for the B727 Second Officer, or Flight Engineer position at Continental Airlines in 1989, it was one of the most demanding courses I have been through. I successfully passed, but it was tough! But, I guess I have always been more interested in flying than building.

I am working as an Aircraft Dispatcher for Polar Air Cargo, an all cargo airline, which operates 13 B747's around the world. So, now I

am learning all about international flight planning and operations. There has been, and continues to be, a lot to learn.

I am not sure how often I will be able to attend meetings, but I am hoping to be able to get out when I can. Also, I hope to be able to stay active as a CFI, on a part-time basis, as my schedule permits.

I would like to be able to contribute what I can to the chapter, and I look forward to learning from all of you, as well.

My email is jsmav8@gte.net

John Mahany

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"Money is like an arm or a leg – use it or lose it."

---Henry Ford

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PLANE CENTS

Well, our treasurer is off to Alaska again. We must be contributing too much to the donations since he seems to be travelling more this year than last.

Woody, being his ever efficient self was sure to leave our caalogs orders in the the capable hands of George McDaniel.

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Good News. The EAA 50% Off Sale items have arrived. You can pick them up at the meeting on May 11th. Please be prepared to pay by cash or check. The shipping charges have been prorated amongst the purchasers. I won't be at this meeting (I'm in Alaska)so if you pay by cash, I will give you a receipt at the June meeting. Enjoy your new acquisitions!

Woody

For Sale / Wanted

WANTED – hangar to share at Chino, CA or Corona, CA airports. Am finishing a Rotorway Exec kit helicopter and need the use of ½ of a hangar while I complete the final rigging and test flying. – Jody Kyle 714/963-6074
jkyle@starbase.com

For Sale: Lancair 235 with Lyc O-235-C1 with chrome cylinders, 900 SMOH. Prop extension, engine mount, engine stand. Honeycomb sheet, 48 x 96 work table with teflon top. Can deliver within 500 miles of Los Angeles. Mike Sawicki, 714 / 821-5330. E-mail allways1@gte.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 rlymer@worldnet.att.net

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.

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Solo Flight

Congratulations are in order for member Tish Hall. She can now start logging some of those hours to the flyins.

Her recounting of that breathless ordeal follows:

Sunday, March 19, 2000

I passed my pre-solo written test today, and I flew solo out of Long Beach Airport! Here's how it went:

The day started out okay. Beautiful morning. Went to John's (across from LB airport) for breakfast with Skip. I asked him if he'd be disappointed with me if I didn't fly solo today (I was beginning to feel that knot tighten in my stomach - oh yes, and I was losing my nerve. But I didn't tell anyone.)

About 10 minutes later, my instructor (or "my CFI" - Mike" as I like to think of him) walks in and joins us for breakfast. As we sit there and enjoy our breakfast, I make a mental note of the weather. Sky is blue in some areas, and we have some haze, but it should burn off quickly.

After breakfast, Mike and I head over to his hangar (or should I call it his "New York Penthouse?" - It's beautiful) and we review the written pre-solo test in the in-door shadow of his pristine yellow Stearman.

Okay, written test out of the way, and I'm still thinking I have time to refuse to solo - so I'm not too nervous. We arrive at the aircraft and perform the pre-flight inspection together. Weather is still nice. We have a light crosswind, but it doesn't appear to be too much to contend with.

My CFI and I fly the pattern a few times, and then the fun begins...

Apparently, my CFI thinks it's okay to let me go up by myself. I don't encourage him because I'm not so sure I have the nerve to go through with it. But, he gives me no time to plead with him as he steps out of the aircraft. So I think he abandons me as I watch him walk away. (Even if he did warn me - I still felt abandoned.)

As soon as my CFI leaves me to my own devices, the darn crosswind picks up (in fact it doubles.) "Okay,

I tell myself, "so this crosswind is a bit stronger than expected (which makes landings tricky) I just have to deal with it." Besides, that's not so bad, what's really bad is that my brain is quickly "turning to mush" as my CFI likes to say - no, wait, it's actually melting, losing all trace of intelligence and knowledge...

Oh no! I forgot the runway number I just landed and departed from! (It's the number my CFI repeated to me 5 times before exiting the plane.) I contact the tower and identify myself as a student pilot (because I'm told they're a little more forgiving when you screw up

communications, and they might even help you while you're in their airspace.)

I request permission to taxi to ... "Delta." And, I pray they start that "forgiving" bit right away because I realize I should have asked for "Runway Two Five Left at Delta" instead (but, as I said before, I forgot the runway number.)

The ATC was forgiving, and helpful. Speaking of communications, I find that talking to a tower while flying alone for the first time is like trying to juggle chainsaws, answer the phone, eat a peanut-butter sandwich, and recite poetry you've only just memorized. Oh sure, anyone can do it with practice - but it's frightening and very challenging.

In the pattern, I do my best to set up and manipulate the aircraft for crosswind landings. Which is a major chore in a small Cessna 152 two-place plane with no passenger.

You see, now that my CFI is no longer in the plane with me, the plane is getting blown all over the runway. I'm not sure what more I can do to keep it steady because my brain won't cooperate. It refuses to pull up the information required for a safe crosswind landing. I'm certain it's filed in there somewhere, but like a floppy disk gone bad, it refuses to let me search for it.

Not recalling information when you need it is a helpless feeling. I have this urge to just give in to the mercy of the wind and land the darn plane where ever the wind wants it to land. But then I would not be the Pilot In Command (PIC) my CFI worked so hard to convince me that I am. Rats! my CFI keeps telling me that "no matter what", I am the Pilot in Command. I guess that means I can't let the wind take over.

Why is it my brain can't recall what I'm supposed to DO, but it has no problem recalling what I'm supposed to BE? Now I'm praying that my newly learned motor skills kick in soon because I can't depend on my brain right now.

I'm flying the pattern, and setting up for a landing (or anything that resembles a landing) when the tower decides to switch Air Traffic controllers. Mid-stream? Don't they know student pilots on a first time solo flight can't deal with change? It's difficult enough to concentrate, now I have to concentrate AND communicate with a new air traffic controller! Aagghh! At least the first ATC knows I'm a Student Pilot on a first solo flight mission. I could almost ignore him and concentrate on flying - you know, just say "Roger!" and "Three Four Hotel" periodically and continue my flying. Now I have to do more

talking and thinking at the same time! What more can they throw in to this mix...

All this time I hope for a nice, tight, left, closed traffic pattern so I can land and get this over with. Something simple - like, I choose when to turn crosswind, downwind, base, and final. But, no such luck. Traffic in the pattern just has to be busy – I have to solo when the entire aviation community wants to share my runway.

While I'm in the pattern, two large jets decide they want to take off and land on their respective runways, slightly perpendicular to the one I'm on. No problem, except my brain reminds me that they create turbulence for light planes like mine (oh sure, my brain decides to share information about my situation too, but does it offer solutions yet? NO.)

So, I get the wonderful experience of turbulence on the downwind, while being alone in the aircraft.

To make matters worse, the ATC tells me to extend on the downwind. Fine. Easy for the ATC to request that I, a student pilot, extend on the downwind, but do they ask the aircraft in front to hurry up and land because I'm behind them? No.

Next, the ATC tells me to perform S-Turns on final approach to avoid landing too close to an aircraft in front. Do they realize that I haven't perfected my "S-Turns" beyond two little "C-Turns" closely knit together?

Okay, Think! Think! Think!, I have to watch my altitude, continue my descent, perform "S-Turns" and concentrate on final approach while the aircraft in front of me gets to take his sweet time landing.

Well, I'm not that proficient. My CFI can do it. In fact he graciously executed that very maneuver about a week ago, while on final, just to be courteous and give the guy ahead a little more time to land. But I'm a Student Pilot. So when my little "c-turns" don't create enough space between my plane and the one in front, the ATC tells me to go-around. Aha! I can do that! So I set up and begin to go around the pattern again. The ATC frantically tells me again to "go around!" I guess, I need to tell him that I'm already doing that... See, I can't fly AND communicate yet.

I finally land and I am frazzled! My CFI, on the other hand, seems smug and pleased with himself. I'm about to fall apart from all the unexpected challenges and he's figuring my performance (fine, or otherwise) was due to all

those verbal messages playing over and over in my mind (in his voice.)

Well, okay, in all honesty, he's right. I'm certain that even though I didn't show it, those little messages of his may have kept me alive today (no thanks to my brain, which turned to mush when I needed it most.)

Skip and Tom were there to meet me after my solo. Although I personally wasn't pleased with my performance (because I've made much better landings in the past) I was happy they were there to witness it.

Whew! In retrospect, I was never so relieved as when I touched down and departed the active runway for the final time after my solo (and, now I know what it means, to KNOW what that's like.)

So, what did I accomplish? Well...

- I succeeded at a few landings (or maybe a hop-skip-and a touch down)
- I performed a touch and go (I believe it was more of a hop-skip and leap into the air before I hop and skip again)
- I mastered the ATC-assisted go-around (no stop, no touchdown, because I would have landed on the aircraft ahead of me)
- And, I was instrumental in forcing the go-around issue with my S-Turns (they didn't accomplish the spacing the ATC wanted between aircraft)

During all this, was I stressed? Nervous? Falling apart at the seams? Nah! (I was all that and more.)

YES! I DID IT! And to celebrate, my CFI and I went out to the practice area and did some high-work practice and spins (Maybe he wanted to be certain I wasn't scared away from ever flying again – who can blame him.)

Upon our return, Skip met us with a bottle of Martinelli's, and we all celebrated with a drink.

Phase I is over and done with. On to Phase II, in which (according to my CFI) I will refine my techniques; and I will plan / take cross-country flights! (I'm looking forward to it!)

I'm really jazzed about this accomplishment in my life.

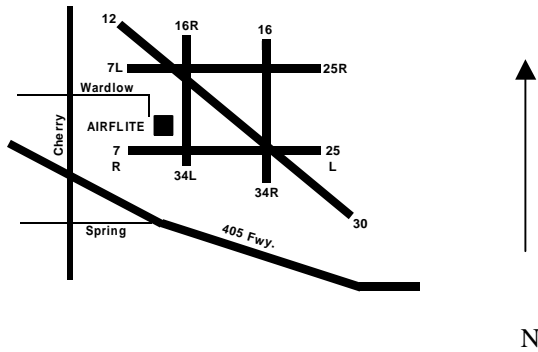
Thank you "CFI – Mike" for being patient with me. Thank you Tom, for being there to witness my solo.

Thank you Skip, for being my inspiration (we're one step closer to flying again!)

Student Pilot, Tish Hall

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.



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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.

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