



Chapter Seven *Long Beach*

President's Message

Year 2000, Nearly Gone, Looking Ahead to 2001

Fall is here and it is shaping up to be very busy.

We start this month off with the Chino Planes of Fame Airshow on Saturday and Sunday the 7th and 8th.

Then we have our monthly Chapter meeting on Thursday the 12th followed by Copper State Fly-In in Arizona on the 13th, 14th and 15th. I know some of you are planning on going so please take plenty of pictures to share with the Chapter.

Chapter 1 in Flabob is also hosting a Poker Run on Saturday the 14th.

Next we have the **EAA Grassroots Meeting in Carson on Wednesday the 18th**. This will be a great opportunity to hear what is happening with the EAA and what the future holds. We need several volunteers to help in last minute set up and in directing people. We will talk about this more at the monthly meeting.

The AOPA Convention will be the weekend following the Grassroots Meeting on the 20th, 21st and 22nd.

Then the Long Beach Airport Association is having its meeting on Wednesday the 25th at AirFlight in the same room that we have our Chapter meetings. These meetings are always informative and everyone is welcome.

We have a **Young Eagles Event scheduled for Saturday the 11th** of November at AeroPlex. I would like to see everyone come out and support our last Young Eagles Event of the year. If you haven't helped out at a Young Eagles Event please try to come by even if it is just for a short time, it is a great opportunity to see how a short flight can really light up a kids life.

My son Matt had his 16th birthday on Monday the 2nd and hopefully by the time you read this he will have had his first solo flight. We tried really hard to get his Student License/Medical before his birthday but was unable to find a DME that would give it to him before his birthday. Everyone says it should not be a problem but no one would do it. So much for soloing on his birthday, but he should be set to solo this Saturday.

STOP PRESS:



Young Eagles Coordinator Darwyn Wolff, Chapter President and proud dad George McDaniel, new student pilot Matt McDaniel and Flight Instructor Mike Stearns

If you know of anyone that has an inexpensive IFR training plane for

sale let me know, I am seriously thinking about buying something to do my IFR training in. I have 2 teenage sons doing primary training and I want to start my instrument training so instead of paying to use someone else's plane I might as well get my own. (If I can find something that fits the needs and I can afford)

We will be nominating candidates for officers at the October meeting so if you would like to run for Chapter office please be sure to come to the October meeting. Don't forget the EAA Grass Roots Meeting coming to Southern California Wednesday October 18th. Tom Poberezny, President & CEO of EAA will be here to speak and answer your questions. Focused on the theme, "Where We Are and Where We Are Going," EAA President Tom Poberezny stresses that EAA is a field - rather than headquarters - organization whose strength lies in its membership and their passion for volunteerism. The location chosen is the Carson Community Center in Carson just off the 405. All Grassroots Gatherings events will begin at 7:30 p.m., local time.

Chapter 7 needs volunteers to help out in the logistics of the meeting. Please sign up at the September meeting if you will be able to help. For last minute additions or changes check out the web site <http://www.eaa.org/grassroots/index.html>

Seating is limited. Please call 800-662-8292 to reserve your seat. And when you call, please feel free to give any questions or topics you would like Tom to address

during the evening to the telephone attendant.

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

George McDaniel

VP's Chat Room

October Program

Barnaby Wainfan returns to Chapter 7 in October to discuss the dynamics of spins and stalls. Many flight schools only touch lightly on this today. Learn what to look for and what to expect.

There are excellent programs scheduled for November and December as I have been busy pushing those buttons to line up speakers.

Look forward to a lively presentation from Barnaby which everyone will enjoy.

Look forward to seeing you all at the meeting.

Don T.

Secretary's Notebook



BOARD OF DIRECTORS Meeting of Sep 14, 2000

George McDaniel, president, will propose a fund raising for a drawing to the members. The prize will be a scale model of the Granville Brothers Z Racer of 1931, by Robert Hirsch. The annual Christmas dinner needs a new coordinator. It is time to appoint a nominating committee to present a slate of

officer candidates to the members. Nominations will be accepted from the floor during the November meeting.

Air Flite would appreciate help in setting up the static display of aircraft on the ramp for the national AOPA convention in Long Beach, commencing October 21.

Air Flite provides meeting space to this chapter free of charge.

Woody Fowler, treasurer, is out of the most popular shirt size, XL.

The board authorized him to buy 6 XL polo shirts, 6 XL tee shirts, 6 XL Henley shirts and 6 L Henley shirts.

Year 2001 calendars are available now from the treasurer for \$6.50.

MEETING MINUTES

General Meeting

Sep 14, 2000

Attendance: 30

George McDaniel, president, opened the meeting by leading the members present in the Pledge of Allegiance.

OLD BUSINESS

Woody Fowler, treasurer, gave his report. The report was approved by the members present.

on the table next to the officers' table.

NEW BUSINESS

Guests were introduced:

MARSHALL GAGE has built and flown a Vari Eze.

JEREMY VREELAND, a guest of Darwyn Wolff, Young Eagles coordinator. Jeremy is a student at Los Alamitos High School.

Flyers were distributed for the October 18 EAA Grass Roots Meeting. The meeting will begin

at 7:30 PM in the Carson Community Center. Darwyn Wolff will provide photos of the event and Mike Sawicki will provide an internet report.

George McDaniel reported to the members on the deliberations of the Board members. He will check with national EAA regarding raffling off the GB Z model.

Proceeds of the raffle will go to the chapter's EAA Air Academy fund.

Tom Griffith made a motion to keep the raffle within the chapter. The motion carried. Raffle tickets will be sold until the Christmas dinner.

Our chapter newsletter has been entered in the year 2001 competition for best EAA chapter newsletter.

George McDaniel informed members that at Young Eagles events Boy Scouts cannot be flown in homebuilts.

Don Thompson, vice president, told members that if a pilot has a \$100,000 insurance policy, EAA will boost this coverage to \$1,000,000 for a YE event.

Woody Fowler told members that a YE pilot should have a xerox of his license, insurance, physical with date issued. Pilots who rent an aircraft must show evidence of renter's insurance.

Darwyn Wolff, YE coordinator, scheduled the next Young Eagles event for Saturday, November 11.

An e-mail was received from Earl Trimble, former chapter newsletter editor, who has moved to the Toronto, Canada area. He has 65 hours now in the Tailwind he built.

George Pinneo had a close encounter with a helicopter flying into San Bernardino Municipal Airport. Turning base onto final, he saw a helicopter fly directly across the active runway. The helo pilot made no transmission on tower frequency.

Walt Lane, charter chapter member, told the members that

the Turner T40 which he once owned won first place in its category in the Corona to Sacramento race sponsored by Aircraft Spruce. The T40 won in the category of aircraft powered by engines of 125 hp or less. The T40 was flown by Dennis Gilman and averaged 161 mph.

REFRESHMENTS

October Woody Fowler
November Ron Hodge



COMFORT and FIT

Hi, Chapter 7, Rick here again.

Excuse me for getting a little bit off the subject this month, but, I have a problem. As most of you know, I'm not a especially small person, and for those whom I haven't met, I'm 6' 2" tall and about 215 lbs. Not only that, I have rather short legs (33 inch inseam) and a long trunk. Not only THAT, I have had 3 back operations in 6 years, meaning my flexibility stinks!

So what does this have to do with anything? Well, I am hereby nominating myself as a rather large lab rat for a series of articles (I hope) to be called, " Yeah, but does the Jarhead fit? (With apologies to all Marines, as, I proudly was, and am one.)

I often find myself frustrated by the lack of information available on the physical size of cockpits or cabins. For ease of entry and exit. For the location and comfort of controls. and many other ergonomic questions. So, here is my deal to you. I promise to squeeze, push, pull, climb, duck,

and risk all sorts of bodily injury in a quest to try on any aircraft whose owners are kind enough to let me in. There will be no performance evaluations involved. This will be strictly as the title suggests. I'm told my size puts me above the 90 percentile group, which means if I fit, most everyone will.

I'd like to kick this off with a few gliders and then a couple power planes to sorta' get our feet wet.

Schweizer 2-33: Two place/ high wing/ training glider. The front seat is not too bad. Had to use real thin cushion on plywood seat. Not very good on back. Rudder pedals adjusted full forward. Two types of trim lever. One on Lt. cockpit sidewall nice and easy to use. Other type mounted on Lt. floorboard. Impossible to use with harness and belts on. Spoilers very nice @ Lt. hand (approx. throttle position for power plane.) Control stick fore/aft very good, Lt/Rt. marginal when full throw needed due to interference with thighs. Back seat, suffice to say I can get in only when no one is in the front seat! Left leg in, pull self over front seat back, pull right leg in with right hand while holding for dear life onto diagonal support with left hand. Slide both feet forward (not far!) to rudder pedals. At least there are no instruments to worry about!

Schweizer 1-26: Single place/ shoulder wing/ sport glider. Good cockpit room. Again need thin cushions on plywood seat. Not real comfortable. Rudder pedals adjusted full forward. Seat back in next to last aft notch. Good clearance for control stick except for extreme Lt./Rt. aileron when thighs again touch. Spoiler fits well in left hand. Must set altimeter and radio before belts are fastened, as panel is far forward.

Schreder HP-16: Homebuilt/all metal/ high performance sailplane. It looks like a large cockpit, and I really wanted to fit, but didn't find it comfortable. Rudder pedals not adjustable and were too short, putting my knees into the back of the instrument panel. Recline pilot position put head and neck at an uncomfortable angle. Control stick Lt./Rt. quite good. Forward stick nice, but, aft stick contacted, ahem... the "Family Jewels" before the mechanical stops! Flap crank position good. Panel controls hard to reach. Quite claustrophobic in cockpit with canopy down.

Standard Austria: High performance/ wooden sailplane. Don't Try This!! A beautiful Vee tailed aircraft, but, my knees got locked behind the instrument panel, the canopy wouldn't come within 6" of closing over my head, shoulders rubbed paint off the cockpit sides (not really, but it did feel like it.) The panel was nice and close though! It took 2 big men to get me out!

Glasflugel Libelle 201b: High performance/fiberglass/mid-wing sailplane. At first glance, I was sure this was another Austria. I dutifully put on a parachute and watched the owners expression as I got in his "Baby". I couldn't believe it. Feet found the rudder pedals way up front, but very comfortable, even though your feet must turn sideways due to the narrow tunnels. Control stick fairly high and excellent travel all directions. Gear lever on right and spoiler handle on left very easy to reach. All panel controls, instruments, and tow release easy to reach. Shoulders rubbed cockpit sides until seatback was moved aft to last notch. This dropped shoulders enough to clear cockpit rim. Plenty of room under canopy. I really want one of these!

Whitman W-10 Tailwind (Modified with all-metal wing and wing fuel

tanks.): High wing/high performance/2 place sportplane. Thanks to Earl Trimble, I had quite a few chances to try on this beautiful aircraft. With good sized doors and no fuel tank under the instrument panel, I fit very well, with one exception, the large spar carry-through tube ended up directly and closely behind my head. Control stick fore/aft movement very good. Slightly restricted Lt./Rt. due to thigh contact. Rudder pedal comfort and travel very good. Throttle, Mixture, Carb. heat a bit of a stretch with belts on, but definately doable. Flap lever and trims well positioned. The seats are great!

Stearman N2-S: 2 place/open biplane.(as if you didn't know!): Thanks to Mike Hanson for allowing me to fly this beauty for a couple hours. A rather long step over the front cockpit coaming and down to the seat. Grab the assist handles in the top wing cutout and slide down into the seat. Once inside, adjust the rudder pedals for comfort, and you'll find the cockpit layout and size nearly ideal. Control stick is tall with plenty of clearance. Throttle, Mixture, and Carb. Heat fall right under your left hand where they should. The seat is very comfortable, just don't drop anything because the floorboard is not large, and it may take some contortions to retrieve lost articles. Be careful when exiting the cockpit. The wing walk is somewhat narrow.

Well, Troopers, I have a few more and I'm always open to invitations. Until next time....

Rick Vaux
Tech. Counselor #4130



"Do not wait for ideal circumstances, nor the best opportunities; they will never come."

--Janet Erskine Stuart

UPCOMING EVENTS

Oct 12-15. Copperstate Fly-In, Falcon Field, Mesa, AZ.

Oct 18. Carson, CA. EAA Grass Roots Gathering. Carson Community Center, NE corner of Avalon & Carson St. South of 405-Fwy at Avalon, 1/2 mile. 800 / 662-8292. Reservations required.

Oct 21. San Diego, CA Brown Field. EAA Chapter 14 Air Fair. See Chapter 14's web site at : <http://www.eaa14.org>

Nov 11-12, March Field Air Museum. Sit in the SR-71 from the movie "Space Cowboys". Former SR-71 pilot Brian Shul. Other aircraft open: B-17, B-52, C-141, C-123, KC-135 & more. I-215 at Van Buren Blvd, Riverside, CA

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.

PROJECT VISITS

The chapter is still looking for a volunteer to fill this position. You will receive support from the other officers. A list of members and their projects will be supplied.

"The will to conquer is the first condition of victory."

--Marshal Ferdinand Foch



ONE
LONE
EAGLE
LEAVES
THE NEST

Our next rally is tentatively scheduled for November 11. At this time I am confirming the availability of the Aeroplex terminal. We a small group lined up but need other sources of Young Eagles. As always, the sign-up sheet for volunteers will be passed around at the October and November meetings.

Breaking news:



After his flight instructor, Mike Stearns, departed the cabin Matt McDaniel successfully (and with display of professionalism) completed a sequence of three take-offs and landings as the sole occupant of a powered aircraft on Saturday, October 7, at Fullerton (CA) Municipal Airport. Image files documenting a small ceremony which followed the solo flight are featured.



So long until then,
--- Darwyn

"To have a reason to get up in the morning, it is necessary to possess a guiding principle. A belief of some kind. A bumper sticker, if you will."
--Judith Guest



In last month's article, I introduced what I consider to be the three major elements of any flight test program: the Plane, the Pilot, and the Plan. If you put the right amount of effort and preparation into each of these items, your test program will not only proceed with greater efficiency, but with far greater margins of safety. The goal for the first several flights should be very simple: NO SURPRISES!! And one of the best ways to ensure this is to properly prepare and test your airplane on the ground before you ever attempt to get it in the air.

As a first step, I strongly urge you to review Ed Kolano's "Test Pilot" column in the July *Sport Aviation*. Under the heading of "Airplane Preparation", he has several very important recommendations. One of the most valuable is to utilize the services of your Tech Counselor to go over the airplane with a fine-toothed comb. Obviously, this would include both engine and airframe, but I think there are probably more potential "gotcha's" under the cowling, so be sure to take a very thorough look at the engine and fuel system. Consider hosting a chapter meeting at your place and challenge everyone to find some area for improvement, no matter how small. My old EAA chapter in Maryland did this once

for a member who was finishing a Lancair 320. It was not only fun, but offered a great opportunity to exchange ideas and observations with the builder.

We all know that there are certain things that absolutely *must* be done. Performing a good weight and balance is obvious, but you may want to go one step further and ballast the airplane to put the cg exactly in the middle of the envelope with you aboard.

Your ground tests should encompass a full set of steering/braking drills, taxi and ground handling checks, and full throttle engine runs with various fuel loads (and if possible, various aircraft attitudes) to ensure proper fuel flow. Naturally, unless you have 100% confidence in your brakes, it would be a great idea to tie down the airplane when you do this!

Something familiar to all glider pilots, but not practiced routinely in power planes, is the "positive control check". This requires that someone lightly restrain each individual control surface as it is activated in both directions by the stick, yoke, rudder pedal, flap handle, etc, and it ensures that everything is correctly attached. This is especially important for airplanes with folding or removable wings or tail surfaces. The less you tinker with the flight control system, the better... especially during your test program.

One final item: take the time to strap into your new bird, sit in the cockpit and hangar-fly the airplane through every maneuver and every normal and emergency procedure you can think of. Fly that first flight over and over again in your head until you're sure you've thought of every contingency. Then go back and think again. Remember your first flight motto: NO SURPRISES!

Next month I'll discuss the 2nd major area of emphasis for

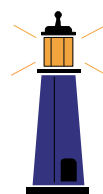
your test program: preparing you, the pilot, for first flight.

Fly safe!
--- Bill Mnich

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Plane Cent\$

Our 2001 EAA World of Flight calendars are still available. We are offering them at a great price of only \$6.50 each. Get several for home, office, garage, and hangar. They will be at the meeting. As an additional pleasure, this year we also have a very limited quantity of the new EAA Ultralight & Light Plane calendar. So now you can choose "regular" or "lite"!

--Woody Fowler



The Safety Beacon

Radar, Where Art Thou

I watch the national weather radar display on the Weather Channel and get radar images when I check the weather on computer. I find it very helpful in trip planning. It would also be very helpful if I could get real time weather information from ATC while en route, but I have been told for years that ATC radar is incapable of providing this information. If the television stations can provide this information, and I can get decent weather images over a laptop computer just about anywhere I can tap into a phone line, why can't ATC radar, with all the millions of dollars invested by the FAA, provide really detailed weather info?

ATC radar, specifically the en route radar system, uses information collected from many

remote radar sites. The raw data is then digitalized, processed by the ARTCC's computer, and then collected into a mosaic display. The raw data is not available to the controller. The system provides enhanced long range coverage for tracking aircraft as they move through the center's airspace and removes almost all of the clutter caused by terrain and weather. The equipment and the software are old and, in many ways, can't compete with what's available in some of today's laptop computers.

The weather information that was removed can be recreated, but in its final form is very different from what one would see on television. All precipitation is classified as either "light" or "heavy," and there are no sharp leading edges or contours as would be seen on raw radar, and no clear picture of intensities within the area. Light precipitation is displayed as a series of nearly parallel lines, while heavy precipitation is displayed as clusters of the letter "H." The computer also removes virtually all weather data near enough to the antenna to clutter the presentation on the controller's scope.

Most ATC radar shows only precipitation. It will not paint clouds, fog, icing, turbulence, thunderstorms, or give an indication of the altitude of the cloud tops. Even snow, unless it is very heavy or wet, is usually invisible to the radar. Also, thunderstorms that are embedded in large areas of precipitation are not normally distinguishable.

The main reason for this is that, from the beginning, one of the main goals of the air traffic control radar systems was the ability to see aircraft through even the worst weather. Since precipitation reflects much of the radar signal, making aircraft skin tracks virtually

indistinguishable; special systems had to be developed to reduce clutter caused by weather. Transponder returns help ensure that aircraft will show up even though radar signals may be weakened. The net result is a system which is designed to satisfactorily track aircraft through the weather, but which is not a satisfactory tool for the display of weather for the purpose of avoiding it. Conversely, airborne weather radar is designed to efficiently display weather, rather than track aircraft.

A goal of the FA is to encourage the development of new systems which would economically bring a wealth of real-time weather information to pilots in the cockpit, and certify new systems to do the same for controllers on the ground. The agency certainly is aware of the shortcomings of the equipment and software which has been in use for these many years. Unfortunately, this government process is not as simple as giving each controller a laptop computer plugged into a weather radar web-site.

Aviation Monthly, Dec 1998

Q: Occasionally on the VFR sectional charts there are VORs with the name underlined. Most of the VOR names are not underlined. What does the underlining signify?

A: When the name of the VOR in the designator box is underlined, it means that the VOR is a VFR checkpoint and the name of the VOR is the name of the checkpoint. Note the magenta flag at the VOR. The flag is the visual symbol for a VFR checkpoint.

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"The men who have done big things are those who were not afraid to attempt big things, who were not afraid to risk failure in order to gain success."
--B. C. Forbes

Chapter Website

Come see what's new. If you haven't already heard, the chapter has a new website up and running courtesy of our member, Mike Stearns. Mike has added new features and pictures of Airventure 2000, member projects & profiles, and chapter events.

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

Now we **NEED** your **HELP**. We have very few pictures of projects, finished or under construction, Young Eagles events, picnics, fly-outs. Let show some variety on our site. Bring them (prints & diskettes will be returned) to the meeting Thursday.

grassroots gathering

Tom Poberezny, President & CEO of EAA, The Leader in Recreational Aviation, will take his message to the members again this fall. He will be in the Los Angeles Basin area at the Carson Community Center. This is located just south of the 405-Fwy (1/2 mile) at the corner of Avalon Blvd. and Carson Street.

Date: 18 October 2000

Time: 7:30 p.m.

Reservations recommended. Call 800/662-8292. Questions will not be taken from the floor. With your reservation, put your 'thinking cap' on and submit it at the time of your reservation.

Now is the time to address all those questions that we all talk about at the meeting but never have answers about what EAA is doing for YOU, the general aviation sport enthusiast.

NOW is YOUR time to know what the EAA is and what are it's plans for the future, YOUR FUTURE. Come and participate.

"The positive response we received at those two meetings made it clear to us that our members want to hear about EAA, what we are, and where we're headed in the future," Poberezny said. "EAA has always been a member-driven organization, and meetings like this not only give us the chance to meet our members, but to also hear any comments or concerns they have as well."

AOPA Comes to Long Beach

The Annual AOPA Convention comes to Long Beach, CA for Oct 20-22. Three days of non-stop action of vendors, events, seminars, exhibits and displays.

The action will find you examining turbines, recipis, and diesels. Seminars by leaders of the industry. New products being introduced. Hands on exhibits and plenty of literature to pack home to read.

Aircraft too large to be transported to the Long Beach Convention Center will be viewable at Long Beach Airport at our very own Airflite Aviation Center. Eagles, Mooneys, Malibus, and much more.

As a member of AOPA I can tell you first hand that it is an organization needed by the pilots in every facet of aviation. Over the years they have come to realize the added importance of the sport aviation enthusiast. The services provided and the network of communications of its members aids every pilot.

Plan to spend at least one day on the floor of the convention center

to see and learn about the avionics, FADEC, and more.

Hear tech reps from manufacturers explain systems and provide helpful hints.

It is not just for the corporate jet owner or the Bonanza driver. Oshkosh too far this year, now thereis no excuse with everything in your own backyard.

Call 888 / GO2-EXPO or visit them at: <http://www.aopa.org/expo>

CFI Corner CRM Training

At the September CFI meeting, the topic was ADM and CRM. This is Aeronautical Decision Making and Cockpit Resource Management. ADM refers to all of the decision making that goes into planning, flying and safely completing a flight. Cockpit Resource Management is also sometimes called Crew Resource Management. CRM training resulted from an airline accident involving a DC-8, which ran out of fuel which the crew was handling a landing gear problem. The idea behind CRM is to make use of all available information, and solicit information from fellow crew members, before making a decision. The question that was asked of us as CFI's, is whether we are teaching CRM to our students, and how are we? As I see it, even though we are flying in a single-pilot environment, we can and should expand the concept of 'crew', to also consider as crew other aviation professionals with whom we interact and who can provide us with information essential to the flight. This can include for example, other pilots and CFI's, dispatchers, FSS weather briefers, ATC Controllers, and mechanics. As P.I.C., we are ultimately making the decision, but

we can make better decisions by asking the right questions to gather information, before deciding the best course of action.

By the way, this month I am at LBFC Mon/Wed/Fri., and I am at VNY Tue/Thur/Sa.

In November I should be here at LBFC full-time.

John Mahany
562-983-1265
jsmav8@gte.net

Av Humor

A man in a hot air balloon realizes that he is lost. Upon reducing altitude, he spotted a man below. He descended a bit more and shouted. "Excuse me. Can you help me? I promised a friend that I would meet him an hour ago; but I don't know where I am."

The man below replied: "You are in a hot-air balloon hovering approximately 30 feet above the ground. You are between 40 and 41 degrees North latitude and between 56 and 60 degrees west longitude." You must be an engineer," said the balloonist.

"I am," replied the man. "How did you know?"

"Well," answered the balloonist, "everything you have told me is technically correct, but I have no idea of what to make of your information. The fact is I am still lost. Frankly, you have not been much help so far." The man below responded, "You must be a manager."

"I am," replied the balloonist, "but how did you know?"

"Well," said the man, "you don't know where you are or where you are going. You have risen to where you are due to a large quantity of hot air. You made a promise which you have no idea how to keep, and you expect me to solve your problem. The fact is, you are in exactly the same position that you were in before we met, but now, somehow, it is my fault."

Year 2000 Officers

President

George McDaniel
(949) 951-0957
gcmcd@aol.com

Vice President

Don Thompson
(562) 498-0862
110450.3263@compuserve.com

Treasurer

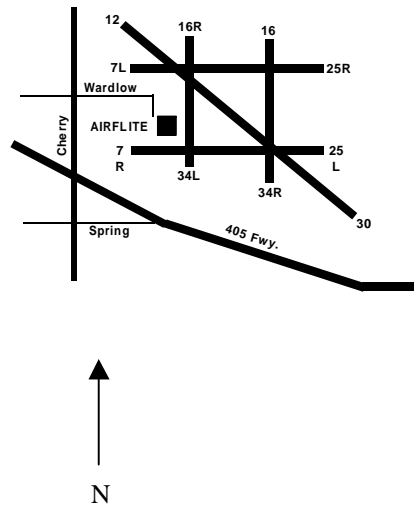
Woody Fowler
(714) 897-6566
fowlerhb@surfside.net

Secretary

Merv Meyer
(562) 423-2289
memjam@worldnet.att.net

Newsletter Editor

Mike Sawicki
(714) 821-5330
always1@gte.net



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

We meet at the AIRFLITE facility on the long Beach Airport. Airflite is located on the west side of the airport near the C-17 building. Go east on Wardlow Road from Cherry Avenue to the **Airflite** sign. Turn right, go to the large parking lot at the end and park. Go upstairs to the third floor with the large open area.

Board meetings begin at 6:30 p.m. Board meetings are open to all members.

Web-Site:

www.beegroup.com/eaachapter7

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 my e-mail.



Chapter 7 Newsletter

George McDaniel, President
26442 Nacome Drive
Mission Viejo, CA 92691-4948

**ADDRESS CORRECTION
REQUESTED**