



# Chapter Seven *Long Beach*

## President's Message

### Looking Back at Summer

Summers all but over and the kids are going back to school. Overall I feel like I had a great summer.

Starting the summer off right, the boys and I went camping to Columbia with Rays Flying Club over Memorial Day, we helped with the Young Eagles at AeroPlex and don't forget going to Oshkosh. Matt, G.T. and I also were lucky enough to fly aerobatics with Mike Hanson in his Stearman. I went deep sea fishing with my brother-in-law, and went to Tijuana one Sunday, all firsts for me.

Last weekend we went to Flabob's 75<sup>th</sup> anniversary celebration and rededication. I even talked my wife into going with us and bringing my 5 year old son Hunter. We went out on Friday afternoon to camp out for Sat. morning. Mike and Kendle Hanson were already there in their Stearman waiting for us, Don Thompson and his wife Diane drove in just after as we started setting up camp. Everyone at the airport was very helpful especially Jack Gentry from Chapter 1 who took me down to meet the new airport manager. Mike Stearns flew in with a friend named Steven just after dark and pitched his tent. Darwyn Wolff came out in his camper. After getting camp set up we started cooking and Mike Hanson made some great Fajitas. A couple of new friends from Santa Monica flew in and camped just across from us. They came over and did

some campfire flying with us after getting themselves set up. Before long it was time for bed, except for the dog that started barking in the middle of the night I slept pretty good. In the morning we awoke to the sight of balloons taking off in the early morning dew. Rick Vaux and Frank Gaggia were the first arrivals on Sat. morning to see the balloons take off. Mike Sawicki also showed up very early Sat am just in time to help cook pancakes at the restaurant. Ray Reynolds and Fred Leonhardt came out as did Sid from the Smoke Eagles. We spoke to Gary Steinke from Chapter 92 who brought out his Jenny. We saw Jim Wolf taxing by on his way out but never saw him on the tarmac, sorry we missed you Jim. The dedication ceremony was very interesting and I had the opportunity to learn some of the history of Flabob. Members from both original families were on hand to tell some of the stories of the past. After the ceremony Don T., Darwyn W., Mike S. and I all grabbed Chuck Lawson the Director of Education from EAA National and asked him about a million questions concerning the Air Academy and what we could do to make it a little smoother next year. He was very helpful and full of answers. We will discuss his suggestions at the next meeting. After lunch the crowd started thinning out as it started getting a little warm so we went back to the camping area and packed up. It was a lot of fun and I enjoyed seeing everyone. It was great to see so many of the members bringing their spouses, hopefully we can build more and more family involvement in Chapter activities. I think Flabob has a

great future with the new ownership and if the new airport manager can do one half of what he is planning things will be great. Please be sure to support Flabob every chance you get, we need more airports like Flabob.

I did my BFR last week with Mike Stearns and learned a lot, I was a little nervous as this was my first BFR and I really did not know what to expect. Mike made it a very good learning experience and gave me the opportunity to brush up on some of the maneuvers I learned during my initial training but haven't practiced regularly. He also taught me a few I had never done before. Mike, thanks for your help.

Don't forget the EAA Grass Roots Meeting coming to Southern California Wednesday October 18<sup>th</sup>. 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

### T-Bird Adventure

Did you miss me at the last meeting? Well, I'm back. I spent four days at home after Oshkosh then went to Iowa for some R & R.

While in Iowa I managed to visit Golden Circle Air, Inc. in DeSoto, IA, west of Des Moines a few miles. They offer a variety of aircraft, new and used. Visit their web site for current info: [www.aircraftsuper-market.com](http://www.aircraftsuper-market.com).

George, Woody & I spent time watching the performance flying at the ultra-lite field at Oshkosh and compared our notes as we stood watching. The "T-Bird" interested us all. I got to fly the one that attended Oshkosh, the two seat, side-by-side, tricycle, 75 HP rotary engine, when I visited Golden Circle Air, Inc. This was a quick flight so I'll note just the most common info.

Without side curtains, you just pull the nose to the ground and back into the seat. You sit first, then pull your legs up and in. Foot pedals adjust. Trim tail for takeoff. Squeeze pump fuel and hit starter. The rotary fired fast and 4-5000 RPM made us move. Positive steering nose wheel. Short taxi, mag check, altimeter set, ready-

set-go! 6500 RPM, short run and up and away!

Good climb to 1000 AGL, level and cruise at 5300-5500 RPM. Faster climb than a C-152. Headsets are a must. Trimmed out, still must pay attention all axes. Wind at about 15-20 knots with bumps. Shallow turns very normal. Steep banks increased aileron and rudder pressures a lot. Stalls mild. Like a C-152. Stalls slow enough to make use of thermals for climbing. With the wind at different angles to relative air, weather-vaning was pronounced. Slows you down.

Landings are best with power on. I did one with and one without. The crosswind at 15 knots was easy both ways, but better with power. Still stops short.

The T-Bird flies most like a C-150/152. You have to pay more attention all the time. Cruise is lots slower. Displaces faster. Better visibility. Less expensive to fly. Costs as much or more to purchase. LOTS OF FUN!!!

Don T.

## Secretary's Notebook



### BOARD OF DIRECTORS Meeting of Aug 10, 2000

General discussion of chapter participation in various flying events for the coming months. Chapter incorporation changes are still in progress but making headway.

### MEETING MINUTES General Meeting Aug 10, 2000

Attendance: 43

President George McDaniel opened the meeting by leading the members in the Pledge of Allegiance to the flag.

### OLD BUSINESS

Woody Fowler, treasurer, gave his report. A motion was made to accept his report. The motion was seconded and carried.

At the Year 2000 Air Venture in Oshkosh, Bill Smith was awarded first place in category for his 1946 Stinson. Bob Laskin was also first prize in category for his Cessna 175.

Jocelyn Pouliot reported to the members on her attendance at the Air Academy in Oshkosh. She thanked the members for her scholarship. She gave special thanks to Don Thompson, chapter vice president, for his help in arranging her transportation to Oshkosh. She especially enjoyed the classes in a workroom next to the aircraft on display in the museum. She and the other members of her class were each given a 30-minute flight.

Bob Hartunian recently returned from a vacation in the Alaska panhandle. He was flown from Ketchikan to a fishing camp. He commented on the magnificent scenery, the lakes, fjords, mountains and tree-covered hills.

### NEW BUSINESS

Guests were introduced:

RAMON BRAVO, EAA member from Culver City.

JODY KYLE, Chapter 92 member, is working on a Rotorway. The helicopter is 75% complete. Also working on a twin engined ARV in a push-pull configuration.

BILL BUDGE, inventor, who at 90 years of age, has had an eventful life in and out of aviation. He was born in Nebraska. In the early Twenties he got an airplane ride from Charles Lindbergh. Lindbergh learned to fly in Lincoln and was barnstorming in eastern Nebraska at the time. He came to California and eventually owned a fishing tackle business. His invention of an oxygen mask check valve was his ticket into aviation. During World War II he operated a 125-employee aviation supply company. He has worked for Beech, Cessna and Lear. He knew Pancho Barnes. Florence "Pancho" Barnes was a pilot in the Thirties. From 1940 to 1945 she contracted with the Army Air Corps to run a Civilian Pilot Training Program at an airfield she had built on her ranch near Muroc Dry Lake. After the war Edwards Air Force Base was created near her ranch. She retained a restaurant, tavern and riding stable on her ranch. Her ranch was a watering hole for test pilots from Edwards. Chuck Yeager and wife were frequent visitors.

George McDaniel, president, informed the members that Chapter 7 will be hosting a grass-roots meeting of southern California EAA members on Wednesday, October 18. Tom Poberezny, EAA president, will be at the meeting.

Kriss Bennett will be unable to continue as project visit coordinator. Contact George McDaniel if you are interested in coordinating project visits.

Walt Lane reports that his VariEze is nearing completion. He has installed the canopy lock and side door.

Rick Vaux, chapter technical counselor, is back after recuperating from back surgery.

**PROGRAM**

Jocelyn Pouliot gave a recount of her trip to the EAA Air Academy. Students received a flight and learned various building procedures: woodworking, sheet-metal, welding and composites. There were also technical studies of ground school and the principles of flight.

Woody Fowler and George McDaniel showed slides of the photos they took at Air Venture 2000.

**REFRESHMENTS**

September . . . . . Tom Griffith  
**October . . . . . Need Volunteer**  
**November . . . . . Need Volunteer**



**ALL THAT SUCKS IS NOT BAD**

Hello to all in Chapter 7. I wish again to thank everyone for the Support and well wishes I have received during recovery from this back surgery. I seem to be healing rapidly, and my wife can hardly wait to get me out of the house!

The subject for this month's column is (drum roll, please): Pneumatic Instrument Systems, they being; Attitude Gyros, Directional Gyros, and Rate of Turn Gyros, such as Ball / Bank and Turn Coordinators. (Bear with me, y'all, this isn't the same thing I wrote about a few months ago!)

If we wanted to check the FAA requirements for gyro instruments, where should we look? I know I heard everyone say, FAR

91.205(b), and you are all correct. (Except, of course for Earl, who thought I said CAA!)

Reading down the list of required gyro instruments for VFR flight either day or night, the total is 0, none, zip, zed, nil. Wow, that should save a lot of money, eh? Well, yes it could, but, for the sake of yourself, family, and friends, please consider at least a venturi-driven Ball/Bank. From personal experience, the horizon really does disappear on a moonless night in the Texas panhandle, or that under-cast may have grown after your 180-degree turn.

Now, let's complicate things a bit. FAR 91.205(d) covers gyros Required for IFR flight. These are: (1) Rate of Turn (2) Artificial Horizon (3) Directional Gyro. They can be either pneumatically or electrically driven. All aircraft which operate IFR, also require a back-up power source for air-driven gyros, or a back-up electric Rate of Turn indicator. Normally, the Gyro Horizon and the Directional Gyro are vacuum pump driven, and the Ball/Bank or Turn Coordinator are electric. In this way, a failure of either system leaves at least partial panel for emergency navigation.

Also installed in the panel, are a Vacuum Gage (or Suction Gage.) When the system is operating correctly, the normal range is 4.5 to 5.5 Hg. As you have probably noticed, the Vacuum Gage is usually very small. This becomes a problem, in that, pneumatic system failures may happen very suddenly, or very slowly, and slow failure is much more dangerous, unless you constantly cross-check All instruments, including the Vacuum Gage.

If gage pressure is low, suspect a dirty air filter, dirty screen, Sticking regulator, worn air pump, or a system leak. Zero vacuum

pressure points to a pump failure, collapsed line or inoperative gage (I should be so lucky!)

O.K., Rick, Why do I even need to worry about Vacuum Pump problems? I just bought a new 0-320 with a 2,400 hr. TBO. My answer, dear friends, will possibly shock you. Of the 2 types of pumps, wet and dry, the "wet" type is longer lasting due to being lubricated by engine oil. Unfortunately, it is also much heavier, and more expensive. Note, also, not all engines can be equipped with these pumps. The "dry" type pump has much simpler mounting, and is considerably lighter. It must be kept free of oil or it will fail very quickly. The following is the recommended AIRBORNE pump replacement schedule:

- (1) Any Model# beginning with 200-212 1,100 Hrs
- (2) E211cc or E212cw 1,200 Hrs
- (3) Any Model# beginning with 215-216 1,200 Hrs
- (4) Any Model# beginning with 220-242 600 Hrs
- (5) Any Model# beginning with 420-442 450 Hrs
- (6) 832cw or 842 300 Hrs

If you are surprised by this information, that is a good thing. Include the Vacuum Gage in your scan, cross-check the other instruments, fix any problem as soon as you land, and fear not that "dark and stormy night."

Well, troopers, I've been released to wander around this aviation neighborhood again, so if you see me, stop and say Hi. I'll be the one rubbing his back!

Rick Vaux  
Tech. Counselor #4130

-----  
"Lots of people want to ride with you in the limo, but what you want is someone who will take the bus with you when the limo breaks down."  
--Oprah Winfrey

## UPCOMING EVENTS

**Sep 8-10.** Sacramento, CA. 3<sup>rd</sup> Annual Golden West Fly-In. Moved to Sacramento Executive Airport, between the I-5 & Hwy 99. Another 100 miles beyond Castle AFB. Air-Craft Spruce to sponsor race from Corona, CA. For add'l info go to:

[www.gwfly-in.org](http://www.gwfly-in.org).

Chrmn: Bill George, 530 / 642-8063.

**Sep 16:** Lancaster, CA. Fox Field Old Fashioned Fly-In sponsored by EAA Chptr 49. 8:00 am to 4:00 pm. Pancake brkfst, spot landing, swap-a-ride, YE, Ol' Buzzards, radio control. Check their web-site:

<http://www.eaa49.av.org>

**Sep 29-Oct 1.** Salinas, CA Calif. Int'l Airshow. Snowbirds. Ctc Harry Wardwell 831/754-1983.

**Oct 7-8.** Chino, CA. Planes of Fame Airshow 2000. Ctc 909 / 597-3722. Note: Date changed to **Oct 7-8, 2000**

**Oct 12-15.** Copperstate Fly-In, Williams Gateway Airport.

**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  
Eaglet's  
Nest

Our next rally is not firmly planned but we have discussed the possibility of an October event so as to get past the hotter months. Let's try to set a date at the September Chapter 7 meeting so we can schedule around all the aviation events in October.

So long until then,  
--- Darwyn  
-----

"If you are losing a tug-of-war with a tiger, give him the rope before he gets to your arm. You can always buy a new rope."  
-- Max Gunther

"Most powerful is he who has himself in his own power."  
--Seneca



Last month I described the concept of the “management reserve” that a pilot must always maintain to ensure flight safety. Recall that this is simply the extent to which you are ahead of your airplane... it’s the extra mental capacity and spare time to deal with the “abnormals” and pop-ups that always occur when we fly. There are many ways to increase the management reserve: engage the autopilot, stop all unnecessary chatter in the cockpit, fly to better weather, delegate a task to your copilot, tell the controller to stand by. Whatever is required at the time.

But these are reactive responses, and we all know that flying requires more than simply reacting to what Mother Nature and Lady Luck happen to throw in our direction. As Pilot in Command, you are a manager. No, you are not managing money, stock or employees, you’re managing *risk*. And that is primarily how your spare time should be spent in the cockpit.

You should constantly be evaluating, thinking ahead, running “if/then” scenarios, looking at alternatives, backup plans and options for any contingency that may arise. The management reserve provides the resources to do this. Of course, the immediate priorities must be dealt with as they occur, but a good PIC will often have a solution in mind even before the problem comes up. A classic example is always knowing where your nearest divert field is in the event of an engine problem. This is usually not too difficult when flying over the lower 48, and in fact most modern GPS units have a panic button that will

indicate the closest airport. But the GPS doesn’t factor in wind, weather, runway condition or the availability of emergency facilities on the field.

Your preflight planning and preparation, coupled with your ability to manage risk in the cockpit, is what makes for a successful flight. What do I mean by “successful”? There are as many definitions as there are pilots! Of course, the #1 requirement is that the flight must be completed with complete safety. But beyond that it could mean making some really good crosswind landings on a blustery day. It could mean flying a long trip and arriving right on time to meet some friends. It could mean nailing that outside snap roll you’ve been practicing for weeks. Or it could be as simple as landing with a smile on your face after an hour of sightseeing.

Now, it’s one thing to successfully manage risk in an airplane we’re familiar with, one with well-proven systems, performance and handling qualities. It’s another prospect entirely to do that during the first few flights of a new, rebuilt, or modified airplane. To perform that task safely, and properly manage those risks, you’ve got to focus on the three fundamental building blocks of any successful flight test program: the test aircraft, the test pilot, and the test plan. Think of it simply as the Plane, the Pilot, and the Plan.

To be continued next month.  
Fly safe!

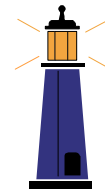
--- Bill Mnich

.....  
**Plane Cent\$**

Our 2001 EAA World of Flight calendars have arrived. 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  
Flight Plans**

*I have some questions about flight plans and radar following. Can a VFR flight plan be filed / cancelled en route with ATC radar controllers? Does radar flight following serve essentially the same purpose as filing a VFR flight plan? Also, when on an IFR flight plan in VFR conditions, if the IFR flight plan is cancelled will it automatically revert to a VFR flight plan? Similarly, if I am on an active VFR flight plan and obtain an IFR clearance, will ATC automatically close my VFR flight plan?*

A VFR flight plan is used essentially for search and rescue purposes. It insures that there is a record of your intended route and expected arrival time at your destination. If your flight fails to arrive, certain set procedures are followed to initiate search and rescue operations. These operations are dependent on the information contained in your VFR flight plan.

Radar flight following while en route may provide some short term level of search and rescue protection if radar or radio contact is lost, but is not by any means a substitute for filing and activating a VFR flight plan.

VFR flight plans should be filed, activated, and closed with an FAA Flight Service Station. En route air traffic controllers do not normally have access to any part



# CLASSIFIEDS

**For Sale** Hartzel Prop governor for 160 / 300 hp Lycoming. Morrow-II Loran. Call Harold S. 562 / 596-9475.

**For Sale** KR-2S (11" longer, 2" wider). Boat with stubs, wings, tail feathers, converting to fixed gear, dual controls and reinforced for additional HP. Zero time 2080-cc VW on KR mount and stand, includes canopy, hardware, lights, and most engine & flight instruments. \$3,800 / obo. No time. Long Beach, CA. Richard at 562 / 435-7937 or e-mail [rlrymer@worldnet.att.net](mailto:rlrymer@worldnet.att.net)

**For Sale** Mitchell Quartz analog clock, Mdl 99500-ELT, used; runs perfectly (I went digital), only \$35. ASI, UMA, 20-160 mph, Single-scale, good condition \$60. Coolant radiator, Cancore, used on Rotax 912, 1-inch hose-ports, excellent condition, \$50. Nine-inch venturi, good to excellent condition, \$30. Spinner with backer-plate, 3-blade, 7-inch dia., UHS, fits Warp Drive / Rotax, excellent bargain, only \$40. Wheel fairings for Zenith 601 / 701, 16-inch wheels, \$50. Altimeter, digital, Taskem Mdl 1000, excellent condition, \$100. Finger-screen fuel tank fittings, brass, used, 3 available at \$2/ea. Ctc George Pinneo, 310 / 545-5951 evenings or 310 / 813-9774 days or [george.pinneo@trw.com](mailto:george.pinneo@trw.com).

**Wanted** Builder assistance. I have a Glasair I RG. I am interested in having two or three people participate in helping to build out my project (40% complete). Call Richard Ono at 714 / 898-1608. Huntington Beach area.

**Wanted** - hanger to share at Chino, CA or Corona, CA airports. Am finishing a Rotorway Exec kit helicopter and need the use of 1/2 of a hanger while I complete the final rigging and test flying. - Jody Kyle 714-963-6074 [jkyle@starbase.com](mailto:jkyle@starbase.com)

**For Sale** Lancair 235 Kit with Lyc-235 engine, chrome cylinders, 900 SMOH. Work table with teflon cutting surface, optional sheet of honeycomb for pre-fabbed ribs. Engine mount and stand (on wheels), prop extension.

Call 714/821-5330 or e-mail: [always1@gte.net](mailto:always1@gte.net) located in Los Angeles area. **\$24,875.**

**Wanted:** Hangar Space. I could not make it to the last meeting, but will put it on my schedule for July. I'm still looking for part of a hangar to move my Teenie Two down from Tracy. If you hear of anybody wanting to rent part of hangar I like to know about it. I can be reached at 562-420-1755 ext. 151 or at home 562-924-4066.

--- Richard Stockton  
--- flyteenietwo@earthlink.net

**Flight Instruction:** Effective Aug. 17, I will be returning to full time flight instructor. Available both at Long Beach Flying Club and Benbow Aviation (Torrance). Qualified for Primary thru ATP and CFI, including tailwheel and gliders.

Contact me at 5462 / 983-1265. John Mahaney at [jsmav8@gte.net](mailto:jsmav8@gte.net)

"Never go to a doctor whose office plants have died."  
--Erma Bombeck

## 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/eaachapter7>

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

## 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."

## Year 2000 Officers

### President

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

### Vice President

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

### Treasurer

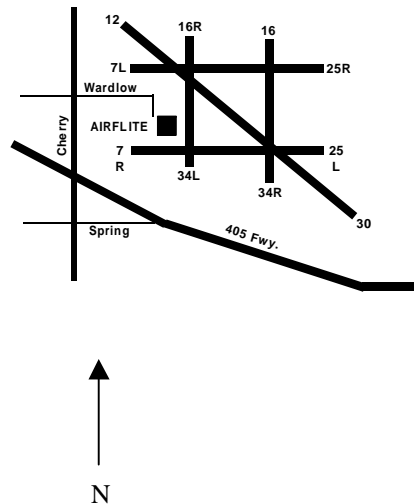
Woody Fowler  
(714) 897-6566  
fowlerhb@surfside.net

### Secretary

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

### Newsletter Editor

Mike Sawicki  
(714) 821-5330  
allways1@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](http://www.beegroup.com/eaachapter7)

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

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



## Chapter 7 Newsletter

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

**ADDRESS CORRECTION  
REQUESTED**