



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition

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<http://www.eaa1000.av.org>

May 2001

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium, Edwards AFB, CA at 1700 or 5:00 PM, whichever you prefer. Any changes of meeting venue will be announced in the newsletter. Offer void where prohibited. Your mileage may vary. Open to military and civilian alike.

This Month's Meeting:

**No Third Tuesday Meeting This Month!
Instead, We Expect You To Participate In:**



Tenth Annual Scotty Horowitz Going-Away Fly-In--19 May 2001, Rosamond Skypark

Yes, it's that time of the year again—time for EAA Chapter 1000's big annual shindig. Rosamond Skypark will be abuzz with way cool EAAers like yourself, and you'll want to be there. This is Chapter 1000's annual big event where we invite area EAAers to come hang out with the **Project Police**.

The events will be similar to those in past years. We're planning to have a Spot Landing Contest (0745-1100) for you to show off your airmanship skills (the line will be 100 feet beyond the displaced threshold). Only your first landing counts. Rumor has it that **Jenna Ware** may be back this year to defend her title, so you'll want to practice up beforehand. The aviator displaying the highest level of aviating proficiency will receive a device (TBD) in keeping with their exploits for posting on her/his hangar wall or other favorite location.

You'll want to get your airplane washed and cleaned up nice too so you have a fighting chance in front of the most critical judges—the assembled masses. All participants will have a chance to vote for their favorite airplane in the People's Choice contest. The pilot of the most popular aircraft will also receive a device (TBD) recognizing their recognition. Don't sluff this one off—we have not been able to determine if the world famous **Pulsar** may be there, and we have reason to expect that **Paul Rosales** and his award winning RV-6A will make their first appearance together at our venue.

And of course there's the most important part—the imbibing and eating festivities. **George Gennuso** will be returning as the **Project Police Number One Master Super Grillmeister (PP NO-MSG)**. You won't want to miss his culinary masterpieces. He'll be whipping up incredible

edibles on the new chapter grill, fresh from an outstanding performance in OT&E at last month's meeting.

We're looking forward to seeing you there, and be sure to take a few minutes to help out somewhere. You'll be glad you did.

Spot Landing Contest Rules:

1. Only your first landing at L00 will be judged
2. Target touchdown point is a line 100' beyond displaced threshold
3. Touchdowns prior to the displaced threshold will be disqualified (Be safe, ya know!)
4. Distance is measured from target line to the first touchdown point of the main landing gear
5. Helicopters and VTOL or V/STOL aircraft are not eligible
6. The decisions of the **Project Police** judges are final. No Whining.
7. Award will be presented after lunch

But Sir...I Thought You Said We Were Going To...

Yes, originally we were planning to visit Jon and Tricia Sharp at their hangar this month, but that has been cancelled and will be rescheduled at some time in the future (which is easier than rescheduling at some time in the past). Until then, you'll just have to keep saving your dimes and nickels for your own Nemesis NXT kit.

Last Month's Meeting

EAA Chapter 1000

High Cay, Rosamond Skypark, Rosamond CA
1800, April 17, 2001

Gary Aldrich, Presiding

The Mega-Schmooze

We met. We schmoozed. That's about all we did. This gathering was held at High Cay, hosted by **Gail** and **Doug Dodson**. The express purpose of this gathering was for operational test and evaluation (OT&E) on the new chapter grill. Toward this end, **Grillmeister George Gennuso** brought foot long hot dogs and less than foot long buns. **Kommandant Gary Aldrich** brought the other condiments, including chips and dips (the eating kind—not the kind you ask if they want to be members). Beverages were drawn from the local stock at High Cay, including Shiner Bock on tap. **Russ Erb** brought the grill, demonstrating the design capability to be carried on

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a 18"x60" excess cargo carrier. If you have a 2" receiver hitch on your vehicle, then you can transport this grill. Of course, it also fits in vehicles from small pickups on up.

Far more people participated in this test program than normally come to our meetings. Not only that, but they came by a multiplicity of transportation methods. We had 11 Air Force Academy cadets and their two officers join us, fresh from a tour of **Jim Payne's** hangar o' amazing soaring stuff. The cadets were in town on a field trip to TPS to collect data for their Flight Test Techniques final project. They won the prize for longest distance traveled to participate in an OT&E test program.

First runners-up in the distance traveled category and first place in the best arrival were **Joe Riley**, **Charleen Beam**, and a friend (who's name I didn't catch) who took advantage of the airport location and arrived by Beech Duchess. In a dead heat for shortest distance traveled were **Bob Waldmiller**, who arrived by taxiway bicycle, and **George** and **Jan Fischer**, who arrived by taxiway car. We're not sure how far **John Bush** traveled, but we do know that he managed to drag himself away from duty in the service of transporting the American public by air to participate in this important test program.

Of course, there were many other important **PPOs** present, whom I will not name because I didn't keep an attendance list.

Test and Evaluation

Grillmeister George cooked up many a foot-long hot dog, using the additional width of the grill to compensate for the excess temperature of the charcoal fire. The grill was designed to allow adjustment of the height of the fire grate and grilling surface for temperature control. However, no method for accomplishing this reconfiguration while in use had been developed or tested. Several discussions were held on possible solutions. **Develop a method to move the grill and fire grates without personal injury while in use (R1).** (Note: at press time, a new method has successfully passed DT&E)



Grillmeister George serves up the first hot dog to designated evaluator Waldo

The quality of grilling was excellent, requiring only minor compensation from the grillmeister (Cooper-Harper

Rating of 2). In Phase II testing, additional test items were evaluated, including steaks and shrimp, as provided by other **PPOs** as allowed in the test plan (*which we made up as we went along*). Again, the results were excellent. The side table was found to be satisfactory for holding items, as shown in the photos, including proper care for a mug of beer.



The assembled masses carefully evaluate the test data



Leigh Kelly conducts Phase II testing with additional types of test items

A service report (SR) was filed on coal retention. Care must be exercised to keep coals from falling out the front of the fire grate, where no lip is provided to slow them down. Additionally, coals pressed against the wind break/heat shield sheet on the rear of the grill tend to fall out through a gap that tends to occur between the grate and the sheet. **Investigate methods for improving coal retention (R2).**

After the grilling was complete, Phase III testing was eventually begun. As the temperatures dropped with the sun, as they are wont to do in our beloved desert, several **PPOs** were seen holding a conversation around the grill. Further investigation revealed that they were evaluating the ability of the grill to continue providing warmth to cut the chill long after the cooking was complete. Results were satisfactory.

Conclusions

Eventually (and since nobody else had) steely-eyed test pilot **Jim Payne** declared the overall results of the grill OT&E as SATISFACTORY and recommended to the program office that the grill be released for use at next month's **10th Annual Scotty Horowitz Going Away Fly-In**. This recommendation was met by a rousing round of agreement from those who were close enough to hear.

New Member

Also in attendance was new **Project Police Officer Lathan Collins III** and his son, who had visited with us last month. We'll tell you more about him when I get his information sheet back.

Aftermath

Since all of our nutritional needs had been satisfied in the course of the test program, and we had solved all of aviation's problems again (*and once again failed to record the results*), the monthly trip to the **BK Lounge** was cancelled by lack of interest.

- **Erbman**

Psuedo-Secretary

Kommandant's Korner

Community....We're all members of at least one and most likely many. What defines "community"? Well, being too lazy to dig out a musty old dictionary, I'll define it as a group of people with a common set of interests and/or goals. In that regard we are all in the "community of mankind"; given that our goals are, at the highest level, aimed at our common welfare and pursuit of safe and happy lives. Within that community we are members of several subset communities...Rotary Clubs, the military, a bowling league, homeowners' association; and, of course, Chapter 1000.

Another characteristic of communities is participation, or support of the common goals by the membership. The level of participation by individual members is directly tied to the level of realization of the common goals. On a more personal level, this can be translated to; "You get out of the community in proportion to what you put in". For some, that's an easy equation to satisfy...membership, alone, is sufficient with no real expectations or desires. For others, goals are more defined, loftier, or complex. These members expect more return on their investment and, with little prompting, make the investment. The ratio of the number of the first type to the number of the latter type often determines whether a chapter (oops, I mean community) will grow, prosper, and realize goals...or stagnate, even diminish.

Why the sermon? Well, I'm concerned that Chapter 1000's demographics are starting to favor the type of members with the easily satisfied goals...those that are happy to pay some dues, read a cool newsletter, and attend an occasional gathering. I think the community is serving those members very adequately. However, I know there are those who are reading this that would like to get more

out of the community. Those are the community members to whom I'm addressing this little speech. I'd like to root out these members...the ones who aren't being satisfied, and encourage them to make some small increase in their community investment. That investment might be as simple as taking notes for the newsletter or as complex as seeking out a leadership position. It's guaranteed to result in more satisfaction for the investor as well as the community at large. In fact, it's likely to result in uncovering more members with unsatisfied goals to address and...well, you can see where this is going.

The fly-in, airshow, vacation, good weather season is upon us. It's a busy time, and all I ask is that you re-evaluate your personal goals associated with your community membership and decide whether you are satisfied...or not. If you are, be happy, and continue to come out to the gatherings as before. If you think you might have a goal or two that needs a little work, call one of the phone numbers at the top of the masthead and make your desires known. If your community leaders don't know your goals are unsatisfied they're for sure not going to help you fix the situation.

See you all at the next gathering and at the **10th Annual Scotty Horowitz Going Away Fly-in**. Fly safe and Check 6!

- **Gary Aldrich**

Kommunity Kommandant



Young Eagles Update

I'm going to wait until after the Lone Pine rally to give a final tally for April, but so far we have 16 Young Eagles flown since the March Rally in Cal City. Due to the threat of weather, there were only 2 that showed up at Lancaster on April 21 (they were flown by **Doug Dodson**), but **Ray Green** flew one on March 31, and **Herb Carlson** has flown 13 so far this month. Good job!

I would encourage all to fly Young Eagles in addition to the organized(?) rallies that we hold. Just make sure that your chapter number shows up on the registration form, and either send the forms to me or directly to EAA. If you send them to EAA, send me a tally, so we can keep an accurate count.

I will be glad to set you up with a supply of registration forms and blank certificates.

That's all for now. I'll publish a report next week for the month of April. Happy flying.

- **Miles Bowen**

EAA Chapter 49/1000 Young Eagles Coordinator

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Tech Counselor Visits

EAA Chapter 1000 Technical Counselor **Gary Sobek** flew up to the Antelope valley for a **Project Police IG** visit on 31 March 2001. On the docket for this round were **Russ Erb's** Bearhawk wing and **Dave Evans' RV-4**. Both were presented with a clean bill of health.



RV-4 fuselage with canopy installed



Turtledeck still needs riveted in



Dave, you might want to spend a little more on those instruments



Dave is installing rear seat rudder pedals. These connect to the front seat rudder pedals by simple push-pull rods.

Buck Rivetz' Web Page Review

Project Police Det <DATAMASKED>



"We're here to help!"

Target for the Month:

<http://www.aeroplanner.com>

Date of Review: April 2001

I don't know if you've found this one yet but it's way up on the cool meter!

I take it most of us have either used or attempted to use web-based flight planning tools, either DUATS, or others. The major default has always been the lack of a mapping tool that can be had for cheap (FREE!). Jeppeson's FlightStar appears to be OK, but is kind of pricey. This one appears to fit the bill; www.aeroplanner.com allows trip planning with a twist. You get to print out knee-board sized (5"x7") sectionals, in order of the trip. This website is produced by IMAPS (Internet Marine and Aviation Planning Services) LLC. of Columbia, IL. and of course there's the disclaimer to consult your friendly FAA Flight Service Station. Evidently the technology used is produced by a company called SoftCharts.com and was originally produced for the marine community. Very cool charts.

You really don't need to register but if you do you can save routes. Basically, to get a chart you enter altitude, speed, then your waypoints (Airport, city, fix/wypt, zipcode, navaid, or lat/long). For each checkpoint, you're able to center the map on that location, get weather (precipitation radar, area forecast, SIGMET/ AIRMETS, winds aloft, Terminal forecasts, and NWS weather short range one to two day charts (12, 18, 24, 20, 36, 48 hour

look-aheads in color or b/w gif formats) and finally airport information (coordinates, the facility, communications, runways, NOTAMS, nearby airports, remarks, local services and attractions (golf nearby), and visitor remarks.

Once the nav points have been entered, click <update> which will refresh the screen with your route (using an enroute-type chart). Below a map of the route, it gives you routing warnings for special airspace intersections, and basic data on the routes such as course, wind direction and speed, true and mag course & heading, true airspeed, total fuel required (reserves not included), and anticipated time enroute.

Click on the <TRIPTICK> button gives you the route in various forms. The first chart is an outline of the route with a graphic of how each sectional piece fits into the route. Below are two options, either Enroute charts or Sectionals. Buttons give you the ability to select any part of the route. With 56K downloads, even the sectionals didn't take too long. To ensure accuracy, a scale is included at the bottom the the chart as well as sectional name and date. You always get the latest. A <NEXT> button gives you the next chart along the route. Another feature is the route marked on the chart with distance-to-go marks along the course.

Some routes allow publication of WAC charts as well, along with the same functionality used with the Sectionals. Depending on the route direction, the system will allow you to select "landscape" format giving a wider map view along the route.

They have a obligatory discussion page which contained this description of how this works:

Ever wonder how all the pretty maps appear on AeroPlanner? This is from their "who we are" section: How does the site work (you know, behind the scenes - wink wink) It's a closely guarded secret but it works something like this:

- 1) One of our users starts a trip plan.
- 2) Keys in departure airport.
- 3) Jim, our Chief Technology Officer yelps really loud and blurts out the airport ID.
- 4) One of our other guys, Greg, runs really fast to the chart section in the office, scans it, and puts it on the web server
- 5) Greg's really good, because he can clip out only the part of the chart just around the airport.
- 6) We do this about 20,000 times a day and we can get really cranky.
- 7) I make sure nobody quits.

There's also a web-based pilot's log but Buck didn't have the time to investigate this one.... You're going to need some time to get through all the stuff on this site. The site map can help give you an overview of all the info supplied.

Overall, it appears that the flight planning function of the site is pretty decent and well worth the time. I declare

this site **APPROVED!**

- Buck Rivetz

Project Police Aircraft Spotters Quiz

Here's another one for you to test your aircraft identification skills. Note: There is only one (1) airplane in this picture.



As always, send your guesses to the newsletter editor at erbman@pobox.com or at 661-258-6335. If you have no clue, you'll have to wait until next month to find out what it is.

B-24 Quals? B-29 Cockpit Tours?

Here's one you won't want to miss! The Confederate Air Force and the Santa Maria Museum of Flight are presenting a warbird fly-in on 26 May 01 at Santa Maria Municipal Airport (SMX). That's Saturday of Memorial Day weekend.

Scheduled to be present are Fifi, the only (currently) B-29 on flying status, and Diamond Lil, the CAF's B-24 (really an LB-30, but who's counting—it's still way cool). The promotional material, supplied by the **Kommandant** after discovery in his e-mail in-box, states that rides will be available on the B-24. When I saw Fifi in Colorado Springs, there was a long line for cockpit tours, and I would suspect that tours would be available here as well.

If you get there between 0830 and 1130 you can treat yourself to a strawberry pancake breakfast supplied by your friends in EAA Chapter 499. (805-922-8758)

Santa Maria Municipal Airport is directly west of Rosamond on the coast and just north of Vandenberg AFB.



Web Site Update

As of 6 May 01, the hit counter stood at **57578**, for a continued hit rate of 43 hits/day for the last month.



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

Chapter 1000 Calendar

May 15: No Third Tuesday Meeting. Go to Fly-In instead.

May 19: Tenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA (661) 258-6335

May 26: Warbird Fly-In (B-29/B-24), Santa Maria Municipal Airport (SMX), Strawberry Pancake Breakfast 8:30-11:30, (805) 922-8758

Jun 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School, 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Jun 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Jun 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 11: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School, 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Jul 11-15: Northwest EAA Regional Fly-In, Arlington WA

Jul 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Jul 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 25-31: EAA AirVenture '01 Fly-In Convention, Oshkosh WI

Aug 1: No EAA Chapter 49 Monthly Meeting

Aug 7: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Aug 14: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Sep 7-9: Golden West EAA Regional Fly-In, Sacramento CA

Sep 15: EAA Chapter 49 "Just An Old Fashioned Fly-In," General William J. Fox Field, Lancaster CA. (661) 940-6863

Sep 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@pobox.com

From the **Project Police** legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. **Project Police** reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

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MUROC EAA CHAPTER 1000 NEWSLETTER

C/O Russ Erb

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<http://www.eaa1000.av.org>

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
NINTH ANNUAL FLY-IN 19 MAY AT L00
NO MEETING AT TPS—GO TO ↑
GRILL PASSES OT&E
KALL FOR KOMMUNITY



The Leader In Recreational Aviation