



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

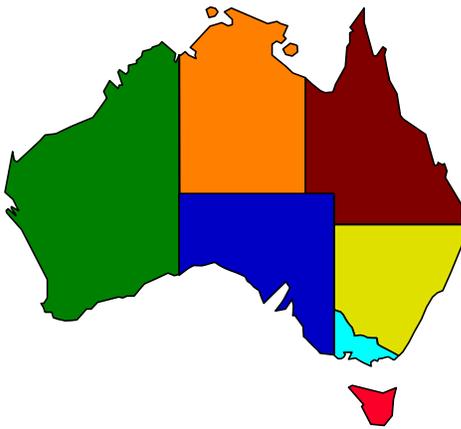
<b>President</b>	<b>Gary Aldrich</b>	<b>661-609-0942</b>
<b>Vice-President</b>	<b>George Gennuso</b>	<b>661-265-0333</b>
<b>Secretary</b>	<b>(howaboutyou?)</b>	
<b>Treasurer</b>	<b>Doug Dodson</b>	<b>661-256-7276</b>
<b>Newsletter Editor</b>	<b>Russ Erb</b>	<b>661-258-6335</b>

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

July 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:



## Sport Aviation Down Under

**Speaker: Graham Byass**

**EAA Chapter 1000 Det 10**

**Tuesday, 17 July 2001**

**1700 hrs (5:00 PM Civilian Time)**

**USAF Test Pilot School Auditorium**

**Edwards AFB, CA**

Ever think about flying in Australia but you hesitated because you don't like flying inverted? Well, throw out your North-biased mindset and come down to TPS to find out how it really is.

Our program this month will be presented by Chapter 1000's only native-born Australian **Graham Byass**, Kommander, EAA Chapter 1000 Det 10 (Perth, Australia). Graham will be stopping in to see us on his way to a small fly-in being held near a children's bib overall factory on the banks of Lake RV (*as in Winnebago*) in Wisconsin.

Graham is currently flying an Auster and building a Zodiac. We'll hear about those, a Fournier RF-4 you read about in these pages many moons ago, and all sorts of things to help convince you that wingnuts are much the same all over the world.

Homebuilding is growing in popularity in Australia, especially after CASA (the Australian version of the FAA) adopted experimental amateur-built rules very similar to those we enjoy in this country.

So if you ever wondered if Australian sectionals are printed south up or how to set up a fly-in in a park in the middle of a major city, you'll definitely want to be joining us.

- **Erbman**

By authority of the **Vice Kommandant**

## Last Month's Meeting

**EAA Chapter 1000**

Scobee Auditorium, Test Pilot School, Edwards AFB

1700, June 19, 2001

**Gary Aldrich**, Presiding

This month's meeting was held at the Test Pilot School. Following the requisite schmooze time we retired to Scobee Auditorium for a couple of video presentations and a presentation by Mike Lamb. The first video was a well done segment from the local Cable TV news Channel (3) on the Young Eagles program. Both Miles Bowen and Gary Aldrich gave interviews about the program and its goals. Then Gary gave the reporter and cameraman a flight in the Fightin' Skywagon followed by a perfect landing (on tape). The second video was from EAA headquarters and covered several topics to insure Chapters run great, recruit a lot, and get people to volunteer for things (like how George got me to do this report).

The highlight of the meeting was the talk by Mike Lamb. We learned a lot about the Rocket he built and some other interesting facts about Mike. We already got some insight into his symmetrical paint scheme (see previous news letter) and were rewarded with some great input on drawing canopies. Mike explained how to get the overall shape (a complex science of setting the mold shape) and how to avoid distortions (remove all the water from the Plexiglas by drying at a warm temperature for a week before drawing). Thanks Mike and we look forward to your next project (retractable tricycle gear Rocket?).

- **Lathan Collins**

**Kommandant's Korner**

Greetings all! I hope this finds you merrily constructing or flying your various aerospace contrivances. This month I thought I would toss out a couple of thoughts for you to ponder and discuss amongst yourselves (and perhaps suggest an idea). During recent informal board meetings (around my cube at TPS) we have been discussing the chronic lack of attendance at our chapter gatherings. Our program last month was a notable example. An excellent program was presented by Mike Lamb, local RV/Rocket icon...to about six people. Various ideas were bandied about to explain this poor turnout. We generally agreed that it was not the quality of programs that hard-working **VK George Gennuso** has been providing. Rather, discussions focused on the apparent changing of the chapter demographics; from a mostly military/on-base group to a more diverse crowd who either don't work on Edwards, or don't work a shift that is compatible with our normal gathering time. This led us to propose a change of venue and time for some or all of the monthly meetings. Ideas ranged from a repeat of the recent BBQ at the "High Cay" (L00) to meetings at a suitable public facility in the general Rosamond area (library, school, restaurant, etc). Suggestions were made to move the start of the meeting from 1700 to 1900-ish to allow folks to drive home before coming out to the meeting. Your board will be examining this issue further at the upcoming board meetings, but it is important that we get an input...formal or informal, from the general membership. My email and phone listings are at the top of your newsletter, as are those of the other chapter leaders. Please let us know your thoughts.

Now, for upcoming events. I just got off the phone with Jeff Luther, acting-President of Chapter 49 who has arranged display space at the Antelope Valley Fair. I have pledged Chapter 1000 support to build a suitable project and member-oriented display with the goal of increasing membership and participation. I'll be tapping members with projects and flying aircraft to help with this endeavor. Conversely, I have asked Chapter 49 for support with an "aerospace street fair" that will occur in conjunction with the City of Lancaster's Aerospace Walk of Honor festivities in September. This will be an opportunity for recruiting as well as making money as we will be allowed to fire up the famous Chapter Grill and sell the "Knife's" legendary culinary masterpieces. Finally, the Edwards Open House and Airshow will be a two-day affair again this fall. The level of the Chapter's participation is still undefined, but we can expect to at least man the booth. All of these require a significant amount of person-hours of effort. I hope to spread those among many more members so that no one person is overloaded.

Have fun, fly safe, and check 6!

- Gary Aldrich  
Kommanding

**Young Eagles Update**



In spite of a group of 40 kids that didn't show up, we still had a great rally at Lancaster last Saturday (16 Jun 01) with 31 Young Eagles flown! The weather was good with reasonable wind, but it did get a bit warm later in the morning.

We got good coverage by the media, as Channel 3 sent Lisa Gillette and Phil Marley out to do a story for the evening news. In case you missed it, I will try to remember to bring a tape to the next chapter meeting.

The following pilots and airplanes flew Young Eagles for Chapters 49/1000 at the June 16 Rally:

Pilot	Aircraft	# YE
<b>Gary Aldrich</b>	Cessna 180	2
<b>Herb Carlson</b>	Cessna 150	2
<b>Lane Carlson</b>	Cessna 172	5
<b>Doug Dodson</b>	Mooney M20	5
<b>Don Gates</b>	Grumman AA1	1
<b>Bob Hoey</b>	BD-4 1938	2
<b>Steve Irving</b>	Mooney M20C	3
<b>Space Miller</b>	Cessna 172	6
<b>Wen Painter</b>	Cessna 182	3
<b>Paul Rosales</b>	RV-6A	2

Total Young Eagles this rally: **31**  
Total Young Eagles this year: **257**

Thanks as always to the ground crew without whom we couldn't have a successful rally. This is a great way to participate even if you don't have an airplane (or one with all the pieces in formation). We were ably assisted by the following ground crew:

<b>Kelly Tellez</b>	Registration and Certificates
<b>Victoria Rosales</b>	Registration and Certificates
<b>Miles Bowen</b>	Photographer
<b>Ted Blaine</b>	Photographer

**Special News and Notes:**

There will be a special rally in Tehachapi on July 4th at the request (just last week) of the Tehachapi Society of Pilots in conjunction with Airport Day. I decided to do both the special rally on the 4th and the previously scheduled rally on the 14th because I have some kids already committed for the 14th. It will also give kids who will be out of town on the holiday a chance for a ride. I hope to have enough pilots from the Tehachapi area for the 4th, but all of you are certainly welcome to fly at either or both of the Tehachapi rallies.

**Young Eagles Schedule for the remainder of the year:**

- July 4 Tehachapi Municipal Airport 8:00 am
- Jul 14 Tehachapi Municipal Airport 8:00 am
- Aug 11 Lancaster, Fox Field 8:00 am
- Sep 15 Cal City Municipal Airport 8:00 am
- Oct 13 Lancaster, Fox Field 8:00 am
- Nov 17 Rosamond Skypark 9:00 am

Dec 15 Tehachapi Municipal Airport 9:00 am

- **Miles Bowen**

EAA Chapter 49/1000 Young Eagles Coordinator  
mbowen@csurfers.net  
(661)822-0806 (home)  
(661)275-6528 (work)

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## New Member

Okay, so **Lathan Collins III** isn't exactly a "new" member anymore, but his info sheet took this long to work its way through the *Project Police* bureaucracy to get to me. Lathan found us through the miracle of the Internet, and you've already seen him at several meetings (*that is, if you've bothered to show up yourself!*). He even stepped forward to chronicle the events of our last gathering.

Lathan and his wife **Erin** live in Lancaster. He works as an engineer, and his interests include the Varieze, the Bradley Aerobat, and the Sonera II.

Twenty years ago, Lathan accumulated 30 hours of flight time, but never completed his Private certificate. There is hope, since he now has a current third class medical certificate and student pilot certificate. Hopefully we'll be printing news of a successful completion in these pages soon.

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## From Rich Turner...

Hi Doug!

Well, here I am again, sending in my annual membership money late. I hope you haven't removed me from the membership roster yet!

I haven't been working much lately on the Glasair though I've been making plans on getting started again once the new owners of the Glasair rights are known. I still have my last kit to obtain to complete the project.

I've moved back home as of last July. I'm still working for ARINC, just not at Warner Robins any more. I'm working with the NAVY now! (Yes, it is a different world!) Our work here in Panama City concerns mostly mine warfare and anti-mine capabilities. It is interesting, but it's not airplanes!

Don't know when I'll ever make it out that way again but if I do I'll let you know. If you're in this area anytime, feel free to drop in to say hello!

- **Rich Turner**

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## From Chuck Firth...

Russ,

I assume you're the keeper of the chapter database. I've changed email addresses in the last six months. Here's the new one:

firth@mediaone.net

Also, I ended up selling the Stinson, so no airplane in my household at the moment. The Stinson was in need of an engine overhaul, and prior to getting that done I decided to have the airframe inspected and found some corrosion on the main wing spar. The problem was serious enough to warrant a major tear down of the structure and that put me in a real bind. I couldn't do the job myself for lack of hangar space and time, and I wasn't going to pay someone \$45 or more an hour to do it for me. Fortunately, I was able to find a buyer who had both space and time, and was experienced enough to do the work himself. It was a tough decision to make after all the time I had the plane.

Hope all is well for you and Penny. I see from the newsletter each month that you're carrying on in fine tradition. The bar-b-que joins the chapter booth in the history books I suspect as an over-engineered project, but hey, what better way to abuse metal.

- **Chuck Firth**

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## Chapter One Update

*(PPO Charleen Beam passed this letter on to us from Pacific Flyer...note the challenge at the end...)*

### EDITOR:

Once in a while you guys really push my button!(PF, March '01) "A one way ticket to Viet Nam for Jane Fonda." My wife and I laughed so hard the dog barked. This ancient 9th AF and Berlin Airlift Vet loves you guys and gals.

By the way, our newly resuscitated (EAA) Chapter I just passed 303 members on March 11 (from a recent low of 127). Ray Stits just flew his 1,000th Young Eagle. Andy Anderson passed his 300th in his two seater C-140 and we are scheduled to fly over 1,000 young Eagles this year by June 1st.

Yeah, we got rained out on our fly-in (we're going to fix that) but we had a zillion old volunteers come back to help; gained 41 new members that day and even sold out the banquet in the rain.

The cancer is gone and we're flying high!

All you guys and gals who bailed out, come on back!

By the way, new rule: Free Bar-B-Q and fun fly-in at noon, 2nd Sunday of each month. Y'all invited, (even project police(*sic*)).

- **John Durant**

Claremont, Calif.

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## Chris Shearer Sets Up Shop (continued)

More pix from **Chris Shearer's** new shop in Melbourne, Florida.

**THE LEADING EDGE**



**Front of aircraft, looking left side to right side - cabanes**



**Front of aircraft, looking left side to right side – left rear cabane attachment point**



**Front of aircraft, looking left side to right side – left front cabane attachment point to engine mount**



**Right side, looking left – car engine stand with “L” bracket with approximately 150 pounds to counter balance the weight of the fuselage and center section. When the wings are detached, this stand along with the one on the tail allows the fuselage to be rotated +/- 90 degrees from vertical. One person can rotate the fuselage with one hand in about 10 – 30 seconds.**



**Same end, looking aft**



Rear car engine stand, looking from behind (not currently attached to fuselage). The Triangle portion attaches to the hinges of the vertical tail. – see the additional bracket required.



Rear car engine stand, looking from the front. The triangle portion attaches to the hinges of the vertical tail. – The two holes at the top are 3/8 inch and allow the additional bracket to bolt to this piece. Note: There are two 5/16-inch pins shown which protrude down. The additional bracket has one pin, which protrudes upwards.



Left side view looking right of the vertical tail. Note the three hinges for the car engine stand to attach.



Additional bracket required for attaching the rear engine car stand to the vertical tail.



Lincoln Electric – Econo TIG with two bottles of argon.



**Horizontal stabilizer (without elevator) installed**



**Horizontal stabilizer leading edge attachment**



**Tail section sans elevator rear view**



**Trim tab horn and torque tube**



**Tailwheel installation**



**Tailwheel spring attachment**

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**New e-mail for Joe Ware and Jen**

Changed it: [seaofstars@hotmail.com](mailto:seaofstars@hotmail.com)

That's from our interest in astronomy.

Intended to make the Scotty Horowitz going away party, but didn't in the end make it. Sorry. Always good to see you crack-ups, but I wouldn't have gotten so lucky on the landing again, anyway. Maybe next year. However, I did see Scotty Horowitz on a TV documentary about space junk. They were reporting the over one million bits of junk up there floating around that are a hazard to space flight.

Well, this liberal arts major combines that scary info with President Bush's interest in the missile defense system -- and the solution is obvious: Just blast several truck loads of nuts & bolts up there into orbit and leave 'em there. Then when any nuke comes streaming along, it'll be spaghetti before it gets anywhere.

Whaddya think of that? Am I helpful?

In reality, I've been working on a new idea the ancients could have used to build Pyramids -- other than a ramp, that could be used in addition to levers and a ramp, limiting the need for a ramp to about half way up Khufu's Great Pyramid, and about 1/3 the size. Just mailed it to a couple big shots in the field. We'll see if they degrade the housewife from Oxnard.

Y'all take care, now. Hear?

- Jenna Ware

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**FOR THE AERONAUTICALLY MINDED...**

(sent in by Miles Bowen...)

Keep the aeroplane in such an attitude that the air pressure is directly in the pilot's face. \* Horatio C. Barber, 1916

When a flight is proceeding incredibly well, something was forgotten. \* Robert Livingston, 'Flying The Aeronca

The only time an aircraft has too much fuel on board is when it is on fire. \* Sir Charles Kingsford Smith, sometime before his death in the 1920's

Flexible is much too rigid, in aviation you have to be fluid. \* Verne Jobst

If you can't afford to do something right, then be darn sure you can afford to do it wrong. \* Charlie Nelson

Just remember, if you crash because of weather, your funeral will be held on a sunny day. \* Layton A. Bennett

I hope you either take up parachute jumping or stay out of single motored airplanes at night. \* Charles A. Lindbergh, to Wiley Post, 1931

Never fly the 'A' model of anything. \* Ed Thompson

Never fly anything that doesn't have the paint worn off the rudder pedals. \* Harry Bill

Keep thy airspeed up, lest the earth come from below and smite thee. \* William Kershner

When a prang seems inevitable, endeavour to strike the softest, cheapest object in the vicinity, as slowly and gently as possible. \* Advice given to RAF pilots during W.W.II.

Instrument flying is when your mind gets a grip on the fact that there is vision beyond sight. \* U.S. Navy 'Approach' magazine circa W.W.II.

Always keep an 'out' in your hip pocket. \* Bevo Howard

The Cub is the safest airplane in the world; it can just barely kill you. \* attributed to Max Stanley, Northrop test pilot

A pilot who doesn't have any fear probably isn't flying his plane to its maximum. \* Jon McBride, astronaut

If you're faced with a forced landing, fly the thing as far into the crash as possible. \* Bob Hoover

It occurred to me that if I did not handle the crash correctly, there would be no survivors. \* Richard Leakey, after engine failure in a single engine. Nairobi, Africa, 1993.

If an airplane is still in one piece, don't cheat on it. Ride the bastard down. \* Ernest K. Gann, advice from the 'old pelican'

Though I Fly Through the Valley of Death I Shall Fear No Evil For I am 80,000 feet and Climbing. \* sign over the entrance to the SR-71 operating location on Kadena AB Okinawa

You've never been lost until you've been lost at Mach 3. \* Paul F. Crickmore,

The emergencies you train for almost never happen. It's the one you can't train for that kills you. \* Ernest K. Gann, advice from the 'old pelican'

If you want to grow old as a pilot, you've got to know when to push it, and when to back off. \* Chuck Yeager

Never fly in the same cockpit with someone braver than you. \* Richard Herman Jr, 'Firebreak'

There is no reason to fly through a thunderstorm in peacetime. \* Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970.

An airplane might disappoint any pilot but it'll never surprise a good one. \* Len Morgan

To most people, the sky is the limit. To those who love aviation, the sky is home. Life is simple. Eat, sleep, fly!

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**Project Police Aircraft Spotters Quiz**

Okay, you **Project Police** super sleuths. Here's another challenge for you. Identify the airplane in the picture AND tell us what was unique about it.



Send your guesses to the newsletter editor at [erbman@pobox.com](mailto:erbman@pobox.com), call at 661-258-6335, or write to the return address on this newsletter. We'll let the rest of you in on the secret next month.

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**Web Site Update**

As of 7 Jul 01, the hit counter stood at **59976**, for a hit rate of 39 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**

**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 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Sep 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863  
 Sep 7-9: Golden West EAA Regional Fly-In, Sacramento CA  
 Sep 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942  
 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  
 Oct 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863  
 Oct 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942  
 Oct 11-14: Copperstate EAA Regional Fly-In, Mesa AZ  
**Oct 16: No EAA Chapter 1000 Monthly Meeting.** Go to Edwards Open House instead.  
**Oct 20-21 Edwards Open House**  
 Nov 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863  
 Nov 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942  
 Nov 20: 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:  
 President/Flight Advisor Gary Aldrich: gary\_aldrich@pobox.com  
 Vice President George Gennuso: pulsar1@qnet.com  
 Secretary (volunteer for this job!)  
 Treasurer Doug Dodson: dodsond@qnet.com  
 Technical Counselors: Gary Sobek gasobek@pacbell.net, Ron Wilcox rwilcox@qnet.com, Roland Harris 805-828-0857

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>Doug Dodson</b>	dodsond@qnet.com	256-7276
<b>George Gennuso</b>	pulsar1@qnet.com	265-0333
<b>Norm Howell</b>	testwest@qnet.com	256-1643
<b>Brian Martinez</b>	briannmartinez@cs.com	943-5379
<b>Bob Waldmiller</b>	waldmilr@qnet.com	256-0932
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	256-0932
<i>Aluminum Sheet Metal Construction</i>		
<b>Miles Bowen</b>	mbowen@cybersurfers.net	822-0806
<b>Russ Erb</b>	erbman@pobox.com	258-6335
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	258-6335
<i>Engine Installation</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	256-0932
<b>Doug Dodson</b>	dodsond@qnet.com	256-7276
<i>Electrical Systems</i>		
<b>Miles Bowen</b>	mbowen@cybersurfers.net	822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	gary_aldrich@pobox.com	609-0942

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

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**THE LEADING EDGE**  
**MUROC EAA CHAPTER 1000 NEWSLETTER**  
**C/O Russ Erb**  
**6708 Doolittle Dr**  
**Edwards CA 93523-2106**  
<http://www.eaa1000.av.org>

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**  
**MEETING 17 JULY AT TPS**  
**MEMBERS REPORT IN**  
**MORE SHEARER PIX**  
**ANOTHER SPOTTER QUIZ**



**The Leader In Recreational Aviation**