



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>

December 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:



Homebuilder's Holiday

Tuesday, 18 December 2001
1700 hrs (5:00 PM Civilian Time)
Your Workshop
Your Town, Your State

By order of your Board of Directors, under the direction of Kommandant, the program for the December meeting has been declared "**Individual Study**." Of course, the onus is on you to decide specifically how to spend this time allotted. Suggestions forwarded for your consideration:

1. Work on your project.
2. Plan your next annual and the all time favorite of retiring politicians
3. Spend time with your family

Choose your activity carefully, as specially formed **PPTAF** teams may be out to check up on your progress!

Regardless of what you choose to do, **take just a few minutes of this time to write out your annual chapter dues check for \$20** and send it to the treasurer at the address shown on the last page of this newsletter.

Rest up, for I'm sure the **Schmoozemeister** will have another exciting program for us in January. Maybe we'll even actually have the meeting on the third Tuesday for a change.

For the **Schmoozemeister**,

- Erbman

Kommandant's Korner

Happy Holidays! This month your board decided to give you the gift of time. Instead of motoring out to the base to schmooze with your fellow chapter members, we'd prefer you spend that time on holiday-related pursuits...like gift shopping, egg-nog drinking, tree decorating, chestnut roasting, crackling-fire watching, family bonding, etc. Of course, if you choose to spend it in the garage/hangar driving another rivet or sanding some Smooth-Prime, we can't stop you (but we will make sure your spouse/significant other knows we tried to give you the night off.)

As this incredible year of 2001 winds to a close it's appropriate to reflect on the chapter's activities over the year. Our first event, the 10th Annual Scotty Horowitz Going-Away Fly-in was a rousing success. Chapter Treasurer **Doug Dodson** reports that under Gail's skillful and frugal management the chapter actually made money! Our big event, the Edwards Open House and Airshow was, regrettably, cancelled by the horrific acts of 11 September, but we still managed to show the chapter flag to the public at a new event on Lancaster Boulevard; when chapters 49 and 1000 supported the First Annual Lancaster Aerospace Walk of Honor Street Fair. While our teaming arrangement with the Take-a-Break food concessionaire was not a financial success, we provided a super display of sport aviation in the valley and signed up a ton of Young Eagles.

Speaking of Young Eagles, as you can see by **Miles Bowen's** reports in previous newsletters, the membership really rose to the challenge of getting American youth into the air. While the months prior to September supported EAA's goals, the month's after September supported the greater national goal of opening up and exercising the National Airspace System and fostering better understanding and acceptance of general and sport aviation. I also believe that faith in the utility and safety of civil aviation of more than one YE and/or parent was restored, after that surreal video of the World Trade Center, by our professional aviators and ground crews at the Young Eagle events.

So, where to in '02? Well, as specified in your chapter's by-laws, you will have an opportunity to vote on who will lead your chapter for the next year. Frankly, I have not seen a rousing response from my previous

THE LEADING EDGE

requests for members to step forward and take up the reins of the chapter. That can mean one of two things...either you are satisfied with the way the current board is running things, or you don't really care. It's hard for me to believe that you would continue to send us your dues if you really didn't care. After all, you could run your homebuilt for a long time on \$20 worth of avgas (well, maybe not a long time...right Graham?) So, here's the deal...your ballot will contain the names of all of the current officers that are willing to continue to serve. However, there will also be a spot to pencil in a name of someone (presumably you) who would be willing to step in and help out. Putting your name down will not guarantee you a job (except maybe to fill the vacant Secretary spot), but it will show your willingness to assist the job-holder and perhaps give you enough experience and stimulus to take over next time. There will also be a spot on the ballot to submit an idea for a program. Please take a moment to think of a suggestion and put it down. Think "out-of-the-box". You'd be surprised what we can pull off...and the Vice-Kommandant will be ever-appreciative of the help.

Finally, give some thought to recruiting a member or two for the chapter. Over the years our membership has stayed pretty constant, numbers-wise. Aviators and airplane builders are, by nature, a very social crowd so I know you have a friend or two who might be interested in participating in our chapter's activities. Who knows, you could be harboring the next Kommandant among your circle of wing-nuts!

Well, once again, I've managed to ramble on, so I'll close with a wish for health and happiness for you and yours and a prayer for peace in the world and safety and security for our great nation.

- Gary Aldrich
Kommanding

Last Month's Meeting

EAA Chapter 1000
High Cay, Rosamond CA
1800, 13 November, 2001
Gary Aldrich, semi-Presiding

Last month's meeting was held at High Cay, abode of **Doug and Gail Dodson** at Rosamond Skypark. This was an eating and socializing event held in conjunction with the semi-annual field trip of the USAF Academy's Flight Test Techniques course. The cadets joined our members for an evening of pizza eating, airplane gawking, and high spirited discussions. As per the plan, good times were had by all.

- Erbman
Pseudo-Secretary

From the e-mail...

Dear sir,

I've been reading your project police reports. You have the funniest group of members. The pilots seem like a great group of guys to hang out with. I'm an EAA member, own a 1941 Aeronca Defender, and I'm building a Sonerai project. My neighbors assist when I need more than two hands but they are not nearly as funny as your guys. Additionally, the plans never mentioned anything about the cost of beer for my friends once the construction for the day ends! Keep writing the police reports and best of luck with your projects.

Most of you guys seem to be former military pilots, I'm a current Army paratrooper. Just like to say thanks for always getting me to the right drop zone.

Todd Sovey

A Patriotic Interlude...

(The following was passed on to us from several sources. It was written by Ron Wanttaja, president of EAA Chapter 26, Flybaby enthusiast, and frequent contributor to aviation publications such as KITPLANES)

As President of EAA Chapter 26, I write a column for our chapter newsletter every month. Writing this month's (*shortly after 11 September*) was hard. How could I write a couple of hundred flip words about flying, with thousands dead in New York and Washington, our military at war in Afghanistan, and millions of our fellow citizens in fear and doubt?

I fell back on what is, for me, a reliable source of solace: history. Allow me to share it:

Banner

By Ron Wanttaja

Most people at work walk by the small flag flying atop my cubicle wall with nary a second glance. Occasionally, though, someone will do a little double-take. There's something...different.

It doesn't take them long to spot that the flag only has fifteen stars. I usually have to point out that it also has fifteen stripes. It's a reminder of the days when new states got a stripe as well as a star.

It's also a reminder of one of the darkest...as well as brightest...days of the young United States. It's the flag that flew above Fort McHenry through the long night of the 13th of September, 1814.

Everyone knows the story. But there's more to it than most folks realize.

The month prior to September 13th had been pure disaster for the United States. British troops had landed, marched inland, and captured Washington, DC. The President and his cabinet were on the run. English officers had lunch in the White House, then burned it and other

public buildings. The records of the young republic were destroyed, the government seemed to be irretrievably scattered. By the standards of the day, the United States had been defeated.

But the British weren't done. They brushed aside a pitifully weak combination of regular army and skittish militia and marched on Baltimore. The warehouses of Baltimore bulged ripe for the taking. Its harbor lay crammed with the American privateering vessels that had captured over five hundred British merchant ships. The 24-ship British fleet sent towards Baltimore was just a fraction of the total might of the Royal Navy. Even this small flotilla included several ships with twice of guns of the largest American ship.

Standing in the way: A few determined troops, and the batteries of Fort McHenry. It had to be forced to surrender...or wiped off the map.

Admiral Cochrane of the Royal Navy had the perfect solution: Bomb vessels and rocket ships. Bomb vessels carried two massive mortars, each firing an exploding shell containing two hundred pounds of black powder. Each bomb vessel could fire 45 times an hour...and there were five of them.

The mortars lobbed their shells high, dropping them over the walls of the fort. The thick parapet of the fort was no protection. Plus, Fort McHenry had a fatal weakness: The roof of the powder magazine wasn't armored. One shell in the wrong spot would destroy the entire fort.

The rockets were a new weapon, almost untried. But they were terrifying to troops who hadn't been subjected to them before. The British rocket artillerymen were eager to test their aim against a real target.

The bomb vessels and rocket ships anchored two miles away. With a massive roar, they began the bombardment.

One of the criticisms occasionally flung at "The Star Spangled Banner" is that the song is so "warlike"...all those rockets and bombs. What is forgotten is that American soldiers and sailors were the targets of those bombs and rockets.

The British ships had anchored beyond the range of the American cannon. The men in the fort had no way to strike back. All the American defenders could do was crouch by their guns and take it. One later said their situation was "like pigeons tied by the leg to be shot at." A haze of dust arose, punctuated by the roar of the rockets, the crash of the mortars, and the screams of the wounded.

It went on all night.

Francis Scott Key's concern about whether "our flag was still there" the next dawn were quite legitimate. Oddly enough, Key was against what he called "an abominable war." But whether he agreed with the war or not, he loved his country. His joy at seeing Fort McHenry still holding firm is obvious in "The Star-Spangled Banner."

Our National Anthem isn't just a celebration of a long-ago victory. It is a reminder that the preservation of freedom is seldom easy; that it requires equal portions of sacrifice, pain, and courage.

There's something the enemies of this country should know: our National Anthem has four verses. The third verse seems most appropriate to these times, speaking

directly about those who would threaten our nation. Let's end with it:

"And where is that band who so vauntingly swore
That the havoc of war and the battle's confusion
A home and a country should leave us no more?

Their blood has washed out their foul footsteps' pollution

No refuge could save the hireling and slave
From the terror of flight or the gloom of the grave,
And the star-spangled banner in triumph doth wave
O'er the land of the free and the home of the brave!"

THE END

[Note: I am in NO way comparing the actions of our then-enemies with those of Bin Laden and his thugs. The British fought the War of 1812 in accordance with the laws of war. When Washington was burned, strict orders were given to not damage privately-held property. Even the burning itself was in retaliation to our troops' burning of a Canadian town.

Every American is grateful for the British stance in the current crisis. We may have fought with our "cousins" in the long-ago past, but are proud they are standing with us now.]

More Pix From The Aerospace Walk Of Honor Street Fair

These pictures forwarded to us through the Kommandant:



The Project Police Team at the booth—Gary Aldrich, George Gennuso, Doug Dodson, Randy Kelly, and Russ Erb



The Center of the Action

Project Police Visit Poly Land

Way back on the 57th anniversary of the Normandy Invasion (6 June 2001) I took a trip to the vicinity of **Flabob International Airport** for the purpose of visiting the home offices of **Poly Fiber**, run by EAA Chapter 1000 member and **PPO Jon Goldenbaum**. This OPPLAN for this trip included two primary objectives:

1. Have my recently covered flaps and ailerons inspected by the world's leading professionals in the aviation fabric covering field.
2. Check out the hi-tech facilities where the latest in fabric covering technology is produced.

I was pleasantly greeted by **PPO Goldenbaum** and **Floyd**, one of his trusty research assistants (who has a last name but I don't remember what it is). After a spirited discussion, we boarded the tram for the plant tour, which, because of many questions and discussions, took about 10 minutes.



Here we see **PPO Goldenbaum** inspecting the Bearhawk ailerons in the **Poly Fiber Quality Assurance Lab**. The ailerons were given the Poly Fiber stamp of approval with no discrepancies noted.



Here we see the huge vats where **Poly Brush** and **Poly Spray**, the primary coatings in the Poly Fiber process, are produced. The coatings are transferred to gallon cans using a high-tech transfer system. A highly trained and skilled Poly Fiber employee placed an empty can under a spigot at the bottom of the tank. He opened the spigot, then closed the spigot as the coatings reached the proper level. Precise measurement was accomplished using the time-honored **TLAR** system.



The polyester fabric arrives from the mill on large rolls, and must be re-rolled in lengths specified by the customer and stamped with the appropriate identifying mark. The fixture shown above is the actual fixture for this purpose as built by Ray Stits many years ago. This fixture is still used to this day, along with another similar fixture.

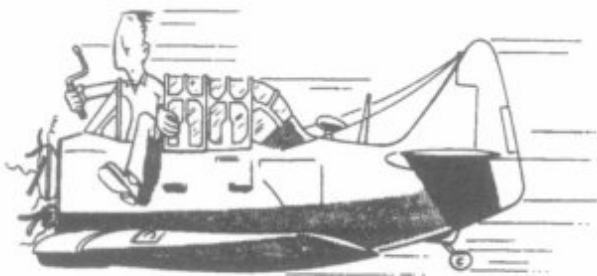
Have you ever heard anyone debating which fabric is better, Ceconite or Stits (Poly Fiber)? If you do, be sure to have a good laugh at the participants. The two fabrics are identical, coming off of the same roll. The only difference is which stamp (Ceconite or Poly Fiber) is in contact with the fabric as it is rolled off. I was shown the two stamps in place on the fixture. This really shouldn't surprise those who do their homework, who know that the rights to the Ceconite process are owned by Poly Fiber, who produces all of the Ceconite coatings.



Here is a recently declassified photo of the high-tech **Poly Fiber Real-Time Solar Radiation Laboratory**. Various sample of coated and uncoated fabrics are dated and laid against this fence under the Flabobian sky to test for deterioration and fading. Additional facilities are available for accelerated testing, where samples are placed under high-intensity ultraviolet lamps for weeks instead of years to test the coatings.



Strength and stretch of fabrics are tested on this device. The fabric is clamped into the fixture. Tension is applied by unwinding a manually powered helical inclined plane, which looked remarkably like a shop vise for woodworking. Strength is measured with a precisely calibrated spring scale.



Do not attempt restart if engine stopped because of obvious mechanical failure.



Beyond the lab, **Poly Fiber** also does operational test and evaluation (OT&E). This Montana Coyote is based at Flabob International Airport, and is essentially a scaled up Avid Flyer. This aircraft was obtained by Poly Fiber from a former customer in payment of an unpaid debt. This airplane has multiple personalities, or at least multiple coverings. Sections of this airplane are covered with every conceivable system, to include dope on Grade A cotton, dope on Ceconite, Poly Fiber, and developmental Flight Gloss. Each section is labeled, making this airplane great for marketing, showing the similarities and differences directly.



Another project available to the Poly-Fiber staff is this aircraft, hanging from the ceiling in one of the Poly Land buildings. This is a fabric covered (duh!) two-seat airplane of a type that I can't remember. I do remember that it was an unusual type, not one of the usual Pipers or Aeroncas we frequently hear about.





The Poly Fiber management believes in good information flow to all of the employees. Here we see **PPO Goldenbaum** speaking to his troops during a staff meeting. We're not sure if this was a safety demonstration on what to do if a speck got in the eye or a description of what the Chapter 1000 membership looked like after his last presentation.

Overall, the **Project Police** found Poly Land to be under good leadership (especially when **Phyllis Goldenbaum** is around) and worthy of the **Project Police Homebuilder's Stamp of Approval**.

- Russ Erb

Redneck Engineering...

(This sent to me by a fellow Bearhawk builder from a Red Green radio show...)

Red: Yeah, Bob bought himself a helicopter. Good idea, 'cept for one thing.

Harold: What's that?

Red: We didn't have anywhere for him to land. Too many trees. But that's ok, we fired up the ol' chainsaw.

Harold: And you cut a landing space for him?

Red: Nah, we clipped about six feet off his rotor blades.

Harold: Wow! Wouldn't that drastically alter the flying characteristics of a helicopter?

Red: Are you guessing, or did you hear the crash?

Project Police Aircraft Spotters Quiz

All right, **PPOs**. Here's another airplane picture to try to stump you. Look carefully, because it's not what you'll probably first think it is.

As always, send your guesses to your faithful Newsletter Editor at erbman@pobox.com or call or snail mail at the number or address shown on this newsletter.



Bearhawk Fuselage "Kit"

Ever wonder what 275 pounds of 4130 tubing looks like? It's not that big in its native state. On the far side of the driveway is the Bearhawk fuselage tubing as delivered from Dillsburg Aeroplane Works.



I unpacked it in the front yard and carried it a few tubes at a time to the back yard where it was hung from the rafters for temporary storage.



- Russ Erb

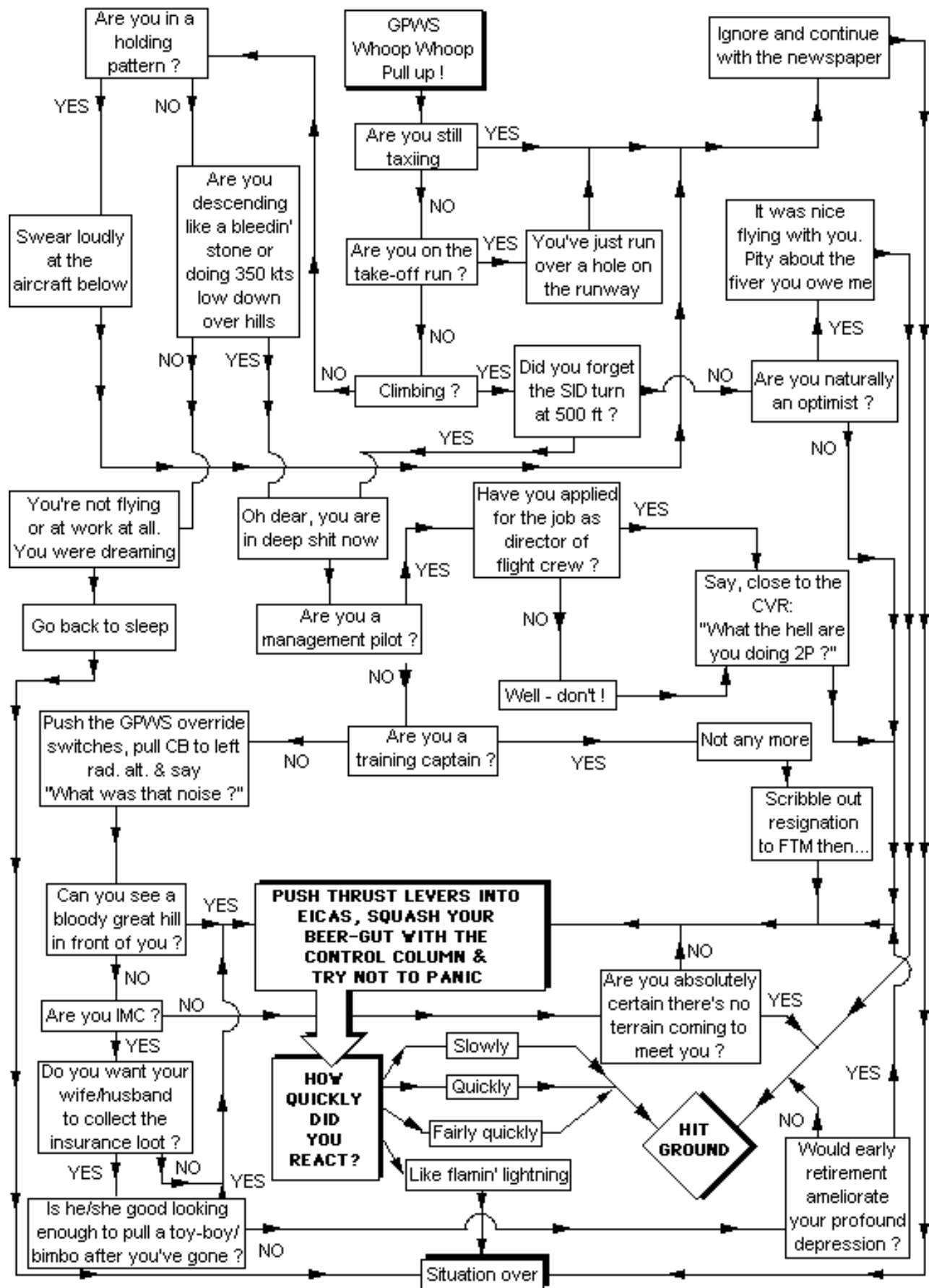
Web Site Update

As of 8 Dec 01, the hit counter stood at **66546**, giving a hit rate of 36 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.

GPWS Flow Chart by Les Bolton



Chapter 1000 Calendar**Dec 18: No EAA Chapter 1000 Monthly Meeting**

Jan 2: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jan 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Jan 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Feb 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Mar 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Apr 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Apr 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Apr 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

May 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

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!)

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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!

THE LEADING EDGE**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:

NO DECEMBER MEETING

MORE AWOH PICTURES

VISIT TO POLY LAND

PAY YOUR DUES! (\$20)



The Leader In Recreational Aviation