



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 2002

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:**



Eleventh Annual Scotty Horowitz Going-Away Fly-In--18 May 2002, 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 slightly different this year—specifically, we will be starting off with a Young Eagles rally. The intent is that the Young Eagles rally will run from 0800 to 1100-ish, with the main fly-in events starting after that. Thus, you can come participate in the Young Eagles rally, then hang around for the fly-in without missing out on either one.

Besides the Young Eagles rally, we will be having our traditional Spot Landing Contest (0745-1100) for you to show off your airmanship skills (the line will be 100 feet beyond the displaced threshold). Be sure to read the rules—they've changed slightly from previous years. Only your first landing WITHOUT Young Eagles aboard counts, and you must declare your landing attempt on the CTAF prior to landing. Also, landing short is disqualifying—think of it as smacking into the carrier fantail or hitting the FAA supplied 50-foot tree. 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. You have a chance this year--the award-winning **Pulsar** will not be there, but we have reason to expect that **Paul Rosales** and his award winning RV-6A will make their second appearance together at our venue.

And of course there's the most important part—the imbibing and eating festivities. Negotiations are underway with the **Schmoozemeister's** protégé **Randy Kelly** to return to our venue to whip up his culinary masterpieces. He'll be whipping up incredible edibles on the renown chapter grill.

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 one landing at L00 will be judged. This will be your first landing without Young Eagles aboard
2. Spot landing attempt must be declared on CTAF (122.9) prior to final approach
3. NO SPOT LANDING ATTEMPTS WITH YOUNG EAGLES ABOARD!
4. Target touchdown point is a line 100' beyond displaced threshold
5. Touchdowns prior to the target touchdown point will be disqualified (No landing short)
6. Distance is measured from target line to the first touchdown point of the main landing gear
7. Helicopters, ultralights, VTOL or V/STOL aircraft are not eligible. Aircraft must have a valid registration number (N-number or equivalent)
8. The decisions of the **Project Police** judges are final. No Whining.
9. Award will be presented after lunch



Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, 16 April 2002

Gary Aldrich, Presiding

(Since I was somewhere between Dayton OH and Norfolk VA at the request of the government during the subject meeting and thus unable to attend, I asked the Vice Kommandant to serve as the pseudo-secretary and write up the events as they may have happened...)

OK, so the minutes of the last meeting goes something like this: We met at the Test Pilot School lounge and had some Chocolate Chip Cookies along with some chips and dips all washed down with one of your favorite carbonated beverages. We were all waiting for **Dave Goddard** to show up and entertain us with some of his exploits over in Viet Nam a few decades ago give or take a couple of years here and there. The clock kept ticking and the snacks disappeared and before we knew it, Dave was a no show. So we packed it in and headed over to **Opie** and **Gail's** house for a great barbecue and the swilling of many beers. The festivities began shortly. We were joined by the cadets from the Air Force Academy Flight Test course for our semi-annual joint operation. The PPP grill worked as planned and the hotdogs and hamburgers were grilled to perfection (yours truly cooking). A great time was had by all. And so ended another of EAA Chapter 1000's high testosterone gatherings...Or did it?

Star date 22 April 2002, 9:43: 22, a full seven days after the meeting...I looked over at the phone before it even thought about ringing. I knew it was going to ring just like I knew there would be a lotto winner this coming Wednesday (sorry, not you Kent)...Yes, that eerie feeling that accompanies *deja vu*, and then the phone starts ringing. Ringing far away like it was at the end of a tunnel, but getting closer and louder. Yes, yes, the Doppler effect...No, that's not it...I pick the phone up and a voice says, are we still on for tomorrow? Are we still on for tomorrow, Mmmmm Dave, Dave is that you? I hear Dave answer in the affirmative. Well, yes we are Dave, but we have this little matter of the time warp you're in. We have two choices, I can come and get you in Doc's DeLorean or we can use Mr. Peabody's Way Back Machine, take your pick...What???? Obviously Dave is disoriented, I yell into the receiver, just hold on buddy! I have a lock on you and I'll be there before you can put the receiver back on the phone. Funny what you can do when the Flux Capacitor is powered by a new Mr. Fusion putting out 8.1 Gigawatts of power. True to form, Dave looked over, phone still in hand, as I pulled up. It was obvious that Dave wasn't drunk, but he was unable to explain why he was naked. Be that as it may, I piled Dave into the car and set the date for 16 April 2002, 17:00:00 and we both walked into the meeting ready to go, trouble was that all of you were moving on a separate and unique time stream...Missed ya, dang it, should have tried arriving earlier at the south entrance...Only one thing left to do, we

jumped into the DeLorean and set the date to 18 June 2002, 17:00:00. I started the car and engaged the Flux Capacitor. Turned west onto Wolfe Blvd and nailed it. We hit 88 miles per hour in no time and left two long flaming streaks on the pavement...

Well, well, well, hi everybody and welcome to the June meeting. I have **Dave Goddard** with me and he's going to tell us about his exploits over in Viet Nam tonight. Anyone have a green bag that Dave could borrow? You want to take over Gary? I know...this was too weird...but it *could* happen....

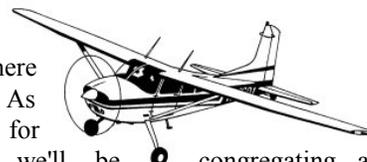
Next time

- Knife

Pseudo-Secretary

Kommandant's Korner

Greetings fellow aviators! This month, as listed on the cover, there is a special gathering. As has been our tradition for the last 11 years, we'll be congregating at the Rosamond Skypark (L00) for a casual and fun fly-in event. As usual, there will be plenty of opportunities for chapter members to chip in and help...from setup (about 0730) to teardown (1530-ish). Don't be surprised if one of your chapter officers approaches you with a request for a hand. Of course, the more volunteers, the less work for individuals so please plan to help out. We'll be doing Young Eagles this year, so the crowds are likely to be larger and more inquisitive than usual. Let's show the visitors a good ol' **Project Police** time!



Last weekend I satisfied my biennial requirement to renew my Flight Instructor certificate at a "FIRC", or Flight Instructor Refresher Course conducted by the Air Safety Foundation (ASF) of AOPA. Whew...was that enough acronyms in one sentence? Anyway, looking over the crowd of 20 or so attendees, there were only two under the age of 40. Further, when asked who was making their living giving flying lessons, only three or four hands went up. This is pretty disturbing, both to me and the FIRC lecturers. They went on to suggest that at the present rate of new Flight Instructor certificate issuance; in less than 10 years the instructor force will be less than half what it is now. The reasons for the decline in new, or renewing instructors included low pay, low self-worth, 9/11 (isn't that a reason for every bad thing that's happened?), airline hiring, liability, etc, etc. We (sport aviation) are doing a super job of inspiring America's youth to enter aviation...what are we to tell them when they are frustrated over finding a Flight Instructor? Well, how about you? Don't tell me you don't think you know enough about flying to instruct. One of the best things about teaching is how much I learn (and re-learn) about this passion of ours. Further, some of my most satisfying times in an aircraft have been when the "light goes on" in the student's head and hands and the lesson has been learned. I'd welcome the idea to chat with anyone of you about what it takes to

go from mentor to teacher...and don't forget the other Flight Instructors in the chapter who can give you their views. If we're really committed to keeping general aviation alive in this country we need to focus on this area as well as the Young Eagle program.

See you at Rosamond! Fly safe and check six!

- Gary Aldrich
Kommanding



Young Eagles Update

Remaining Rallies for 2002

May 18	Rosamond	8:00 am
June 8	Bishop	8:00 am
July 4	Tehachapi	8:00 am
August 10	Fox	8:00 am
September 21	Fox	8:00 am
October 19	Tehachapi	9:00 am
November 16	Fox	9:00 am
December 14	Cal City	9:00 am

- Miles Bowen
EAA Chapter 49/1000 Young Eagles Coordinator
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NEWSFLASH - Cessna Introduces New Multi-Purpose Winter Appliance



In an attempt to 'break through' into a new market, Cessna announced today they intended to enter the power snowblower and ice auger business. Cessna minimized cost and program risk by re-using common drivetrain parts and building the new augers on the same assembly line as some of their light single engine aircraft. The Cessna engineering department announced the first successful test

of the new device last week. The only mar on the test occurred when the reverse clutch failed to engage and the new auger did not auto-extract from the hole as planned. Cessna engineers claim that other than this minor problem, the test was a complete success. They expect to have the problem fixed in no time. The test engineer/pilot for the test is apparently on leave ice fishing and was not available for interview.

- Randy Kelly

An Interview With Ed Marquart

(The following was graciously lifted from The Wing Nut, newsletter of EAA Chapter 1, dated 1 June 2001. Ed spoke at our chapter many years ago...perhaps it's time to invite him back...)

In January, it was my privilege to interview Flabob's Pioneers of Aviation for our 48th Annual Open House and Fly-In. Before this, I did not realize the rich history that is Flabob Airport. Over the next five months, in alphabetical order, I will be reprinting those interviews, so that all of us at EAA Chapter One may know who we are and the stock from which we came.



Poet George Herbert once said, "When a friend asks, there is no tomorrow." No truer words could be said of Ed Marquart. He is known as the man whose door is always open. It is safe to say that there is not a homebuilder at Flabob Airport who has not benefited from Ed's kindness and expertise. As an aviation pioneer of Flabob Airport, Ed Marquart began designing his first experimental in 1955. He started with a test model, the MA3 Marquart Maverick. As a "personalized airplane," it was strictly experimental. Ed used it to explore his design ideas.

He opened his shop at Flabob Airport on August 1, 1958. At that time, he moved on to designing the model MA4, a single-place, biplane named the Marquart Lancer. After the prototype was built, Ed worked on fuselages for other people. "The prints are out there for this plane, but I didn't push their sale," Ed commented.

In June of 1955, Ed joined EAA Chapter One. Immediately, he was drafted as Vice President and served for approximately 3½ years. He was then elected and served two and half years as President of the Chapter.

In 1966 through 1967, Ed pulled out plans of the MA5, first realized in his garage before he moved to Flabob Airport. The MA5 Marquart Charger was finished in 1971. That year, Ed flew it to Oshkosh for AirVenture. The Marquart Charger made it to Fly-In's around the western United States. He again flew the Charger back to Oshkosh in 1973. Ed explained, "There are about 450 sets

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of prints out there today and 85 MA5's in the air, with 100 still being built."



Ed's expertise has been sought on many different planes. In the middle 60's, Ed was contracted to build a replica of a 1912 Curtis Pusher, which now sits in the *Planes of Fame Museum* in Chino, California. He built a set of clipped wings for the Taylorcraft that acrobatics pilot Margaret Richie flew. Clayton Stephens worked on the fuselage. After flying that Taylorcraft, Margaret moved over to the *Stephens Akro* when it was completed. Ed then designed another set of clipped wings for Art Scholl, who was putting cut down Taylorcraft wings on his J-3 Piper Cub for aerobatics work.

"I was always in the middle of the Fly-In's and found them very enjoy-able" Ed states. One man he knew on the field was Ed Allenbaugh, a good friend of Flavio's. "He had helped a lot with racing airplanes years ago. Allenbaugh built a number of them," Ed recalls. "One called the Californian and another called the Allenbaugh Grey Ghost."

Ed enjoyed Mr. Allenbaugh's opinions, because he had done so much in the field of racing. At that time Mr. Allenbaugh was building a "roadable" airplane. He wanted a plane in which he could fold the wings and drive it home. Unfortunately, Mr. Allenbaugh passed away before completing the project.

In the 1970's, Ed got into building replica-racing planes for Bill Turner and his company *Repeat Aircraft*. He built a Brown Racer B-2 for Bill, called the *Miss Los Angeles*. Three years later, Ed again worked for Bill Turner on the *Gee-Bee Model Z*. Leon Atwood, one of the original designers of the Miles and Atwood Special, found out *Repeat Aircraft* was building replicas and asked if they would build a replica of the Special. Bill contracted with Ed Marquart for the job. Ed also had opportunity to work on the wing lay-outs, the fuselage layouts and the tooling on the DeHaviland Comet sponsored by Tom Wathen.

This talented Pioneer of Aviation also worked on the layouts for the fuselage, tapered wing configuration, and the tail feathers of Bill Turner's Turner (Roscoe)/Laird Racer. Ed got them started on that project and then moved on to bigger and better things.

"My wife, Shirley, backed me up on a number of things, assisted in restoring a number of aircraft many years ago. She's gone along with my vocation and avocation." Ed states.

Ed has had the privilege of meeting many an aviation great, including Matty Laird of Turner/Laird fame; Tony LeVier, a great race and test pilot for Lockheed Aircraft;

and renowned aviators Claude Flagg, Frank Tallman and Paul Mantz.

Thank you, Ed, for your contribution to Sport Aviation, Flabob Airport and EAA Chapter One.

- D. K. Heller

You Know You're Having a Bad Day When...

(As lifted from the EAA Chapter 527 April 2002 newsletter)



Gosh! I didn't see those power lines



Hmm, I think the crosswind is a little strong today



I don't think this is gate 12 after all



I think I'll just climb back in the aircraft



He said "cleared to land," didn't he?



You mean this isn't runway 30?



I hope they don't take this out of my pay



For Sale

If you know anyone who is interested in a restored 1942 L2M (converted TG-6), please let me know. I have attached a photo and you can see a couple more pics at www.angelfire.com/ok5/warbird. Alan Phillips, 1-800-396-2787, alan@vanarts.com



2002 Membership Roster

All paying members of EAA Chapter 1000 will find attached to this newsletter or in a complimentary e-mail the 2002 Membership Roster. If it seems to you that we didn't print some information on you that we printed on everybody else, that's because we don't have that information. Contact your editor at erbman@pobox.com or the address on this newsletter with your updated information.

Web Site Update

As of 12 May 02, the hit counter stood at **72177**, giving a hit rate of 37 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 18: **Eleventh Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

May 18: Young Eagles Rally, 8:00 a.m. Rosamond Skypark (L00), Rosamond CA. (661) 822-0806

Jun 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jun 8: Young Eagles Rally. Bishop CA. (661) 822-0806

Jun 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Jul 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., (661) 948-0646

Jul 4: Young Eagles Rally. Tehachapi CA. (661) 822-0806

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

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

Aug 10: Young Eagles Rally. General William J. Fox Field, Lancaster, CA. (661) 822-0806

Aug 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Aug 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Sep 6-8: Golden West Fly-In, Yuba County Airport (MYV), Marysville California.

Sep 20-21: **Operation Rubidoux Sundown X**, Flabob International Airport. (661) 256-3806

Oct 10-13: Copperstate Regional EAA Fly-In, Phoenix Regional Grand Valley Airport (A39), Phoenix AZ

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, 661-256-3806, 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
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ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
11th ANNUAL FLY-IN 18 MAY AT L00
SPOT LANDING CONTEST RULES
PROFILE OF FLABOBIAN ED MARQUART



The Leader In Recreational Aviation