

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>

November 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:



IT'S NOVEMBER... MEETING TIME?

Some Big Movie Star
Tuesday, 19 November 2002
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Well, well, well it's already time for another meeting... Boy, I'm telling you this meeting came around sooner than I expected, and as you all know your **Vice Kommandant** has been sitting on his keester wasting a lot of valuable time that could have been spent rounding up some talented,

famous, unforgettable presenter that would have left you swooning in the aisles of the TPS Auditorium.

Well, snap out of it!!! That didn't happen. So, using the superior intellect that all **Kommandant's** posses, I have come up with a diabolical plan to entertain and amuse you at the next meeting. We will have a movie night.

What movie you ask? It would be much too easy to just tell you, and some of you may not show up if it's one you may have seen, so, there will be several to choose from (*sounds like indecision to me...which is, of course, the key to flexibility, which is the key to airpower...*). The Kommandant will make his selection, based upon the consensus of the gathered unwashed masses (and perhaps a bribe or two) and you will be thoroughly entertained—the Kommandant orders it....

The regular meeting chips and salsa will be replaced with popcorn, candy bars and sodas, and of course the mandatory chocolate chip cookies to initiate the start of the meeting. Now, after the movie we will have the opportunity to visit the local base BK Lounge for some sumptuous eating and rehashing of the night's entertainment. I can tell you that all of the Chapter 1000 officers are looking forward to seeing you there.

- **George "Knife" Gennuso**
 Vice Kommandant

Last Month's Meeting

EAA Chapter 1000
 Scobee Auditorium, USAF Test Pilot School
 1700, 15 October 2002
Gary Aldrich, Presiding

Twelve chapter members and one prospect assembled in the TPS lounge to partake of the customary chocolate chip cookies, chips and salsa and soda. We were honored by a visit by **Cheryl Gumm** from the AFFTC History Office. A discussion ensued about a potential field trip to visit the YB-49 crash site near California City.

Per our custom, upon exhaustion of the cookies, the **Kommandant** called the meeting to order. Much to our surprise, the guest speaker **Earl Fisher**, aka "**The Booger**" was nowhere to be found. This seems to be a developing

THE LEADING EDGE

pattern. A search for someone to blame was immediately initiated (rather than searching for Earl).

The **Kommandant** then called for the meeting to be moved to the Manned Orbiting Laboratory briefing room where a video of file footage of the EAA B-17 "Aluminum Overcast" was enthusiastically viewed. This, of course, was in preparation of the plane's visit to KWJF on 24 October. All members and guests were highly encouraged to partake of the visit.

Next meeting has been declared a "Movie Night". Several titles were suggested, including "**Twelve O'Clock High**" in keeping with the B-17 visit, "**The Rocketeer**", "**Forbidden Planet**" a 1957 Sci-Fi classic, and "**Jet Pilot**" with John Wayne. Selection to be at the pleasure of the Kommandant.

The guest speaker still having failed to appear, victory was declared and the meeting was closed. All members subsequently retired to the nearby BK lounge where mass quantities of burger/fry value meals were consumed and aviation-related tall tales were shared.

To close out the report, it should be noted the **Booger** did surface about 7:30 when he called the Kommandant wondering where everyone was. Due to an unfortunate communications snafu, Earl understood the meeting to start at 7PM rather than 1700.

- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

Hey! Where did the Summer and Fall go? The "first big storm of the season" (per Channel 4's weather guy) is raging outside as I write this. All but a few of the fearless pilots at the world famous Test Pilot School are staring forlornly out the window at the dark clouds and drizzle. The dismal forecast has, along with Anne's bout with the flu, cancelled the weekend's planned Skywagon adventure to KIFP. Has the Ohio-like weather pattern dampened my spirits? Nah, but it has caused me to reflect on the upcoming winter flying season and the necessary preparations.

This is the season where we must establish a regimen of detailed route and weather study and objective evaluation of each planned flight against the capabilities of our equipment and ourselves. Chances are the weather capabilities of your trusty air machine haven't changed much since last winter; but, the same probably can't be said about our personal skills set. Yeah, I know, we all practiced our night and adverse weather flying all Summer...NOT! This means that as the chance for clouds, turbulence, precipitation, and darkness increase during the next few months, we have to dust off and polish those skills that haven't been exercised lately. Adverse weather flying skills, like foreign language skills, fade quickly with disuse. Building up to proficient weather flying, be it



VMC or IMC, needs to be done in a deliberate fashion and with expert guidance as appropriate.

Further, in the words of one of my colleagues..."**Semper Gumby**" (from the pseudo-Latin, "always flexible"). By that I mean that weather and darkness issues demand even more patience, planning flexibility, and rational thought than during the long days and mild conditions we enjoy much of the year here in SoCal.

Speaking of foreign languages...nice transition, huh? I had the opportunity to take some banking executives from Russia for a short flight in the Skywagon recently. Their English-speaking skill was far superior to my Russian-language expertise, but what impressed me more than their conversational talent was their absolute awe at our (American) ability to

- a) own a personal airplane; and
- b) fly it whenever, and where ever (within reason) that we want.

The experience refreshed impressions that I took away from my two visits to the former "Evil Empire" a decade ago. Unfortunately, due to the actions of our new enemies, we are facing challenges to some of those freedoms. I wish every sport and general aviation aviator in America could chat with our counterparts in other parts of the world about current and pending restrictions on private flying. I think the result would be an increase in activism to protect what we have so often taken for granted. Short of sending everyone overseas for a few weeks to investigate private flying in foreign countries (*the Treasurer has reported that the chapter TDY budget won't support that—mostly because we don't have a chapter TDY budget*), I would encourage you to read an article in this month's AOPA Pilot magazine. The article is by Englishman Nigel Everett and is entitled, "From Bad to Worse". In his piece, Mr Everett describes an environment that would be called "pilot hell" here in the U.S. Unfortunately, some of the bureaucratic nightmares he describes have potential parallels in this country. Before dismissing the article with a "can't happen here" attitude, reflect on our new requirements for picture identification for pilots, spontaneous and expanding Temporary Flight Restrictions, and proposed privatization of air traffic control. Like the nasty weather outside today, the prospect of losing the privileges that so amazed my Russian friends sends a chill down my spine...as it should yours.

Fly safe...and often

- **Gary Aldrich**
Kommanding

Donna Drucker Completes Avon 3 Day Walk For Breast Cancer Research

(You may recall back in June Donna came to the chapter asking for sponsors for the Avon 3 Day Walk for Breast Cancer Research. In gratitude for our support, she has submitted the following report on her experience...)

I am sitting at Bill's hanger, trying to figure out what to tell you about the walk...

I walked last weekend, and am still amazed by all of the people and stories that were there. We walked from Santa Barbara south for about 18 miles when we were picked up and bussed to Oxnard to make camp. We then walked north to Ventura the next day and were again bussed back to camp. Sunday we walked around the neighborhood, coming back to camp for the finish.

There were 4658 walkers, mostly women, but also men walking in memory of lost ones. I was amazed that so many people would take the time to walk and crew for this event. I was even more amazed by the number of people who were out along the route, just to cheer us on. Some just waved, others had stickers and stamps, while others had candy and more water. What a good thing the mothers were teaching their daughters. There was the safety guard on his Harley who had the pink helmet on the back seat. The man with his wife's picture on his shirt. The team Teresa, who lost her battle after walking in last year's three day, her children joining in for the final part. Sisters walking in memory of lost ones, the survivors walking to show that they could. There was the lil old man and his son who were there every day to cheer us on, and the man with his six week old daughter.



Where's Donna?



All of our aches, pains, and blisters are soon forgotten when you see and hear what the women with this disease have gone through, and the lives lost. Avon will be doing other events in the coming years, but this was the final Three Day. What a terrific experience it was to be such a small part of this.

I really want to thank you for helping do this.

- Donna Drucker

Flashback!

We now jump into the Wayback Machine to last July when our meeting consisted of a scheduled inspection of **Erbman's Bearhawk**, an unscheduled inspection of **Waldo's Excalibur**, and much feasting at **High Cay** from the Chapter Grill.

PPO Kevin Prosser was there with camera in hand, and has made the following pictures available to us.



Bearhawk Fuselage In Erbman's New Shop



Bill Irvine questions the use of nylon cord as control cables, while Waldo considers how this could have all been done in wood



Erbman assumes the standard PPO stance (drink in one hand, chocolate chip cookie (C3) in the other



Bill asks Waldo why he has his hand in that cowl, but Bernie can't stand the answer



One highly stressed, composite spar, wooden aerobatic wing awaiting leading edge forming

Project Police At The 2002 Aerospace Walk of Honor Street Faire

Last month you read the **Kommandant's** words describing our participation in the 2002 Aerospace Walk of Honor. Here now, in the best asynchronous fashion, are numerous photos chronicling our display...



Bearhawk Fuselage On The Trailer, Ready To Go



Our display of JP's World Record holding ASH-25 glider, ready with the "World's Most Ineffective Towplane." Even with the largest engine we could find (a seven-year-old boy) the Pedal Pitts could barely even get the glider moving, much less flying. I suspect this would be more of a "ground launch" than "aerotow"



Talk about your infidelity! Last month we showed you Vice Kommandant George "Knife" Gennuso cheating on the Pulsar builders group by sitting in the cockpit of an RV-9A. I guess once you get started sampling other airplanes you just can't stop. Of course, "Knife" claims he was just checking the relative positions of the Bearhawk seat, flight controls, and instrument panel. We might believe that, except we weren't sure the Continental O-470U sounds were necessary for that purpose...





Project Police Picture Pointer Knife invited a couple of America's Future Finest (Jr. ROTC Cadets) to come try out the Bearhawk fuselage. Of course, because they are younger and less experienced than Knife, it took two of them to create enough engine noise to manage a virtual takeoff. Multi-engine Bearhawk?



The raffle prizes—A Mike Machat poster of the Thunderbirds in F-84s over the Republic plant on Long Island (custom framing by Graphic Experience on Lancaster Boulevard) and a Keystone-Loening Amphibian model. If you can't see the poster well enough in this picture, go visit Knife's house and see where he hung it



Looking North at the *Project Police* display area



Looking South over the display area. JP's wing is so long we had to consider the location of the F-4 plane-sicle at the other end of the parking lot when placing it



Last picture of the (in)famous Chapter 1000 booth, now proudly doing duty with the Soroptimists

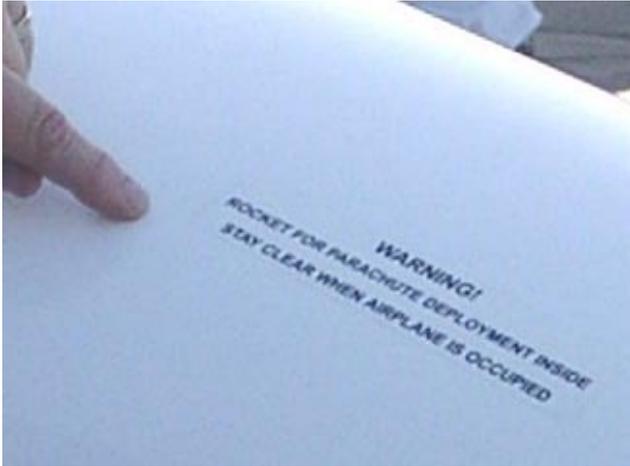
Project Police Inspect Cirrus

On 3 September 2002, an ad hoc *Project Police Tactical Assault Force (PPTAF)* consisting of Kommandant Gary Aldrich, Tech Counselor Ron Wilcox, and NLE/Webmeister Russ Erb was formed under the guise of attending the EAA Chapter 49 monthly meeting. The target for the evening was a Cirrus SR—something that had been brought in as a pre-meeting ogling subject. Talk about playing right into our hands.

Of course, thanks to all of the publicity, the first thing we think of when we think of Cirrus is the (*unnecessary?*) ballistic recovery chute. Being the crack *PPOs* that we are, we immediately searched the aircraft, and after a slightly less than interminable wait, we found it.



The **Kommandant** points to the non-opening in the skin where the ballistic chute comes blasting through the skin, adding to the damage that will be done when your airplane parachutes into the Joshua tree. **Ron Wilcox** keeps a steely eye out for any Flabobians or other ne'er-do-wells that might try to interfere with the **PPTAF**.



Here we have a close-up of the frangible area so that you can actually read the placard.



Of course, a favorite game amongst pilots is trying to make the cost of the instrument panel equal to or greater than the cost forward of the firewall. To this end, this aircraft is fitted not only with dual Garmin GNS-430s (more than I care to spend), but also with a large primary

flight display and a large navigational display (do you really need three moving maps?). The system is driven by a solid state Attitude Heading Reference System (AHRS) complete with little solid state gyros and accelerometers. They claimed that the aircraft had to remain motionless for something like three minutes after engine start to “align” the platform. Seemed odd to us, since other systems are out there that align in seconds.

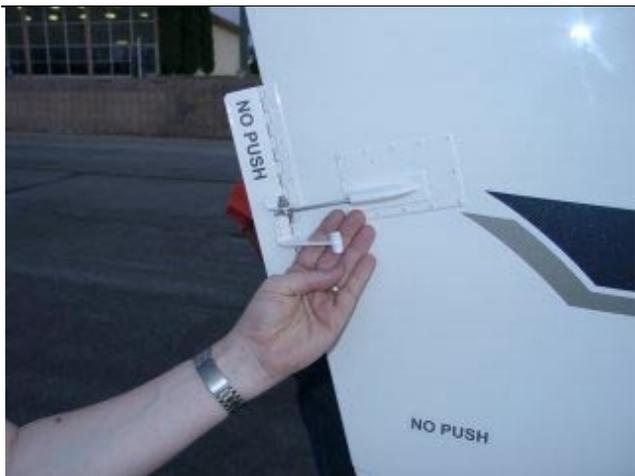


The Cirrus with the hood (*or bonnet*) off and the gull wing doors open. The aircraft is currently running off of a NTPS external power cart, which is basically a bunch of batteries in a box in the back of **Wen Painter's** pickup.



In the absence of **Project Police Picture Pointer** “**Knife**” **Gennuso**, the **Kommandant** fills in by pointing to another odd installation on this aircraft. First of all, I’m not sure what the benefit is of a cockpit adjustable rudder trim tab in a single engine airplane. Usually a fixed tab adjusted for the cruise condition is sufficient. Another issue is that the pushrod is attached to the tab by passing through a hole in a bolt, much like the throttle cable on many lawn mowers. I can’t recommend this method—a proper clevis fork would be much better here.

Also unusual in this installation is the external mass balance. Most of us don’t think of a trim tab as needing mass balancing. This mass was simply an AN3 bolt with a bunch of washers on it. Apparently this was done at the insistence of the test pilot prior to doing flutter tests. We weren’t real convinced it mattered anyway.



Here you can see the balance weight a little clearer.

In the end, it's an interesting aircraft, but none of us were convinced to shell out the level of dinero that they'll be asking for it.

Passenger Pre-Flight Briefing

(The Feds are always coming up with new requirements to foist upon us. As you know, we are already required to brief passengers on proper use of their seat belt. PPO Gary Sobek forwarded this pre-flight briefing that he is using in anticipation of a possible broadening of this requirement...)

This is one of my briefings you are supposed to get prior to flying with me...or any RV pilot....

Welcome aboard Gary Airlines flight 0069 departing Upland, en route, with any luck at all, to Las Vegas.

Please make sure your seatbelt is on and that your seat is securely fastened to the fuselage.

At this time, any personal items should be stowed securely in the trunk of your car, since there is no overhead compartment or space beneath your seat, to speak of.

Please turn off all portable electronic devices, and keep them off until we have landed safely, or for the duration of the flight, whichever comes first.

Smoking is not permitted inside the cabin; smoking outside the cabin should be reported to the captain immediately.

There is no beverage service during the flight, however, heavy drinking prior to takeoff is encouraged.

In-flight entertainment will consist of watching my desperate struggle to control the plane.

We'll be flying at an altitude of 7500 feet today, in theory. Should the plane's altitude drop precipitously, please check to ensure that I am awake and in an upright position.

Lavatories are located at either end of the flight.

As we prepare for takeoff, please take this opportunity to locate the exit nearest you and, if you have any sense at all, avail yourself of it before it's too late.

Be assured that in all my time aloft, I HAVE NEVER lost a passenger; however, your results may vary.

Now sit back, relax, and enjoy your flight.



Now Available: Pay Your Dues Online!

That's right—EAA Chapter 1000 is moving into the 21st Century! Fire up your web browser. Go to <http://www.eaa1000.av.org> (assuming you haven't made it your default page like the **Kommandant** and your **NLE**). Search around until you find "**Join/Pay Dues**" (it shouldn't be hard) and click on the "**Join Now**" graphic to the left of it. You can now pay your dues through PayPal. If you don't already have a PayPal account, you'll be prompted to create one on the spot.

If you want to pay for more than one year, just increase the quantity to more than "1".

In the interest of full disclosure, we will tell you that paying by this method nets \$19.12 of your \$20, with the remainder being a fee that goes to PayPal. Your Board decided to accept this in the interest of making it easier (and thus more likely) for you to renew your membership. By law, no one can charge a different price for credit card purchases than is charged for cash purchases. If you want the chapter to get the extra 88 cents, then write a check and send it to the Treasurer.

It's not too early to pay your 2003 dues, so log on and give it a try!

Hey, What Happened To My Paper Copy?

So you've been enjoying the full color version of your Chapter 1000 newsletter that has been showing up in your e-mail inbox since May of last year, but you still haven't gotten around to telling anyone to stop spending money on stamps and printing to mail you a paper copy? Well, we've done it for you.

As authorized by your Board of Directors, the new default, effective immediately, is that all **Project Police Officers (PPOs)** with valid e-mail addresses will receive their newsletter by e-mail, unless they specifically request otherwise.

If you're not receiving your newsletter in the form factor that you prefer, you'll need to contact your friendly newsletter editor and tell him to change your preference setting.

Web Site Update

As of 9 Nov 02, the hit counter stood at **78218**, lowering the hit rate to 26 hits/day for the last month. It's a shame the webmeister is more interested in building his airplane than in updating the web site.

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

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

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

Dec 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Dec 17: EAA Chapter 1000 Monthly Meeting and Celebration of 99 Years of Flight, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

Jan 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Jan 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Feb 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Mar 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Mar 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

May 17: Twelfth 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.

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
PROJECT POLICE MOVIE NIGHT @ TPS 19 NOV
AWOH STREET FAIRE PICTURES
LOTS MORE PICTURES
PAY YOUR DUES ONLINE!



The Leader In Recreational Aviation