



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

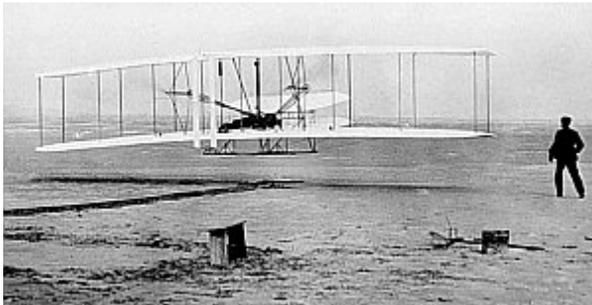
<b>President</b>	<b>Gary Aldrich</b>	<b>661-609-0942</b>
<b>Vice-President</b>	<b>George Gennuso</b>	<b>661-265-0333</b>
<b>Secretary</b>	<b>Kent Troxel</b>	<b>661-947-2647</b>
<b>Treasurer</b>	<b>Doug Dodson</b>	<b>661-256-7276</b>
<b>Newsletter Editor</b>	<b>Russ Erb</b>	<b>661-256-3806</b>

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

December 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:



## Project Police Celebration of 99 Years of Powered Flight

**Tuesday, 17 December 2002**  
**1830 hrs (6:30 PM Civilian Time)**  
**Barone's In Lancaster CA**

Everywhere you turn these days in the aviation press you hear about people preparing to celebrate 100 years of powered flight, but that's not until next year. As **Project Police Officers** are forward thinking types and pre-emptive by nature, we figured we would beat them all by having a big celebration this year on the 49.5th bienniversary (99th anniversary for those of you who prefer using less obscure units).

To best celebrate this event, and in keeping with the spirit of the Holidays, your Board of Directors (whom you could join—see enclosed ballot) have decided to dispense with a highly technical and historical presentation (since most of us have heard it many times before) and instead invite all **Project Police Officers** and their families to a night of dining and levity at Barone's in Lancaster. This event will be in keeping with the **Project Police's** typical low-key style. Ordering will be from the menu. Barone's is located on Avenue I, and the parking is 'round back right next to where you normally park when you are visiting Smith Bros. Hobby Shop. **Note the difference in time.**

If you know you plan to attend, please contact **Vice Kommandant George Gennuso** (661-265-0333 or [pulsar1@qnet.com](mailto:pulsar1@qnet.com)) and tell him so. However, if you can't warn him in advance, just come anyway. We'll sort it out as required.

If any one feels it necessary, we can continue with our usual pattern of solving all of aviation's problems. However, such is not required. Aviation's problems can wait until January.

## Last Month's Meeting

**EAA Chapter 1000**  
 Scobee Auditorium, USAF Test Pilot School  
 1700, 19 November 2002  
**George Gennuso**, Presiding

The gala "Movie Night" turned out to be a spectacular non-event. Five loyal chapter members were in attendance (obviously having nothing better to do). Your author was not included, but with valid excuse: I was attending a military reunion in San Antonio! **NLE Erb**, the **Dodsons**, **YEC Bowen** and **VK Gennuso** arrived in formal wear, men in nearly clean t-shirts, women in casual elegance befitting such a premier. However, **Bill** and **Donna** were denied access at the south gate. Bill's Texas drawl apparently sounded too much like Farsi to the sentry and both were added to the list of suspected terrorists.

Appalled by the low turnout, **VK Gennuso** summarily declared the meeting over and all attendees adjourned to the BK lounge for dining and libation.

If this were a real movie premier, it would have gone straight to video.

(No word on the actual movie selection to be shown).

- **Kent "Cobra" Troxel**  
 Secretary

## Kommandant's Korner

### "The Frogs Desiring a King"

The Frogs were living as happy as could be in a marshy swamp that just suited them. They went splashing about, caring for nobody and nobody troubling with them. But some of them thought that this was not



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right; that they should have a king and a proper constitution, so they determined to send up a petition to Jove to give them what they wanted.

"Mighty Jove," they cried, "send unto us a king that will rule over us and keep us in order." Jove laughed at their croaking, and threw down into the swamp a huge Log, KERSPLASH! The Frogs were frightened out of their lives by the commotion made in their midst, and all rushed to the bank to look at the horrible monster. But, after a time, seeing that it did not move; one or two of the boldest of them ventured out towards the Log and even dared to touch it. Still it did not move. Then the greatest hero of the Frogs jumped upon the Log and commenced dancing up and down upon it. Thereupon all the Frogs came and did the same, and for some time the Frogs went about their business every day without taking the slightest notice of their new King Log lying in their midst. But this did not suit them, so they sent another petition to Jove. They said to him, "We want a real king; one that will really rule over us." Now this made Jove angry, so he sent among them a big Stork that soon set to work gobbling them all up. Then the Frogs repented, albeit, too late.

### **"Better no rule than cruel rule." - Aesop**

Yes, you're right, it's time to elect chapter officers again. Your task this year is an easy one, as your only job is to confirm our self-appointed secretary and elect two "Class II" directors.

"What," you may ask, "is a Class II director?" Well, these individuals are elected for a two-year term to serve on the Chapter Board of Directors as voting members along with the Class I and Class III. Class I directors are the more familiar chapter offices of President, VP, Treasurer, and Secretary. Class III directors are just like Class II, but their two-year terms are offset by one year of overlap.

What are the duties of Class II directors? That's simple...to participate in meetings of the Chapter Board and provide guidance to the Chapter.

Who is eligible? YOU! - as long as you have paid your dues. Of course, the other requirement is a willingness and ability to attend the monthly board meetings, currently held at "High Cay" - residence of your Treasurer **Doug Dodson** at Rosamond Skypark (where he regularly doles out free beer at board meetings—vote yourself in!). The ballot attached to this newsletter constitutes your opportunity to vote for the members that you would like to see occupy these important posts. You'll note that every paid-up member in the "local area" has been included on the ballot with the exception of currently sitting Class I/III directors. This provides a truly democratic method of election.

There are also two write-in spots for you to add someone who we did not consider "local", but would be willing to travel to the meetings. Each of you should vote for two individuals. The top two vote-getters will be asked to serve as Class II directors. If someone declines, the board will continue down the list until anyone with at least one vote has been requested to serve. If we can't get two individuals to step up, well, no decision is also a decision...

Here's your chance, Frogs....

- **Gary Aldrich**  
King Log

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## **News From Planet Pakistan**

Russ,

I thought this would be an interesting as an article for our next newsletter. If you don't know **Dave Sampson**, he is an AF Major from EDW currently TDY in Afghanistan and Pakistan. He talked to me at one time about becoming a member of Chapter 1000, but I don't know if he ever actually joined. If he's not actually a member, can we give him "honorary" Det status?

I have his written (email) permission for us to publish this.

Enjoy, **Miles**

Dave wrote: Hipsters, flipsters, and finger poppin' daddies...

Another lovely Saturday night in the garden spot of south Asia. I just had my Saturday cigar and near-beer with some gents from my squadron. Our weather guy, who has been here since June, gets to start the arduous journey home tomorrow. I'm happy for him, but he's a righteous dude, and the rest of us left here will miss him. It's time...he's got the fried look.

Speaking of my Saturday cigar, you wouldn't believe how much I look forward to it all week long. I enjoy the cigar itself and BSing with my squadron mates, but it also seems to put finality to the week. I also tack the cigar bands to the bulletin board in my office - five Saturday nights in Jacobabad.

The chowhall had great chili tonight. It was really good, not just because I've been here too long, but because it was good! The Group Commander should have put out a warning against open flames in the camp tonight to prevent catastrophic explosions. Speaking of the chow hall, we had a birthday meal for all those with October and November birthdays. I had a steak, lobster, corn on the cob, baked potato, cheese cake, and two chocolate chip cookies that were welded together. Have you ever tried to open a lobster tail with a plastic knife? It doesn't work! I ended up with it in my lap once - good thing I was wearing camouflaged pants! You had a choice of beverages: yellow stuff or red stuff. I don't know what it was. The steak was good, but it was the thought that counted most. It's good to be spoiled for one night.

I am most happy to report the temperature has come down out of the stratosphere and has stabilized in the 80s during the day! Low humidity too. Still lots of bugs (little bastards!). The weather dude said it rained the other day, but I told him it must have been a bird or bat passing overhead.

A few more random pictures for your enjoyment:

The mighty Herk! Airlift is a big part of our mission here, and this is the most common aircraft we get. 24-7 we have C-130s flying in and out of the base. They operate in

a huge area from the Arabian Peninsula, to us in Pakistan, and north to Afghanistan, Kyrgystan, Tajikistan, Kazakhstan, Uzbekistan, and a bunch of them other 'stans! They are the airplane that moves personnel from one base to another, too, so if you're going to war, you're commuting to it via C-130 Hercules. The pictures don't convey the dust raised when these aircraft move on the airfield or takeoff. Dust everywhere, all the time. Dust!



To all my airplane owning buddies: be glad you don't have to hang one of these on the front of your plane next time you need a new propeller! The weight tag says this thing weighs 1700 lbs - that's more than the empty weight of my airplane!



When you're ready to go RVing in Pakistan, call 50 of your best buds, get a few dozen cases of near-beer, and you're off down the road to see the scenic delights of the countryside! When you're ready to stop for the evening, look-up a fine Kampground of Pakistan (KoP) RV site in your Good Najeeb Club handbook, and you're set for a cozy night of camping.



This is our Airfield Management vehicle. Yet another illustration of dust: this HUMV is green and I'm wearing a green uniform! Well, the HUMV is really green, at least. This is why archeology happens: people get tired of sweeping up the dust, and after say, two weeks, entire civilizations are buried in it to a depth of ten feet! Some day soon I think we'll lose vehicles, airplanes, and tents because the dust build-up is so great. The dust is also good for filing-down those pesky sharp parts of your teeth.

Well, tomorrow is Sunday - that means there's only one work day left in the week. I'm going to sleep until I wake up. Work, work, work...then volleyball, then sleep. Then start again.

That's the news from Planet Pakistan, where all the women are strong, the men are good looking, and all the airmen are above average!

### **Dave**

NEXT WEEK: We learn about The Donut of Misery!

Well, it's been a quiet week on Planet Pakistan...

The big news in the camp this week is that we need to give-up a bunch of tents to someone else in the theater. That means we have to scrunch 8 people into each tent. Everyone in camp is very excited about this, and can't wait to move in with their new tent mates! Happy Holidays!

Last week I mentioned the Donut of Misery! The Donut is a little Excel spreadsheet program we like to torture ourselves with. For you lucky Microsoft Office users, I've attached it below. For those of you who haven't been inflicted with one of Bill Gates' curses on society, I'll describe it. You enter the date you got here and the date you guess you'll be leaving. I'm on a 135 day tour, which officially started on 5 Oct, so my 135th day is 17 Feb. Each time you turn it on, this computer program calculates percentage-wise how much time you've completed, how

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much you have yet to go, and depicts it on a donut-shaped pie chart, thus, the dreaded Donut of Misery! It also gives you some cheery little message like, "Still a long way to go..." Gee, thanks.



I got to check-out a cool piece of Pakistani Army, beating-the-air-into-submission hardware this week: a Mil Mi-17 Hip. This is a BIG Russian-built helicopter. As a child of the Cold War, I still find myself fascinated by Soviet/Russian built hardware. This particular machine looked like a big plastic model. It's immaculately cared for. Not even any dirt or scratched paint in the cockpit. Quite a beautiful, well cared for aircraft. Pictures attached.

I've been told that when we go home, we will realize (as will those around us) that we smell bad. This place smells like ass! You get used to it. I don't have the



greatest sense of smell to begin with, but every so often, the olfactory haze clears, and I get whacked with a second or two of truly horrid smells. You know, they used to think malaria was caused by bad smells - a good guess, because this area is full of both. MAL-ARIA actually means "bad air" in Italian or Latin or something. I once saw a documentary that talked about how they thought back in the 18th century that bad smells caused disease, and how Napoleon wanted to have a "bad smell" map of Egypt made. Well, a bad smell cartographer would truly have his work cut out for him here! I've always been quite intrigued by the bad smell map concept. I'd like to know how someone would define and measure the different "smells like ass" contours. Oh, this air smells a little less like ass than two feet back!

Okay, Sampson's really out there tonight. It's a beautiful night on the planet...time to go to bed!

That's the news from Planet Pakistan where all the women are strong, the men good looking, and the airmen are above average.

### Dave

Major David M. Sampson  
Operation Enduring Freedom  
438 EOSS/CC  
APO AE 09351  
DSN 318 473-0604

### New Member

The *Project Police* are pleased to welcome **Jeff "Cheese" Smith** as a fully qualified **PPO**. Jeff originally hailed from the home state of homebuilding and cheese production, Wisconsin, which explains the call sign, which is easier to say than "Poberezny". Jeff, who lists his spouse's name as "none known", is an Experimental Test Pilot now on staff at the USAF Test Pilot School. He was sent there so he could learn the "right" way (or at least the "Air Force" way) to do flight test after being led astray as a graduate of the US Naval Test Pilot School Class 114 at Patuxent River MD. During his Air Force career he has amassed about 2500 F-16 hours, is a member of SETP, and made it far enough in the Astronaut selection process to be

a finalist and be interviewed. He hasn't selected a homebuilt project yet, so feel free to try to convince him he should be building whatever you're building.

### Golden West Fly-In

On 8 September 2002, a **PPTAF** was authorized and dispatched to the Golden West Fly-In at Marysville CA. The force consisted of the **VC-180 Fightin' Skywagon** crewed by **Gary and Anne Aldrich, George Gennuso, and Russ Erb**, and the **C-182 Fightin' Skylane** crewed by **Jeff and Jean Harband**.

The **PPTAF** proceeded to the target area in **Project Police** formation (same way, same day), arriving just before the field was closed for the air show. The **Fightin' Skywagon** was parked in the front row (befitting its status), and we got out just in time to see the B-17 *Aluminum Overcast* taxi by with its wingtip passing over the **Fightin' Skywagon**.

After linking up with the other crew, **Anne and Jean** were dispatched to inspect the **Dried Plum Festival**, which confused the **PPOs** present, who couldn't figure out how that was different from the **Prune Festival** (answer: marketers).

After the requisite inspection and ops-check of the Port-a-Potties, **Vice Kommandant Gennuso** was seen surrying around the field searching for an appropriate airplane to point to and have his picture taken. Finally he settled on this excellent specimen of a Fairchild PT-19 Cornell. He gave us some reason for choosing this airplane which we have since forgotten. It reminded me of that Cox control line model airplane powered by an 0.049 engine that I (and most of you) had as a kid.



As **Jeff Harband** was a lapsed **PPO**, we felt it necessary to give him instruction in the **Project Police Proper Picture Pointing** technique. Seeking to not overwhelm him on his first foray with the **PPTAF**, we sought out possibly the most benign and least threatening aircraft we could, the Piper Cub. Here **George**, the master pointer, demonstrates the technique, with student **Jeff** giving his best shot on his first try. **Kommandant Gary** was concerned that you wouldn't know which one is **Jeff**, so **Gary** is pointing at **Jeff**.



Believing in the concept of never passing up a chance to get fuel (look what happened to the **Bismark** when **Captain Ernst Lindemann** didn't heed this warning), we hailed the fuel truck before departing. This decision was made easy when we realized the fuel price was the same as it was at Fox. Here you see the **Fightin' Skywagon** awaiting a thirst-quenching fill-up with a Beech 18 and a F-4U Corsair in the background.



Of course, we saw **Paul and Victoria Rosales**, who have become fixtures at any fly-in west of the Mississippi (or at least the Colorado).

After declaring victory, we loaded up the aircraft and set out for a victory celebration with dinner at Harris Ranch. After a full and satisfying meal, the **PPTAF** returned to Fox and dispersed back into the general population.

- Erbman

### Web Site Update

As of 8 Dec 02, the hit counter stood at **78893**, lowering the hit rate to 23 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**

**Dec 17: EAA Chapter 1000 Celebration of 99 Years of Flight**, 6:30 p.m., Barone's Restaurant, Lancaster CA. (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 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Apr 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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.

Contact our officers by e-mail:

President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Kent Troxel: ktroxel@antelecom.net

Treasurer Doug Dodson: dodsond@qnet.com

Technical Counselors: Gary Sobek gasobek@attbi.com

Ron Wilcox rwilcox@qnet.com

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>Doug Dodson</b>	dodsond@qnet.com	661-256-7276
<b>George Gennuso</b>	pulsar1@qnet.com	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@cs.com	661-943-5379
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<b>Doug Dodson</b>	dodsond@qnet.com	661-256-7276
<i>Electrical Systems</i>		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	gary.aldrich@pobox.com	661-609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to [erbman@pobox.com](mailto:erbman@pobox.com)

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

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**MUROC EAA CHAPTER 1000 NEWSLETTER**

**C/O Russ Erb**

**3435 Desert Cloud Ave**

**Rosamond CA 93560-7692**

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

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**PROJECT POLICE DINNER @ BARONE'S 17 DEC**

**NEWS FROM PLANET PAKISTAN**

**GOLDEN WEST FLY-IN REPORT**

**THE FROGS WANT A KING**



**The Leader In Recreational Aviation**