



# 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>

September 2003

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:



## 2003 Aerospace Walk Of Honor

Saturday, 20 September 2003

0800 hrs (8:00 AM Civilian Time)

Sierra Highway/Lancaster Blvd

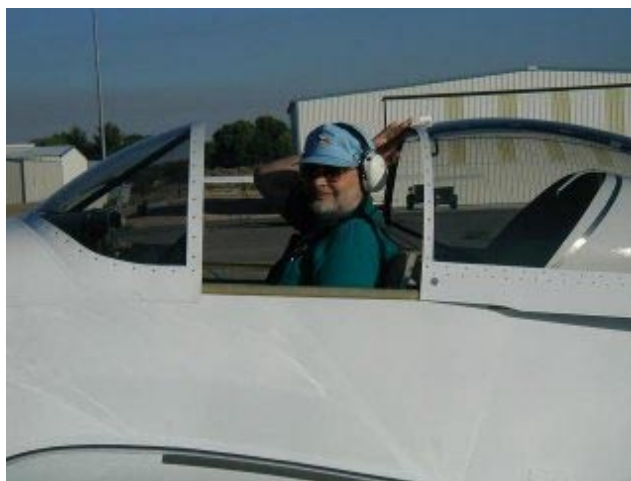
Lancaster, CA

Yes, it's that time again—time for us to pull out all of our stuff and set it up for perusal by the local citizenry. This month's meeting event will take place on Saturday, 20 September 2003 at the corner of Lancaster Boulevard and Sierra Highway. EAA Chapter 1000 will once again be prominently featured at the City of Lancaster Aerospace Walk of Honor Street Faire.

Come on out by 0800 and help set up the inaugural showing of the Chapter Booth Mk II. See the first public showing of Erbman's Bearhawk fuselage on its own feet. The event opens to the public at 1000, when you'll have your chance to talk about airplanes, the Young Eagles program, hand out stuff, and hang out with all of your aviation friends (well, at least some of them). At 1130 will be the official unveiling of this year's new monuments along Lancaster Boulevard. Based on last year, we should be done around 1400, so you'll have plenty of time to get back to your regular weekend activities.



## Charlie Wagner's RV-6A First Flight!



Many of our *PPOs* will remember *PPO Charlie Wagner*, who with his lovely wife *Glenna* left scenic North Edwards in 1997 or 1998 (I don't remember exactly) for the equally scenic Fallon NV. **Charlie** was a retired NASA engineer, electrical expert, alodine instructor, and the designer of the EAA Chapter 1000 Booth Mk 1, hailed as the "most over-engineered piece of plywood on the planet." The booth, rumored to be stressed to +9/-6 g's, was the perfect example of what happens when a bunch of homebuilders try to build a wooden structure to aluminum tolerances. **Glenna** was well known throughout the chapter as the master planner, responsible for the food planning for many of our events, including several **Scotty Horowitz Going Away Fly-Ins**, and was noted for making money for the chapter and making the **Grillmeister** look good.

Besides all of this, Charlie was known to us for putting together an exquisitely crafted RV-6A. When he moved up north, it was in that state of looking "about ready to go to the airport," which of course meant it had several years of work left in it. In any case, Charlie has reported that he has made the first flight, and several others. To wit:

"The first flight of N365CG was on August 29, 2003. I took off from Fallon Southwest Airpark and landed at Fallon Municipal. There were no significant problems, and I flew twice more that day. Since then, the airplane has accumulated almost 10 hours in the air. The picture was taken at Fallon Municipal right after the first landing."



Charlie also sent us a picture of him taking off from his home airstrip. We may see this airplane soon—Charlie and Glenna told us years ago they would use it to attend EAA Chapter 1000 meetings.



Congratulations Charlie, from all the **PPOs!** Fly off your time, then come down and see us! Call ahead and we'll arrange your transportation to the meetings.

## Last Month's Meeting

### EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

19 August 2003

**Gary Aldrich**, Presiding

In keeping with the Kommandant's policy announced last month of moving meeting times and locations to keep would-be terrorists off-guard, we cleverly returned to the normal time and place for this month, that being the Test Pilot School auditorium at Edwards AFB.

The meeting was called to order after consumption of the customary chocolate chip cookies, drinks, chips and salsa. Our featured speaker was **Ron Runsvold** of the FAA High Desert TRACON (Joshua Approach). Prior to 9/11, the FAA graciously hosted an annual on-site tour of the TRACON, however, it has recently ruled **Chapter 1000** to be high on the suspected terrorist list and denied

our visit. We were only slightly disappointed to learn that everybody else in America is also on the list and that ALL visits to centers have been suspended. However, the FAA graciously spared some of Ron's time and cast him to the snarling wolves (12 chapter members showed up).

Ron gave an impromptu yet entertaining and informative briefing on the machinations of air traffic control, including the varying functions and responsibilities of Joshua, SPORT and SoCal in our local area. Among the many technical aspects of Ron's brief was that Joshua has a 2-6 second delay on its radar update, as opposed to 12 seconds for SoCal.

Upon concluding the technical brief, Ron digressed into anecdotal reminiscences of such diverse topics as what goes on during the wee morning hours at TRACON, overflying nudist colonies and tracking a certain high altitude, very-very-high speed aircraft through our area from time to time. Quick: look about you for would be eavesdroppers and silently mouth the word "aurora".

For further information, Ron recommends visiting the local High Desert CCF (Combined Control Facility) website at <http://e10.natca.net/> and selecting "Operation Raincheck".

The **Kommandant** declared "Victory" when Ron ran out of things to say and we ran out of stupid questions. The group retired to the BK lounge where Ron was treated to a sumptuous feast, and was unanimously authorized to "super-size-it" in recognition of his excellent oratory. "Super-sizing" is the highest honor that the chapter bestows, reserved only for those few deemed truly worthy.

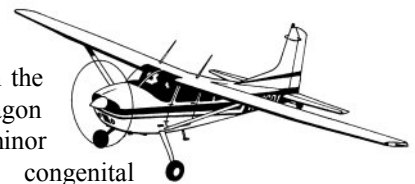
Our sincere thanks and appreciation to Ron and the FAA for sharing of his time and knowledge.

- **Kent "Cobra" Troxel**  
Secretary

## Kommandant's Korner

Greetings,  
all!

This last month the Fightin' Skywagon again underwent minor surgery to fix a congenital problem. As you may recall from a previous "Edge" article, the 180/185 series of Cessnas suffered from a lack of access to the rear of the fuselage, wherein lies a number of fairly important gizmos, gee-gaws, and doo-dads. In the previous report I documented the process of installing a couple of access panels to the top of the fuselage, near the vertical fin, that allowed one to inspect and service the rudder and tail-wheel control mechanisms. This was done by **ace-airplane-disassembler Bill Irvine** while I paced **nervously** around with a camera. There was need for an additional access hole in the lower rear fuselage to reach the stabilizer trim jack-screws...and, there was a Cessna-produced service kit for the task; but I elected to delay its installation until I recovered from the trauma of witnessing **Irvine's evil grin** as he hacked into my pristine aluminum skin.





So, bright and early Saturday morning of Labor Day weekend I taxied the Skywagon over to Bill's airplane emporium to give him another opportunity to try out his tools. After puzzling for a short while on how to raise the tail of the tail-dragger we managed to use a combination of a nylon car tow strap, the factory tail pull handles, and a large A-frame with chain hoist to lift the fuselage about 30 inches in the air.



**“Honest, Gary, I swear this is the way the Cessna manual says to lift the tail!” Nonetheless, Gary insisted on a safety sawhorse under the tail**



**“Lessee...was the jack screw on the left or right side? It was on the left side when I looked in the tailcone, but my head was upside down, except I'm on the outside now, so if my feet are pointed toward the nose, er, tail, then the jack screw will be on the...er...oh, krap! Let's just cut a hole and look...”**

After that, the actual measuring and cutting was fairly straightforward. The Cessna instructions were, as Bill said, "written by an engineer and not a mechanic"; but relatively comprehensive. That is, until we noticed the "note" that

said something to the effect that "some actuators and other hardware may have to be removed in order to install the doubler assembly." This innocuous little note resulted in the removal of the tailcone, the top fuselage access covers, and disconnection/removal of the elevator actuator tube and down-spring assembly. Despite this level of disassembly the pesky, but stout, doubler still refused to fall into place; alternately interfering with various pieces/parts in the small cavity under the horizontal tail.



**“Bwaaa-haaaa-haaaa!” With the sound of a maniacal laugh, Bill relishes his favorite part of the procedure—drilling holes in airplanes! Meanwhile, Gary seriously considers finding that beer, even if it is still early morning...**



**Using the cutting wheel is almost as much fun as the drill...**

It finally became apparent that some level of force and deflection would be necessary to position the doubler. I over-ruled Bill's suggestion to saw the fuselage in two or attack it with the "jaws-of-life" and, instead, opted for a pair of pliers and some hand force. With a resounding "snap" the doubler met the skin and the rest, as they say, is history. It's now possible to see portions of the stabilizer trim mechanism that last saw the light of day late in 1976.

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There are some pictures elsewhere in this issue with, no doubt, some clever captioning by NLE Erb.



“Hmmm...doubler is bigger than hole, yet needs to be on other side of hole...guess we'll just have to disassemble the tail cone—oh boy! More rivets to drill out!



Using heavy duty non-wing-nut wrenching clecos, Bill draws the doubler down to match the skin shape



Squeezin' rivets into the doubler



Like a good surgeon, Bill uses very obvious markings to minimize the chances of screwing up



The Ace Airplane Disassembler (AAD?) admires the results of his work. Note that he doesn't bother himself with petty details like painting the parts...or the Kommandant was trying to cut the losses to his checkbook...

Enough of that...let's look forward to the next Chapter event, which is our participation in the annual **Aerospace Walk of Honor and Aviation Street Faire**. This celebration of our rich heritage of test flying will be held on **Saturday, 20 September**, in the parking lot adjacent to the "F-4D plane-sicle" at the eastern end of Lancaster Boulevard. You can earn meeting credit by showing up about 0800 and assisting in booth setup. After that, feel free to hang around and help answer questions about EAA, Chapter 1000, Young Eagles, and many other interesting subjects. Come on out and show your Project Police colors! Remember, the only way to get credit for attending the meeting this month is to show up on Lancaster Boulevard...

Fly safe and check 6!

- Gary Aldrich  
Kommanding





**Young Eagles Update**

Hi all,

Even though we were a bit short of ground crew, ten pilots and airplanes showed up at Fox Field in Lancaster to introduce 30 new young folks to the joys of flying.

Weather was near perfect with single digit winds and tolerable temperatures throughout the rally.

**Ground Crew:**

<b>Miles Bowen</b>	Registration and Certificate Production
<b>Mary Beth Gates</b>	Certificate Production, Presentation and Photography
<b>Jake Dombovary</b>	Certificate Presentation and Photography

**Pilots/Aircraft**

Pilot	Type	#YE
<b>Ed Mckinnon</b>	Mooney M20K	4
<b>Olaf Landsgaard</b>	Diamond Katana	1
<b>John Bush</b>	Cessna 140	2
<b>Wen Painter</b>	Cessna 182	3
<b>Kim Cummings</b>	Cessna 172	5
<b>Herb Carlson</b>	Cessna 172	12*
<b>George Sandy</b>	Cessna 177RG	2
<b>Shel Simonovich</b>	Cessna 150	1
<b>John Tumilowicz</b>	Citabria	2

Herb flew 2 of these Young Eagles on Sunday, the day after the actual rally.

**Total this Rally: 32**

In addition, **Don Gates** in his Mooney M20C, as well as most of the other pilots with 4-place airplanes, helped out with public relations by flying parents and future Young Eagles.

Special recognition goes out to **Olaf Landsgaard** who flew his FIRST Young Eagle last Saturday. Congratulations, Olaf!

Special thanks also go out to Steve Irving, Fox Field Airport Manager, who authorized that 40 gallons of fuel be provided for our Young Eagle Pilots.

In the last several reports I failed to include Young Eagles flown by Antelope Valley pilots at **Apple Valley** earlier in the year:

Feb 1	<b>McKinnon, Ed</b>	16
Feb 1	<b>Oamek, Con</b>	13
Feb 1	<b>Schweizer, Jack</b>	12
Mar 1	<b>Miles Bowen</b>	10

To date, 41 pilots have flown 421 Young Eagles for Chapters 49 and 1000 so far this year. Here they are in alphabetical order:

<b>Mark Backes</b>	1	<b>David Orr</b>	3
<b>Paul E Baldwin</b>	4	<b>Wen Painter</b>	15
<b>Michael A Barnes</b>	3	<b>Kirk Peek</b>	5
<b>Miles Bowen</b>	46	<b>Arnie D Peterson</b>	4
<b>John Bush</b>	21	<b>Raymond Powell</b>	7
<b>Herb Carlson</b>	33	<b>Kevin T. Reilly</b>	9
<b>Lynn Crawford</b>	3	<b>Paul Reukauf</b>	5
<b>Kim Cummings</b>	18	<b>James D. Roberts</b>	9
<b>Geoffrey Dille</b>	5	<b>Paul Rosales</b>	16
<b>Doug Dodson</b>	8	<b>George Sandy</b>	14
<b>John Fisher</b>	2	<b>Jack Schweizer</b>	12
<b>Don Gates</b>	23	<b>Shel K Simonovich</b>	15
<b>Frank Haertlein</b>	8	<b>Robert J Souza</b>	2
<b>Bob Hoey</b>	4	<b>Douglas P Triplat</b>	3
<b>Bill Hoverman</b>	12	<b>Lee G Trlica</b>	1
<b>Steve Ivey</b>	11	<b>John Tumilowicz</b>	2
<b>Michael S. Lamb</b>	1	<b>Beverly J Vander-Wall</b>	5
<b>Olaf Landsgaard</b>	1	<b>Dean R Vander-Wall</b>	6
<b>Ozzie Levi</b>	4	<b>Christine Visco</b>	15
<b>Edward J McKinnon</b>	46	<b>Robert J. Waldmiller</b>	2
<b>Con Oamek</b>	17		

Total thus far in 2003: **421**. It looks like we are going leave our goal of 500 in the dust!

Please don't forget that you can fly Young Eagles outside of an organized rally. If you need registration forms or certificates, please let me know. If you do fly some Young Eagles on your own, just provide me with their names and when and where they were flown. These WILL count toward the awards given by Chapter 49 for the most Young Eagles flown in 2-place and 4-place aircraft.

**Remaining Rallies for 2003**

Sep 20	Rosamond, A. V. Aviation	8:00am
Oct 18	Tehachapi Muni, Benbow Aviation	8:00am
Nov 15	Fox Field Terminal Building	9:00am
Dec 13	Cal City Muni, Terminal Building	8:00am

Please note that at the September rally we will have the extra added attraction of a Pancake Breakfast starting at 7:30, sponsored by the Rosamond Rotary Club.

**- Miles Bowen**

EAA Chapter 49/1000 Young Eagles Coordinator  
 av\_young eagles@yahoo.com  
 (661)822-0806 (home)  
 (661)275-6528 (work)

**New Members**

This month the *Project Police* welcome to our fold two new members. First up is **Todd "Leif" Ericson**, who was introduced to our fold by **PPO Leigh Kelly**. Todd and his wife **Mary Beth** live in Lancaster, and for his day job he works as an F-16 Test Pilot. Typical of test pilots, he has a list of aviation accomplishments as long as his arm, with some extra space borrowed on your arm as well. He has over 5800 hours in over 75 different aircraft types. His certificates include Airline Transport Pilot (ATP) and Flight Instructor (CFI) with Airplane Single Engine Land and Sea (*suddenly we're getting all of these seaplane*

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*pilots*), Airplane Multi Engine Land, Glider, and a Lear Jet Type rating to boot. That may be all fine and good, but the really cool part is that he owns a Stits SA3B Playboy. Maybe he'll show us the wing fold mechanism sometime.

The second new *PPO* we welcome is **Tim Brien**. Tim and his wife **Anita Amsberry** live in Lancaster, and he works at the Saturn dealership as a technician. In the past he has done work on helicopter rotor blades. He's been a homebuilt aircraft enthusiast for a long time, having a six-digit EAA number that starts with "1", which makes it a lot lower than mine. He came to join Chapter 1000 after contacting **Russ Erb** about a Bearhawk Reference CD and subsequently visiting Russ's Bearhawk project.

Be sure to welcome our new *PPOs* when you see them!

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## Hangar 25

During our recent trip back from Russ's retirement ceremony (and of course seeing Penny and the grandkids), Alice and I stopped in Big Spring, TX to see how the museum at Hangar 25 was progressing.

Hangar 25 is on the former Big Spring Army Air Forces Bombardier School in WWII and Webb Air Force Base during Korea and Vietnam. The base was for training bombardiers during WW II using B-18's and AT-11's.



The museum now has a flying AT-11 on loan from Russell Madden, Denton, TX. The bombing mechanisms

have been replaced by seats but the bombardier's seat is still in the nose.

The AT-11 is a Beech 18 with a special nose attached and a bomb bay with racks for practice bombs and the necessary bomb bay doors.



Hangar 25 is a brick and wood structure with an all wood roof of Lamella design. The Lamella design is similar to a geodesic roof and is labor intensive to build. Hangar 25 was one of many built in WWII and is the only known survivor.





The museum has a T-37, T-33, and a Harrier. They also have a collection of aircraft models and Webb AFB memorabilia.

More info is available at <http://www.hangar25.org> or <http://www.bigspringairport.com/hangar25.htm>. You can see Hangar 25 yourself by flying to McMahon-Wrinkle Airport (KBPG). It's only a short 850 nm cross country from Fox Field.

- Lee H. Erb

**Det 12 Update - Final Phases for moving**

Russ

Det 12 now has a new official address and e-mail addresses.

**Lisa, Chris and Cassandra Shearer**  
8206 Barrington Drive  
Ypsilanti, MI 48198-9446  
734-481-0930

spartakus91@aol.com  
shearerc@umich.edu

The move has been termed the Great Move of 2003. Not going into details I will just list a few of the highlights.

- 1) Ryder Truck Rental delayed due to unannounced store front shutting down two days earlier
  - 1a) Had to drive around Coca Beach area to get truck and Merritt Island for the furniture Pads
  - 2) Clausing Mill way too heavy for three guys to load on the truck!
  - 3) Tried to shove 10 lbs of poop into a 5lb truck - Made it and was at gross weight.
  - 4) Flat tire on trailer being towed behind Ryder Truck.
  - 5) and the list just goes on and on!

But we are here, all safe, and slowly we are settling in. I will send pictures of the Acroduster's new home next month (12 x 16 foot shed)  
Cheers

**Chris "Mom" Shearer**  
EAA Chapter 1000 Det 12, Ypsilanti, MI

**Project Police Aircraft Spotters Quiz**

Well, I'm not sure if there are snowstorms in the nether regions, but **Evil Editor Zurg** was surprised that he finally got one past **Project Police Master Aircraft Spotter Jim Piavis**. While Piavis never admitted defeat, he also never submitted a correct answer, or even an incorrect answer. Not that you should feel smug, since you didn't guess either.

However, that is not to say that everyone was stumped. **Master Vintage Glider Guru Jeff Byard** verbally submitted a correct answer while waiting to take off in his **Bowlus Baby Albatross**.

So what is this bizarre aircraft?



Well, Duh! It is obviously the Beech Model 34, known as the Twin Quad. This **four** (yes, **four!**) engine aircraft was powered by four 375HP Lycoming GSO-580 eight cylinder engines buried in the wings, with two engines geared to each prop. You can also see that Beech was starting to experiment with the V-tail. The first flight was in October 1947, with the sole prototype being destroyed in a take-off crash on 17 January 1949. The aircraft was intended to be a feeder airliner.

By the way, after an extensive web search, the only picture I could find of this airplane was the one shown above.


Okay, here's this month's challenge...this isn't from some obscure source, but a photo actually taken by **Evil Editor Zurg** himself...



Standard rules apply. Identify the pictured airplane and describe its significance. Bonus points for web page references to additional information. Send your guesses in to **Zurg's Whipping Boy** at [erbman@pobox.com](mailto:erbman@pobox.com). Alternatively, send your guess by any other acceptable means of communication.

**Web Site Update**

As of 6 Sep 03, the hit counter stood at **85043**, with the hit rate still at 19 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**

Sep 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Sep 16: No EAA Chapter 1000 Monthly Meeting.** Go to the Aerospace Walk of Honor Street Fair instead

**Sep 20: Lancaster Aerospace Walk of Honor Street Fair,** Lancaster CA. (661) 609-9042

Sep 20: Young Eagles Rally, 8:00 am, Rosamond Skypark, Rosamond CA. (661) 822-0806

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

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

Oct 18: Young Eagles Rally, 8:00 am, Tehachapi Municipal, Tehachapi CA. (661) 822-0806

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

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

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

Nov 15: Young Eagles Rally, 9:00 am, General William J. Fox Field, Lancaster, CA. (661) 822-0806

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

Dec 13: Young Eagles Rally, 8:00 am, California City Municipal Airport, California City CA. (661) 822-0806

**Dec 16: 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.

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<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

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 MEETING; AWOH 20 SEP IN LANCASTER  
 CHARLIE WAGNER'S RV-6A FLIES!  
 HANGAR 25 REPORT  
 FIGHTIN' SKYWAGON SURGERY**



**The Leader In Recreational Aviation**