



## ***THE LEADING EDGE***

with full time driver. This is a clear and justifiable requirement so as not to be outdone by Chapter 439. Accordingly, annual dues may need to increase modestly.

The turnout was sparse at 8 members (including the speakers). I guess that **Russ** and the **Kommandant** can't draw them like **Mike Machat** can.

None the less, our appreciation to Russ for his graphic efforts (soon to be released on DVD), and to the Kommandant for, well, just being the Kommandant.

- **Kent "Cobra" Troxel**  
Secretary

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### **Kommandant's Korner**

Today is Patriot's Day eve. Tomorrow is a day of remembrance of an event that forever changed our nation's landscape, both figuratively and literally. In the time that's past since the terrorist attacks we've seen attacks of another kind. These attacks are targeted against some of the freedoms we treasure. They've taken the form of National Security Areas, Temporary Flight Restrictions, Prohibited Areas, and Special Federal Air Regulations. Well intentioned, but misguided politicians have been scrambling for the past three years to soothe the jangled nerves of the American people the only way they know how...by enacting regulations aimed at preventing...with absolute certainty...the possibility of another act of violence like those that struck New York, Pennsylvania, and Washington. In their zeal for positive, decisive action, (and votes) it's easy for them to justify trampling on the rights of a few to gain a perceived benefit to the many. Such is the case with the afore-mentioned flight restrictions and those even more heinous limits that are proposed.

The latest example is the bill that was proposed yesterday (9 Sep 04) in Congress (HR5035). In case you haven't heard the details, this bill would require passenger screening at the present level of the commercial air carriers, restrictions on flight over large cities (greater than 1 Million residents), and continuous radio/radar contact with ATC. Not a problem you say? Well, the "kicker" is that these draconian measures are not proposed for the large airliners (the terrorists' weapon of choice), but for your airplane and my airplane, and all the other non-airline aviation in the U.S. Oh yeah, I forgot that you also won't be able to fly within 1500 feet of a "structure". Hmmm, how close is the tower to the runway? I wonder how much a "screening device" costs? What's the population of, say, Des Moines? Do I need to put a radio in the Cuby? Do we move the houses or the runway at the Skypark to satisfy the 1500 ft rule?

The "alphabet groups" are well engaged on this issue...and given the ridiculously severe restrictions I don't see much success in Rep. Weiner's attempt at making the Nation safer. However, it is a wakeup call that there are still people in positions of influence that are prepared to



ignore the Department of Homeland Security's own assessment that light, general aviation aircraft are not a security threat and press for this kind of outrageous over-regulation.

In this season of election hype and hyperbole, we are reminded that, ultimately, we the people have the power to support those legislators that will protect our flying privileges and to remove those, like Mr. Wiener, who just don't seem to get it. Now is the time to get informed on the issues so that your vote in November is not wasted. Otherwise, that investment you have in time, money, and emotion just may be regulated out of existence.

Sorry for the political diatribe, but if you didn't feel strongly on this issue, you probably wouldn't be reading this newsletter. So, I urge you to get out the word on the positive aspects of sport and general aviation, counter those that express the "perceived threat", and, above all; get out there and fly a lot...safely, sanely, within the current regulations, and with respect for others. Exercising our flying privilege goes a long way towards preserving it.

Fly Safe, Check Six, and Vote!

- **Gary Aldrich**  
Kommanding

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### **Airventure 2004 – An Adventure In Getting Better Treatment Than We Deserved...**



**Starting out in the standard manner, 24 Jul 04. The Fightin' Skywagon II pokes her nose out looking for the fuel truck**



**Somewhere over Wyoming, the Project Police are stylin', sportin' the oxygenated pink mustaches. Just how GQ can EAAers get?**



**On the recommendation of Ozzie Levi, we RON'ed at Custer SD. We're not sure if Ozzie had the chance to use the hotel courtesy pickup, shown here complete with hound dog. The Kommandant wants to talk to Ozzie again...**



**After a successful approach to Oshkosh and the requisite 20 minute taxi, the Kommandant outwits himself trying to untangle the tie down anchors he recently made**



**Just about a 10 minute flight Northeast of Custer are the four Presidents of Mount Rushmore. Note the tailings from the carving still present in an alluvial flow below the Presidents**



**Our way-cool (air conditioned even) digs, complete with power, running water, and indoor "facilities". We were invited by Bearhawker Rob "Zippydoggg" Gaddy, who had contacted Russ, saying he had lots of extra room**



**The C-23 Sherpa was an uncomfortable aircraft to fly in to begin with, but apparently someone in Sioux Falls SD figures that if you paint funny faces on the outside nobody will notice...**



**The EAA Chapter 439 stretch limousine, which Zippy used to take us back to the Fightin' Skywagon II to get the rest of our stuff**



The *Project Police* are skilled at volunteering other people, and what goes around, comes around. We were scooped up by EAA Chapter 439 and taken to the AviPro booth where we were tasked with getting this Bearhawk kit off of the trailer and under the tent. The wings are in the crate under the fuselage. Note the Kommandant supervising on the left side



Part of the objective of the trip was to figure out what accessories go where on a Lycoming engine. This display at the EAA Museum was just one of many engine examples photographed



Strut on the Wright 1903 Flyer. Note the two hooks that make attaching struts and bracing wires quick and easy. This is typical of every connection on the airplane.



The Kommandant inspects the Paul Poberezny basement workshop exhibit in the museum. Note the picture on the wall just above the sewing machine...



...which looks like this. The caption reads “Nathan Davis, Dick Seagraves & Ron Freiberger move Freiberger’s Ron 1, N10RF, through basement wall, Kokomo, Indiana, Oct. 1971.” Yes, the man holding the vertical fin is our Nathan, who would go on to become a *Project Police Officer*



In the workshop area of the museum. In the center of the photo is a cart with several bent propeller blades. We’re hypothesizing that these may be from *Aluminum Overcast*



The Kommandant inspects a Consolidated PT-1 Trusty of the type used by Jimmy Doolittle for the first Blind Flying Experiments



A couple of clipped wing Monocoupes. The sign stated that not very many of these were made (13?), and every one had serious damage at some point in its life. Big engine, big fuselage, itty itty bitty wing



Steve Wittman's very first airplane. Powered by a Harley Davidson engine, he called it the "Hardly Ableson"



This Beaver on floats was sporting a very patriotic paint scheme. The other side of the fuselage centerline sported an equally patriotic Canadian paint scheme. Even the interior was equally split. Unfortunately, we failed to get a picture of the other side.



Tuesday evening, 27 Jul 04, was the annual Bearhawker gathering. In the center of the circle were the Kommandant, Erbman, Chris "Mom" Shearer, and C.M. Shearer. Once again, the Project Police are the center of attention



Not only was Aeroshell passing out Amoolia Airheart posters, but were also selling T-shirts with the proceeds going to the Young Eagles program

**THE LEADING EDGE**



Thursday, 29 Jul 04, was the day to walk the flightline. To start, we once again mounted up the Chapter 439 limousine, this time with the alternate hood. The trash can is insulated and can be used for icing drinks



When we arrived in the limousine at Nathan Davis' P-51, his first words were "Hey! How'd you rate that!?" He was in the middle of the ongoing regimen of polishing the P-51



He invited us up on the wing. Here Erbman points at something in the cockpit, but the Kommandant seems to be at the wrong azimuth to capture the action.... Behind Erbman is Bryce Glassburn, Designated Polisher



Nathan was using this cool "Easy-Stor" folding ladder. Here it is shown half folded



Fully folded, it fits in the ammunition bay in the wing. How cool is that?!



This O-1E Bird Dog had the most interesting nose art of all. The "Viagra II" shows silhouettes of 2.5 women. Our guess is that the pilot has been divorced twice and is married to wife #3



This Beech AT-11 Kansan bomber/gunnery trainer was in pristine condition, complete with upper turret



Inside the AT-11, the "bomb bay" was open to the crew compartment



The A-1 Skyraider—the only single seat aircraft big enough to have a DOOR in each side of the fuselage



So when you're flying a Hawker Sea Fury and there's no room in the cockpit for your bag, where do you put it? Fold the wings and stuff it in an open bay



We completed our Oshkosh To Do List. We bought stuff (lots of stuff), we saw fellow PPOs (Nathan Davis, Jim Piavis, and Gary Sobek—Jon Goldenbaum stayed home to mix dope, and we have no idea where Norm Dewitt was), and we got rained on



Where do you put the control sticks in a four place airplane? This Tiger Moth was modified after WWII, widened with two seats added. However, the control positions remained in tandem on the left side



Nathan Davis exercised his authority to order us to join him and all of his friends from Kokomo IN for dinner. Of course, all good PPOs follow orders



The Kommandant finds a suspicious logo...



It seems the organizers of the Mid-Atlantic Fly-In liked our chapter patch so much they patterned their logo after it. The Treasurer will be sending them the royalty invoice...



Thursday night we were there to see Paul and Victoria Rosales receive the Bax Seat Trophy, sponsored by FLYING Magazine, given to someone who does an outstanding job of encouraging others to enjoy sport aviation



The Air Force wanted to make sure that we got back in time for Erbman to teach Pitot-statics, so they sent this Gulfstream to Casper WY just in case we were having any trouble with the Skywagon. We thanked them, but the Skywagon was Code 1



Back home in her hangar, Steph Corda was on site to serve as the official Project Police welcoming party



**Project Police Aircraft Spotters Quiz**

Well, **Evil Editor Zurg** thought he was taking it easy on you. The aircraft pictured below is even a military aircraft. Maybe you thought it was so easy that it wasn't worth the effort to send in your response.



**Murry Rozansky** came the closest to identifying the subject aircraft as "Hi Russ, I can't find a reference but I think it is a Curtiss (typically unsuccessful) entry of the light jet bomber in the B-45, B46 category. I can't find the designation." While the manufacturer is correct, the board of judges ruled "**Zzzzzt! No Cigar!**"

The answer, of course, is the **Curtiss XP-87**. Well, Duh!

**Lee Erb**, who supplied the picture, also supplied his recollections of the XP-87:

The **XP-87 Blackhawk** was the only jet-powered and the last aircraft designed and built by Curtiss. A couple of references may refer to it as the F-87 but it did not stay around long enough to receive an "F" designation. There are very few pictures of the XP-87 on the internet. Historical information can be found at <http://home.att.net/~jbaugher1/p87.html>

I was in my first year of college when my cousin, who helped design of the Northrop F-89 Scorpion, told me some interesting things about the XP-87. At first I was not sure if they were "Northrop propaganda." What I learned in later years bolstered the truth of his statements.

One of his comments was that during first roll-out of the airplane, one of the landing gears collapsed. A bit embarrassing.

Later from my own experience with the Curtiss C-46 Commando and a classmate who flew the Navy Curtiss SB2C Helldivers, the collapsing gear due to hydraulic failure was a real possibility.

My first airplane ride was in a C-46 Commando on an AFROTC trip to the Allison engine plant (there is a story there too) in Indianapolis. Just before takeoff the crew chief loaded a bucket. When we parked on the ramp in Indianapolis the crew chief immediately took the bucket and placed it under the rear of the fuselage near the tail wheel. The bucket was to catch the hydraulic fluid as it drained from the belly of the aircraft.

My Navy pilot classmate also commented on the large number of hydraulic leaks on the Curtiss SB2C aircraft he flew.

Note the tow bar on the nose gear and the fact that the nose gear retracts forward. Also in the one picture two men

are looking at the nose gear. Could the gear down-lock fail when it was towed?

My cousin also commented that at high altitude the XP-87 could not descend unless it shut off one or two of its four engines. Idle thrust at altitude of the J-34 engines was too high.

The Westinghouse J-34 for the time period was a very reliable engine and was ubiquitous among both Army Air Force and Navy aircraft. The technology of the time period resulted in slow engine accelerations and required high compressor speeds to prevent flameouts. Thus, by today's standards, a high idle thrust.



There is also an in-flight photo at <http://www.cfi.flyer.co.uk/arfeb2003.htm>.

- **Lee H. Erb (Erb the Elder)**  
EAA Chapter 1000 Det 5, Arlington TX

**Web Site Update**

As of 7 August 2004, the hit counter stood at **92325**, for a hit rate of about 19 hits/day for the last two months.



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 18: Operation Rubidoux Sundown XII**, Flabob International Airport, Riverside, CA. (661) 256-3806

**Sep 21: No EAA Chapter 1000 Monthly Meeting.** Go work on your project!

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

Oct 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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

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

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

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

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

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

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

**Jan 18: 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.

Contact our officers by e-mail:  
 President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com  
 Vice President George Gennuso: pulsar1@sbcbglobal.net  
 Secretary Kent Troxel: ktroxel@antelecom.net  
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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!

**THE LEADING EDGE  
 MUROC EAA CHAPTER 1000 NEWSLETTER**

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

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
 NO MEETING THIS MONTH  
 LATEST LEGISLATIVE BUFFOONERY  
 GOBS O' OSHKOSH PIX  
 XP-87 RECOLLECTIONS**



**The Leader In Recreational Aviation**