



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

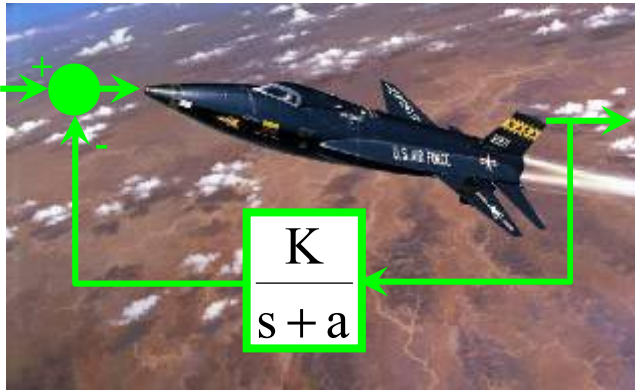
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<http://www.eaa1000.av.org>

January 2005

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:



Simulation in the 60's: An E-Ticket Ride



John Perry
Tuesday, 18 January 2005
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

January's meeting is going to be a good one. Yup, we are all set to open the door on the Way Back Machine and march all of you inside. The dial is set for **January 1965**, the flux capacitors are all warmed up and waiting. Tonight's meeting will take us back to **John Perry's** lab at NASA for the development of the X-15 Flight Simulator.



\$20 to Opie – See back of newsletter for address

And now, here's a little bit about our guest speaker for this evening.

John J. Perry, founder and president of Human Productivity Systems, is an independent consultant who specializes in assessing, harnessing, and focusing human energy. As consultant, Perry has served many organizations, large and small, in the public and private sectors, both for-profit and not-for-profit. He holds a BS degree in Mathematics from Florida A&M University and an MBA degree in Management Decision Systems from the University of Southern California.

For more than 22 years prior to becoming a consultant in 1982, he was employed by the NASA Dryden Flight Research Center in several disciplines, from engineering to management systems consulting. His first "major" engineering assignment was as Project Manager on the **X-15 Simulator**. That was in the days before digital computers were fast enough to simulate "real time," so he became expert at analog simulation. By the time digital

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computers were capable of 1 megahertz cycle times, which was fast enough for flight simulation, he had been promoted to an engineering management role. Therefore, he was not directly involved in all the excitement that is now commonplace in flight simulation. He is a speaker whose engaging style helps his message resonate with people at all organizational levels.

In his presentation, entitled, "Simulation in the 60's: An E-Ticket Ride," he will take us back more than 40 years to a time when the creative leadership environment at NASA made it possible for everybody to stretch themselves and see just how far their talents would take them. Some of his experiences present ample evidence that given the proper motivation and support, humans are capable of marvelous feats

So sit back, relax, enjoy the chips, dips and the ever-popular chocolate chip cookies and take a trip back to the analog days of the 60's. And don't forget, after the meeting we will wine (whine?) and dine our guest at the BK Lounge, where most of the worlds problems will be resolved on the back of a napkin which will be whisked away by the cleaning staff so that we can resolve them again next month.

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

Last Month's Meeting

EAA Chapter 1000

Kommandant's Chalet by the Lake
Quartz Hill CA
28 December 2004

Gary Aldrich, Presiding under the direction of **Mrs. "Anne" Kommandant**

The December Chapter 1000 Meeting "slash" Festivus holiday Dining-Out was graciously hosted by the **Kommandant** and **Mrs. Kommandant** at their palatial high desert estate in Lancaster next to the recently filled **Lake Aldrich**.

Seventeen chapter members and guests eagerly partook of **Anne's** lapse of judgment in preparing dinner and entertaining the horde. Lasagna was the featured entree, and the **Kommandant** thoughtfully provided mass quantities of various **Flying Dog** vintages, the official beer of Chapter 1000. Wine and soft drinks were provided for those with less discriminating palates. **Anne** thoughtfully provided delicious home-made **Chocolate Chip Cookies (C³)**, starting off the evening in fine Chapter 1000 style.

In a most disappointing turn, the **Kommandant** did not sufficiently imbibe enough for the annual telling of the "**dog story**", so attendees were treated to the ritual **Festivus Joke** by **Secretary Troxel**, which was most disparaging to the French, or at least sufficiently so to satisfy the crowd.

Following the entertainment, the **Kommandant** announced and distributed EAA service recognition awards to those who were deemed worthy, as well as himself.

Leigh Kelly distributed plastic rubber duckies wearing leather flight helmets, always a holiday favorite.

The evening of fine dining and good company was topped off by **Anne's** dessert "**Death by Chocolate**". Simply superb.

- **Kent "Cobra" Troxel**
Secretary

The Month Before Last Month's Meeting

EAA Chapter 1000

Vince "Opus" Sei's Secret Rocket Factory
Rosamond CA
16 November 2004

Gary Aldrich, Presiding

Dear Readers: After the scathing rebuke I received from **Evil Editor Zurg** last month about shirking my secretarial duties when I ran off to Maui, I must confess an ulterior motive. I felt certain that such a blatant and wanton disregard for duty would result in my dismissal as Secretary. Imagine my surprise and dismay to learn that as punishment, I had been appointed Secretary for Life, or something equally contrary to the chapter bylaws. It is now clear to me that the will of **Zurg** is not so easily thwarted. Holding Chapter 1000 office is the political equivalent of checking into the Hotel California. Next time I'll fake my own death.

The November meeting was a **Chapter Project Police Raid**...ah, inspection, at the residence/assembly site of member **Vince "Soon To Be A Chapter Director When He Flies His Airplane And Thus Has No More Excuse" Sei** in Rosamond.



Project Police and other chapter members (totaling 14, including some new members and guests) arrived precisely at the appointed time of around 1645ish to 1730 or so, only to discover *a clear absence* of the obligatory chocolate chip cookies! The **Kommandant** was sufficiently infuriated to order **Vince** be summarily executed and used as an organ farm (no kidding, that's a direct quote).



The Kommandant expresses disbelief as Opus informs him of the absence (!) of Chocolate Chip Cookies.



Opus' position shortly after the PPOs found out about the lack of Chocolate Chip Cookies

Realizing his predicament, Vince quickly opened his refrigerator and dispensed mass quantities of Corona beer to quell the angry mob. With a potentially ugly incident averted (it really is bad form to kill your host), attention was turned to the matter at hand of inspecting the progress on N115Victor Sierra, Vince's beeeauuuutiful F-1 Rocket. Readers are referred to the August 2004 edition of EAA Sport Aviation (P. 60) for a Flying Qualities Review on the F-1.



The *Project Police* had previously "visited" Vince last April, and I am pleased to report that significant progress has been made. The most obvious to the *Project Police* or any other casual observer were engine installation and the blue/white paint scheme which Vince did himself in his garage.



Cobra points out T-38 style windscreen, blue and white paint scheme

As proof positive that it pays to give presentations and sales pitches to Chapter 1000, Vince has installed an Approach Systems, Inc. avionics hub (ASI visited us in January 2003 on a night when Vince just happened to be at Edwards TDY from San Antonio).

Vince has designed an instrument panel that is the envy of all with enough electronics and CRT's to cause sterility, but alas, has fallen victim to the worst mistake a homebuilder can make. Like the poor schmuck who builds a plane in his basement and can't get it out, Vince has constructed his panel in his living room and faces the



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logistical nightmare of getting it out to the garage. Fortunately, all attending ***Project Police Officers*** had numerous helpful suggestions. Unfortunately, most involved making large holes in the house.



Cobra points out ASI hub (notice that form, that grace! Knife has obviously taught him well!)



The ASI folks were nice enough to label their cables, but Opus installed them such that we had to turn the airplane upside down to read them!



Vince points out some of the various panel gadgets to Bill Irvine



The Kommandant observes the intended location of the instrument panel

As it is the charter, yea, even the mandate of the ***Project Police*** to point out discrepancies in Aerospace Vehicle projects, the more obvious the better (for it makes the builder feel even more silly for missing it), I made it a point to see that this expectation did not go unfulfilled.



PPO Cobra points out the answer to the mystery of why the alternator wouldn't alternate

GOD IS MY COPILOT



Vince has been slaving away on the project for the last 18 months, expending about 1400 hours to date. At his present rate, he expects to fly early next year, which, uh, by the time you read this will be this year....

Although no photographic records exist to confirm this, Russ wore his Texas A&M sweatshirt at the meeting, and by all accounts, acted as if he were proud of it. (Hey, *Bill Irvine* liked it too!) I believe it to be no small coincidence that Russ took all the

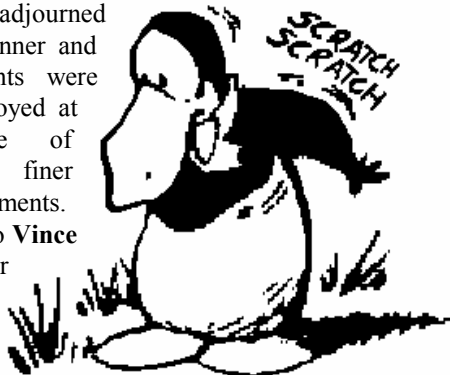
pictures for this meeting.

John Ready and **Vance Breese** of **Santa Maria EAA Chapter 499** were in attendance. If Vance's name sounds familiar, it's because he got it from his father, a test pilot with a few...err...okay—a whole mess of accomplishments. I guess some people will go a long way to partake of our traditional **Chocolate Chip Cookie** fest. Boy, were they disappointed to find that only beer was available.



Having emptied **Vince's** refrigerator of said beer, **The Kommandant** declared "**Victory**" and adjourned the meeting. Dinner and other refreshments were subsequently enjoyed at "**Zuma's**", one of Rosamond's finer culinary establishments.

Our thanks to **Vince "Opus" Sei** for his hospitality and beer, especially his beer, and extend our encouragement and best wishes in meeting his early 2005 first-flight target.



- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

Happy New Year! I hope that everyone survived the holidays in fine stead.



Mrs. Kommandant and I would like to express our deep appreciation to those who braved the torrential downpour and legendary Quartz Hill flood control (?) to attend the Chapter **Festivus** festivities. I, for one, really enjoyed the evening and I think a new tradition may have been generated. We were gratified at the turnout of **PPTAF** spouses and the attendant good cheer. Trooper **Cobra Troxel** did not disappoint with his rendition of the "**Festivus Joke**", which was tasteful and even mildly amusing. We were even graced by members (both new and old) that had never attended a Chapter gathering....you know who you are...and we expect to see you more often!



Kommandant, First Daughter, and Mrs. Kommandant



Rudolph's nose with just a touch of frostbite

Those who didn't attend missed my recollection of the latest **Fightin' Skywagon** adventure. Suffice it to say, that 2100 nm were covered in 19 hours of flying time. Both the **Grand Canyon** and the **River Walk** in **San Antonio** were

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thoroughly explored and enjoyed by myself, Mrs. Kommandant, and number one daughter. Except for some nasty weather between Fort Stockton (FST) and El Paso (ELP) we had nothing but clear (and cold) skies and (wonder of wonders) following winds.



What was left after the foot...no, 2 feet...no, wait, it was 3 FEET of ice (really!) melted off...

Speaking of cold...and winds...and downpours...This is the time of year when a casual airborne foray can turn, very quickly, into a hair-raising adventure. If you haven't become familiar with NOAA's aviation weather site (<http://adds.aviationweather.noaa.gov/>), this winter is certainly a good time to check it out. The experimental icing prognostications are worth their weight in gold (or ice). When used in conjunction with the normal web-based and AFSS telephone brief, the savvy winter warrior is well prepared to make the important "go/no-go" decision. My trusty laptop, plugged into the hotel's high-speed internet connection really lowered the stress-factor of tackling a trip like our December jaunt. **Anne** can tell you that my mood was closely tied to the info I gleaned from the NOAA site and I can't imagine making such a trip in the future without these tools. I guess that means we have to stay in the "upper-level" hotels with high-speed access...Darn!

Let's all think Spring out there, fly safe, and check six,

- Gary Aldrich
Kommanding

Did My December 2004 "The Leading Edge" Fall Into My Computer's Bit Bucket?

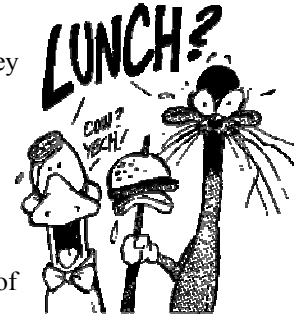
Nope, 'fraid not. The December 2004 *Leading Edge* does not exist, has not previously existed, and will never exist. It was summarily cancelled by order of the **Kommandant** when **Evil Editor Zurg's** whipping boy **Erbman** was suddenly called to Texas with his family to attend his Father-In-Law's funeral. Of course, this occurred right at the beginning of the editorial cycle. Following are a couple of items gleaned from the Tehachapi *Hilltop & High-Desert Shopper News* that

were intended to go into the December 2004 edition. We give them to you now because we'll lose them before December 2005 rolls around...

By the way, if it's been more than a year since you last had the Bit Bucket emptied on your computer, you probably want to get it to the nearest repair shop and ask them to empty the Bit Bucket. If the Bit Bucket is allowed to overflow, the stray bits can cause all sorts of problems of an unpredictable nature.

How To Cook A Christmas Turkey

1. Go buy a turkey
2. Take a drink of whiskey (scotch)
3. Put turkey in oven
4. Take another 2 drinks of whiskey
5. Set the degree at 375 ovens
6. Take 3 more whiskeys of drink
7. Turn oven the on
8. Take 4 whisks of drinky
9. Turk the bastey
10. Whiskey another bottle of get
11. Stick a turkey in the thermometer
12. Glass yourself a pour of whiskey
13. Bake the whiskey for 4 hours
14. Take the oven out of the turkey
15. Take the oven out of the turkey
16. Floor the turkey up off the pick
17. Turk the carvey
18. Get yourself another scuttle of botch
19. Tet the sable and pour yourself a glass of turkey
20. Bless the saying, pass and eat out



An Epiphany Joke

(No, *Cobra Troxel* didn't tell this one, at least not until now. He may just add it to his repertoire, or his list of jokes if he doesn't use them fancy eye-talian words)

There were two Catholic boys, Timothy Murphy and Antonio Secola, whose lives parallel each other in amazing ways. In the same year Timothy was born in Ireland, Secola was born in Italy. Faithfully they attended parochial school from kindergarten through their senior year in high school. They took their vows to enter the priesthood early in college, and upon graduation, became priests.

Their careers had come to amaze the world, but it was generally acknowledged that Secola was just a cut above Timothy in all respects. Their rise through the ranks of Bishop, Archbishop and Cardinal was amazing. The Catholic world knew that when the present Pope died, it would be one of the two who would become the next Pope.

In time the Pope did die, and the College of Cardinals went to work.

In less time than anyone had expected, white smoke rose from the chimney and the world waited to see whom they had chosen.

The world, Catholic, Protestant and secular were surprised to learn that Timothy Murphy had been elected Pope!

Antonio Secola was beyond surprise. He was devastated, because even with all of Timothy's gifts, Antonio knew he was the better qualified.

With gall that shocked the Cardinals, Antonio Secola asked for a private session with them in which he candidly asked, "Why Timothy?"

After a long silence, an old Cardinal took pity on the bewildered man and rose to reply. "We knew you were the better of the two, but we could not bear the thought of the leader of the Roman Catholic Church being called Pope Secola."

From the Academy Cadets...

(Opie received this after we hosted the USAF Academy Cadets of the Aeronautical Engineering 456 class after the Board Meeting in November)

Dear Lt. Col. Dodson,

I just wanted to thank you for opening your house to us earlier this month while we were out at Edwards. Please also pass on our thanks to EAA Chapter 1000 for providing the food and refreshments. We had a great time and the food was excellent. I hope you have a wonderful Thanksgiving.

Very Respectfully

Scott Hulp

C1C USAFA '05

New Members

During a recent semi-irregular audit of newsletter content, **Evil Editor Zurg** determined that we have been remiss in telling you about some of our new members, those who have seen the light and joined the **Project Police** fold, in spite of what their friends and neighbors might say.

Way back in July when we were all flying our flags and taking a day off from work to watch pyrotechnics, we were graced with the addition of **Dallas Mikaelson**. Dallas is an Air Force officer working for AFOTEC down at South Base in the Bomber branch. Those of you who are quick at remembering where all of the **PPOs** are will realize this means that he regularly works with **PPOs Shawn Fleming** and **Randy Kelly**. We have reason to suspect that he spent some time at one of the Embry Riddle campuses as one of his e-mail addresses includes "erau.edu." He holds a Private Pilot certificate, and currently has two projects, a LACO 145 and a Glastar. As you know, it has been said "No man can serve two projects, for he will love one and hate the other, and which is which will frequently change." You probably know what a Glastar is, but a LACO 145 is obscure enough I

couldn't even find a picture on the web. Dallas has shown us pictures, though.

Next to join us in November was **David Setser**. Actually, to be more accurate we would say he has re-upped after a lapse of service. David was a charter member of the **Project Police** way back in 1992 when he was stationed here at Edwards. He and his wife **Ellen** have returned to their senses, or at least to the **Project Police**, and joined up again, though the commute from their home in Arlington Massachusetts might restrict how many of our chapter functions they can show up for. Why is he so far away? Seems he's taken a job as a Flight Test Engineer and Project Manager with the FAA. Hopefully he's still on the non-evil side of the FAA...They currently own and fly a Piper Archer, and are currently building the "Mighty RV-7". Head over to <http://www.mightyarcher.com/rv7> to find out more about them and their project.

Our most recent addition to the fold is somewhat of a celebrity in EAA circles. **Gene Turner** is best known as the designer of the **Turner T-40**. **Gene** and his wife **Jean** (think that's confusing around their house?) recently moved from Cleburne Texas to Cal City, where he, of course, immediately consulted the web for the best local EAA chapter. Gene's been in this EAA thing for a while, as his EAA number is in the 3000 series. His list of accomplishments is long and distinguished. He is an aero engineer, a CFI, and an A&P. He was a P-47 pilot, and spent 38 years working for and with the FAA as a Designated Engineering Representative (DER). The Turner T-40 was the second place winner in the 1962 EAA Design Competition. He has designed the T-40 series of folding wing airplanes and the T-100 ultralite. Somewhere in there he authored and published a book. (**Hey Mr. Schmoozemeister—I think there's a meeting program in here somewhere**) One accomplishment he didn't list was that he worked with **PPO Lee Erb** many years ago at Bell Helicopter. Of course, his current flying airplane is a Turner T-77 (T-40B), shown below.



Welcome to all of the new (and returning) **PPOs**!

Answer to Zurg's quiz next month – no room this month

Web Site Update

As of 8 January 2005, the hit counter stood at **95509**, for a hit rate of about 20 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

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

Jan 29: EAA Chapter 49 Annual Awards Banquet, AV Inn, Lancaster CA. (661) 948-0646

Feb 1: **NO** EAA Chapter 49 Monthly Meeting

Feb 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Mar 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Mar 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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

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

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

May 17: NO EAA Chapter 1000 Monthly Meeting, go to Fly-In instead

May 21: Fourteenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

Jun 21: 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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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
3435 Desert Cloud Ave
Rosamond CA 93560-7692
<http://www.eaa1000.av.org>**

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING 18 JAN AT TPS
SIMULATION IN THE '60s
KOMMANDANT: THE ICEMAN COMETH
TIME TO PAY YOUR DUES!**



The Leader In Recreational Aviation