



# 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>

June 2000

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:



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## Flying The Bahamas

Tuesday, 20 June 2000

1700 hrs (5:00 PM Civilian Time)

Speakers: Opie and Gail Dodson

USAF Test Pilot School Auditorium

Building 1864

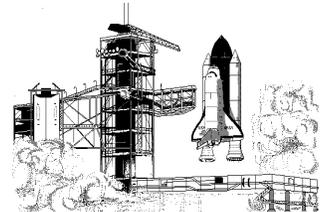
Edwards AFB, CA

Ever wonder what it's like to fly your single engine aerial contrivance over hundreds of miles of open ocean? Have you ever checked to see if your engine goes into auto-rough as soon as you're feet wet? Well, **Opie** and **Gail Dodson** decided this year that flying across the country to Lakeland Florida for Sun'N Fun just wasn't far enough east. This year they decided to enter the Great Bahamas Air Race, which they flew back in May. Now they're going to tell us all about the preparation and the race. Find out how much you need to spend on your survival kit to drive the probability of needing it to an acceptably low number. Find out how a multiple day race is run. Find out about race strategy (does flying in ground effect really increase your speed?)

You won't want to miss the Kommandant's report on the *Ninth Annual Scotty Horowitz Going Away Fly-In*. We have reason to believe that even if you weren't able to make it to the fly-in, you may still get a chance to sample some of the cookies served there during schmooze time.

## Scott Horowitz Makes Low (Earth Orbit) Passes Over Ninth Annual Fly-In

As reported previously, the NASA schedulers failed to deconflict their schedule with the *Project Police*. As such, they had **Scott Horowitz** flying on STS-101 when he should



have been at Rosamond at the annual EAA Chapter 1000 Fly-In held in honor of his selection for astronaut duty and subsequent departure. While we have no confirmation of this, since we didn't bother to find out the details of his orbit, we have reason to believe that Scott had several opportunities to fly over his fly-in and look out the window at Rosamond and try to convince himself he saw us waving. Otherwise he was busy pushing the International Space Station to a higher orbit. Now there's a project for the *Project Police* to inspect! (*Scott—we're looking for your Project Police report—please submit soon*)

Meanwhile, back at the ranch...er...airport, the rest of Chapter 1000 was busy on 20 May 00 at Rosamond Skypark for the *Ninth Annual Scotty Horowitz Going Away Fly-In*. As is our custom, we approached this fly-in with the usual occasionally stated objectives:

1. Don't stress out in the planning phase
2. Maximize fun potential for all
3. Enjoy a barbecue lunch
4. Don't lose money on the deal

As usual, the day started with the usual suspects scurrying around setting up the necessary equipment. The first semi-organized event was the spot landing contest. This was set up with a invisible touchdown line stretched

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across the runway between two large traffic cones over 100 feet long of the displaced threshold. There was some discussion over whether landing short of the line should be disqualifying. Landing short of the displaced threshold was definitely bad. However, since there was no way to brief arrivals on the rules of the contest, the rules stood as printed.



### Opie and Jim Piavis, former Kommandants, fly a recon run down the runway

Many tried, and, well, we'll just say that many of the arrivals shouldn't try landing on a STOL strip. Of 18 arrivals, one ran into the virtual carrier stern (over 100 feet short) and five ran into the virtual FAA 50' trees at the end of the runway (over 100 feet long). Fortunately for us and them, Rosamond Skypark is neither a carrier nor a STOL runway amongst the trees.



### Opie and Piavis float past the touchdown line

Landings were graded and measured precisely (*Where'd he touch down? Oh, right about there...*) by our crack **Spot Landing Contest Crew** set up at, well, you guessed it, pretty much the last minute. Graders included **Bill Irvine, George Fischer, Miles Bowen, and Gary Aldrich.**



### George Fischer, Gary Aldrich, Bill Irvine, and Miles Bowen (behind umbrella) grade and critique landings

Of course, other participants arrived via *Ground Assault Vehicle*, but one notable exception arrived by *Ground Assault Vehicle* with an *Aerial Assault Vehicle* in tow (*at least it would be if we could convince him to join the chapter...*). **Stu Fields** and his wife (*who is the new editor for the Popular Rotorcraft Association*) arrived from Inyokern with his Safari helicopter in tow. It seems they found out about our fly-in and decided that the *Project Police* should see something different than the usual fixed wing stuff. He stopped short of actually offering us rides in his rotary wing machine.



### Stu Fields and his Safari née Baby Belle

We were pleased to welcome two thirds of the Det 11 contingent at the fly-in. **Norm Dewitt** had some excuse about having to fly an airshow that weekend, but **Ed Dutreaux** came in with his RV-4 N444ED again. An almost never seen before arrival was our original Kommandant **Jim Piavis** in the celebrated Boredom Fighter. Many of us saw the Boredom Fighter when it was not much more than an assembly of drawings, and most of us have read about it in these pages, but this was the first time that we had actually seen it as a collective group in its complete, flyable form. This is the first aircraft that we know of to be fully started and completed as an EAA Chapter 1000 project.



**Former Kommandant Jim Piavis with Boredom Fighter N264JP**

The rumors that Jim took a week off from work just to have enough time to fly from Half Moon Bay to Rosamond were greatly exaggerated. He did admit that it was about four hours of flying time in two hops. Even so, that was still faster than we could drive the same distance.

We knew that the *Project Police* are known throughout the free world, but we were a bit surprised to find out that our influence stretches into even the former Soviet Union. Read more about it in the **Kommandant's Korner**.



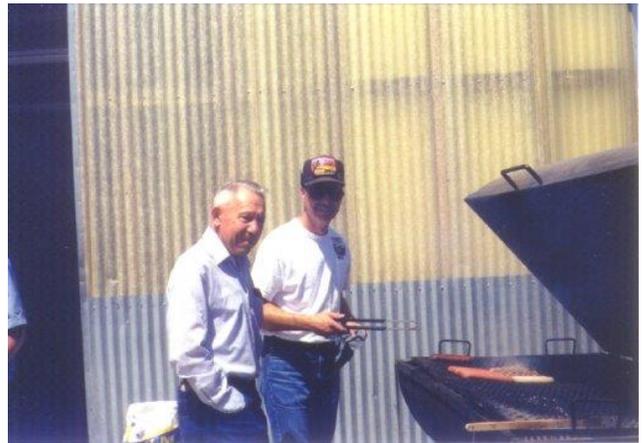
**Ural Sultanov, Ural's American Friend (*didn't catch his name*) and Kommandant Aldrich**

**Jenna Ware** stepped up to the call and occupied the booth for the collection of cash in exchange for People's Choice ballots and the right to pass through the food line under the watchful eyes of **Opie** and **Gail Dodson**. Jenna may have been spending too much time on e-bay, as she was heard negotiating prices with those guests who hadn't bothered to read the price that we hadn't bothered to write down. She seemed to usually start at "twenty bucks." When they looked at her incredulously, she tried "ten bucks?" In a show of wonderful uniformity, she was able to consistently able to haggle the guests down to five bucks apiece, or two for ten bucks.



**Jenna negotiates lunch tickets at "The Booth"**

The *Project Police* are not ones to mess with success, so **Vice Kommandant** and **Grillmeister George Gennuso** was back at the grill thermally transforming bratwusts and Polish sausages to wonderful pieces of delectable culinary masterworks. At least I know mine was outstanding.



**Grillmeister George Gennuso does his culinary magic while Harry Crawford watches in amazement**

After lunching and socializing, the People's Choice ballots were counted. With the results in hand **NLE** and **General Rabble-Rouser Russ Erb** addressed the assembled throng. After a short history of the fly-in and recognition of our guest of honor who might have been flying overhead, he recognized **Jim Piavis**, who as a founder of the chapter and the first one to conceptualize the *Project Police* is the one that many of us have to blame for getting us into all of this silliness that we enjoy so much.

The first award presented was for the Spot Landing Contest, presented by **Jenna Ware** as a former recipient of this honor. Jenna's precision landing aircraft, a Cessna 120, was in the shop, so she claimed to not be able to compete this year as they had arrived in their Bonanza. The award was presented to **Larry Hackney** of EAA Chapter 49, who landed his RV-6A N888LH at 2 feet long of the line.

The second award was the People's Choice award, the closest we get to aircraft judging. As in previous years, the winner had votes well in excess of anyone else. This year

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the honors went to **Jim Piavis** and the Boredom Fighter. Jim was heard to say that he thought this quite the high honor coming from this group.



### The fleet is in—Jim Piavis' Boredom Fighter, Waldo and Weasel's Long EZ, Gary Sobek's RV-6, and Ed Dutreaux's RV-4, all Chapter 1000 aircraft

Shortly thereafter, there was a fire-sale auction on the food and we cleaned up the place. Everyone was able to leave having had a great day.

Mark your calendars now—The *Tenth Annual Scotty Horowitz Going Away Fly-In* will be held on the third Saturday of May, 19 May 01, at Rosamond Skypark.

- **Erbman**

EAA Chapter 1000 Unappointed Historian

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## Several Month's Ago Meeting Gathering

### EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB  
1700, February 15, 2000

**Gary Aldrich**, Presiding

Since this was declared a gathering (**Bob Mackey's** word for a meeting where no formal business is conducted), no formal business was conducted (*how convenient...*). The gathering was called to order at 5:33 following schmooze time, our illustrious **Schmoozemeister George Gennuso** doing his usual outstanding job.

### Guests

Welcome to **Beth Hellyer**, a Glider Pilot and student Power Pilot based at the Great Western Soaring School in Llano, CA. (<http://home.earthlink.net/~flyingsailor/>).

### Announcements

The Chapter 1 Open House will be held at the Flabob Airport on February 26. As *expected*, Chapter 1000 will conduct a secret raid. **Gary Aldrich** will recce the restaurant at Apple Valley to determine its suitability as a rendezvous point for the raid (i.e., will it be open?). If you're currently without an operational aerial assault vehicle, contact **Russ Erb** for assignment.

(Note: The raid has been successfully carried out. For a full report, surf to

<http://www.eaa1000.av.org/pix/orsviii/orsviii.htm>, *MCB*)

April 15: **PPTAF** raid on the Jimmy Buffet concert at the MGM Grand, Las Vegas. (Buffet is a pilot. Think we could recruit him as a member?)

### Program

This month's program was presented by our very own **George Fischer**. George gave a slide presentation on an accident that occurred while he was participating in a search mission with the Civil Air Patrol.

In March of 1969, a DC-3 was reported missing in the Sierra Nevada Mountains. While flying a search pattern Southwest of Mount Tom (near Bishop), **George**, his two observers, and his 1947 Model 35 Bonanza were upset by a Sierra mountain wave. **George** recovered from a 90-degree nose down attitude only to find himself in a bowl area from which he could not climb. He elected to land on a steep snow-covered hill. After landing, the airplane slid backward onto a frozen lake. After everything came to a stop, the G-meter had registered -5 and +12 g's.

Due to a SNAFU at Bishop, they were not reported missing until it was too late to begin a search that day. After one night on the mountain **George** decided to walk out to get help. Being the resourceful fellow that he is, **George** used the Bonanza's windshield as sled to aid in the mostly downhill hike. Before **George** could reach civilization on foot, he was spotted and eventually rescued by a White Mountain Rangers Bell Turbo G helicopter.

After recovering the engine from the Bonanza, **George** received a letter from the Forest Service charging him with littering and a large fine if the remainder of the aircraft was not removed from the mountain. This letter enabled **George** to use his liability insurance to recover the Bonanza. **George** commented that he still has the airframe and occasionally cannibalizes parts for his current airplane.

It turns out that there were several other accidents during the search for the missing DC-3, which was finally located in July of 1969 on the East Portal of Mount Whitney at an altitude of 11000 feet, all occupants still frozen.

Thank you **George** for a very interesting presentation. (My apologies any inaccuracies that may be in this report, as it was difficult to tear myself from the presentation to take notes. *MCB*)

### Adjournment

The gathering was adjourned at 6:12, at which time many attendees decided to gather at the Burger King, a.k.a. **PPHFFRC (Project Police High Fat Food Replenishment Complex)**, where good times were had by all.

Respectfully submitted,

- **Miles Bowen**, secretary.

## Kommandant's Korner

Yup, this is another "Thank You, Thank You, Thank You" column! And rightly so, as the *9th Annual Scotty Horowitz Going Away Fly-In* was declared a success by the Board and everyone else we asked. "**Doc**", as he is known to his admirers, failed to show up to be farewell'd due to NASA's lack of scheduling foresight; but I'm sure he was there in spirit as he swung by on several low (earth orbit) passes. Next time he's on orbit during the fly-in we'll have to get a direct feed from NASA (hmmm, or **JPL Bernie?**) so he can at least watch us having fun in his name.

Most all of our semi-declared objectives were met....high fun with low stress, minimal panic, no expensive noises from airplanes, etc. Treasurer **Dodson** reports that we came within 10 bucks of breaking even so we didn't satisfy the "no-cost" objective, but that's a minor consequence. The flawless weather didn't bring out the expected throng of visiting airplanes, but the "throng-ette" that did show was varied, colorful, and showed some exquisite workmanship. See the report for the names of the trophy winners.

Many thanks to all the participants. As usual, your Board of Directors bore the brunt of the labor. Thanks to **Veep George Gennuso** for setup and serving as chief hotdog incinerator, **NLE Erb** for securing the BBQ, Treasurer **Doug** and **Gail Dodson** for manning (person-ing?) the food line, **Frank Roncelli** for transporting the tables and chairs, Director **Bill Irvine** and Secretary **Miles Bowen** for scoring the spot landings, **Bernie Bakken** and **Jim Piavis** for booth setup, **Bill Grahn** for booth transportation and storage, **Jenna Ware** for collecting the cash; and, of course, all the other chapter members who cheerfully said "OK" when I asked for a hand. A special thanks to **A.V. Aviation** for hosting us in their hangar again this year and to L00 airport manager, **George Fischer** for helping us stay safe.

On a personal note, I had a "small world" experience of high order when I was approached by a fly-in guest who had arrived with **Joe and Charleen (Beam) Riley**. He gave me a Russian bear hug and started to ask me in broken English if I'd ever been to Zhukovsky. Before he could get out the "Zhu.." I had recognized him as Test Pilot and Cosmonaut-trainer **Ural Sultanov**, former deputy commandant of the **Russian Test Pilot School**. Many of you have been the victim of my long and boring stories of my visit to the formerly highly classified base in the formerly highly unfriendly USSR where I had the opportunity to fly some neat Russian hardware. Turns out, through a series of coincidences best described in another article, **Ural** and I had an opportunity to meet again in the friendly atmosphere of sport aviation! He's promised to call me next time he's in town so maybe we can get him to a chapter gathering where we can reminisce and ask him to tell us of his experiences.

Finally, the chapter's largest and costliest asset, the magnificent booth, again needs a home. Currently, the booth is sitting on its trailer along side the Dodson's hangar but that is certainly not the optimum solution. If you can spare a corner of your hangar or garage, please contact any

board member. That's all for now, stop reading, get out there and start building or flying and enjoying the summer weather!

Fly safe and check six,

- **Gary Aldrich**  
Kommanding

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## New Member

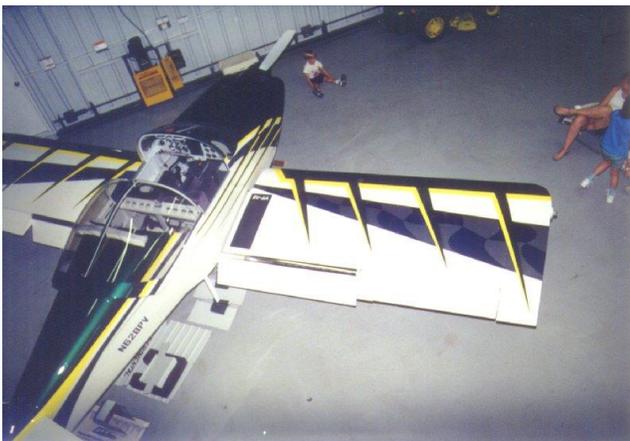
Way back in the earlier part of this millenium (the last millenium if you're one of those who can't tell the difference between zero and one), countries cemented political alliances by marriage of royalty. Sometimes it worked (Ferdinand and Isabella) and sometimes it didn't (Nicholas and Alexandra).

In a similar vein, our own **Kommandant** has been a member of EAA Chapter 49 for a while. Now the circle is complete, as **Ron Wilcox**, president of EAA Chapter 49, has seen fit to come join our illustrious group too. Ron was unable to refute the logic when we pointed out that we were meeting just down the road from where he works at NASA Dryden and that he drove right by the meeting on his way home anyway. When not working as an aerospace engineer, he is building an RV-6 and also owns a Cessna 195. In more good news for Chapter 1000, Ron holds an A&P/IA, and is running the paperwork to be named an official EAA Technical Counselor. Welcome to the chapter, Ron, and we'll be calling you to look at the project soon...

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## Another RV-6A Ready To Leave The Nest

Many of us have been following the progress of **Paul Rosales'** RV-6A over the last several years. Paul, treasurer and past secretary of EAA Chapter 49, friend of the **Project Police**, not to mention F-117 software guy at Lockheed, is rapidly approaching first flight status on N628PV. Paul was so impressed by the job his brother (a professional painter for Boeing) did on **George Gennuso's** Pulsar (also soon to fly) that he asked him to paint his airplane (*okay, so maybe there were some other reasons too...*). Paul's brother reportedly designed the paint scheme, which was good since he might have balked at that much masking otherwise (*shoulda bought that stock in 3M*). Steely eyed Test Pilot **Norm Howell** has been drafted to make the first flight. Final assembly is taking place in **Jon Sharp's Nemesis** hangar.



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### **Flabob To Be Under New Management?**

*(This was submitted a few months ago, but didn't make it into the 'Edge until now, so more developments may have happened since...)*

"NEWSFLASH"

FLABOB Airport is again in escrow! This time it looks like it will go through, the new owner is **Tom Wathen**. Tom is the money behind most of the replicas **Bill Turner** turns out. He has been talking to people around the field and is very positive about his plans to RESTORE the field to its historical station in aviation.

Plans are to build a museum across from the restaurant, lengthen and widen the runway, add pavement to taxiways and tiedown areas. Tom has already started making acquisition of adjoining properties with the intent of razing houses and building additional hangars.

Some of the replicas such as the Comet will be moved back to FLABOB to be on display in the museum.

Last night at dinner was a celebration but nothing like what will take place when Escrow closes in less than a month.

I'll keep you posted.

- **Bernie Bakken**

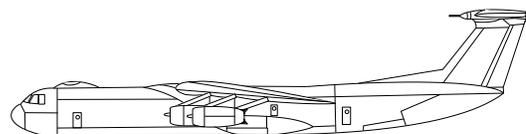
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### **Leo Williams Returns To Flying**

Oh yea...for the newsletter if you want. I'm now a flight engineer again on C-141C's for the U.S. Air Force Reserves. Not too bad for a guy almost 51 years old! I'm flyin' out of March ARB.

God Bless America!

- **Leo Williams**



## Learning How To Fly!

(Gary "Birdstrike" Sobek, EAA Chapter 1000 Technical Counselor and RV-6 driver, sent this in. We're still trying to figure out which PPO's diary he's been into...)

### WEEK 1

**Monday:** Rain.

**Tuesday:** Rain.

**Wednesday:** No rain; no visibility either.

**Thursday:** Take instructor to lunch. Discover I don't know enough to take instructor to lunch.

**Friday:** FLY! Do first stall and second stall during same maneuver, cover instructor with lunch.

### WEEK 2

**Monday:** Learned not to scrape frost off Plexiglas with ice-scraper. Used big scratches as marker to set pitch.

**Tuesday:** Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GADGETS".

**Wednesday:** Radios won't pick up radio stations, so I turn them off. Instructor seems to think I missed something.

**Thursday:** Learned 10 degree bank is not a steep turn. Did stall again today. Lost 2000 feet. Instructor said that was some kind of record. -- My first compliment.

**Friday:** Did steep turn. Instructor said I was not ready for inverted flight yet.

### WEEK 3

**Monday:** Instructor called in sick. New instructor told me to stop calling her "BABE". Did steep turns. She said I had to have permission for inverted flight.

**Tuesday:** Instructor back. He told me to stop calling him "BABE", too. He got mad when I pulled power back on takeoff because the engine was too loud.

**Wednesday:** Instructor said after the first 20 hours, most students have established a learning curve. He said there was a slight bend in mine. A-ha--progress!

**Thursday:** Did stalls. Clean recovery. Instructor said I did good job. Also did turns around a point. Instructor warned me never to pick ex-fiance's house as point again.

**Friday:** Did pattern work. Instructor said that if downwind, air base, and final approach formed a triangle, I would be perfect. More praise!

### WEEK 4

**Monday:** First landing at a controlled field. Did fine until I told the captain in the 747 ahead of us on taxiway to move his bird. Instructor says we'll have ground school all this week on radio procedures.

**Tuesday:** Asked instructor if everyone in his family had turned gray at such an early age. He smiled. We did takeoff stalls. He says I did just fine but to wait until we reach altitude next time. Three Niner Juliet will be out of the shop in three days when the new strut and tire arrive. Instructor says his back bothers him only a little.

**Wednesday:** Flew through clouds. I thought those radio towers were a lot lower. I'm sure my instructor is going grey.

**Thursday:** Left flaps down for entire flight. Instructor asked why. I told him I wanted the extra lift as a safety margin. More ground school.

**Friday:** Asked instructor when I could solo. I had never seen anyone actually laugh until they cried before.

## Web Site Update

Checking the ol' hit counter on 6 Jun 00 showed it standing at **43781** for a hit rate of 38 hits/day for the last month.

Received here at *Project Police Headquarters*:

"Dear *Project Police*,

You guys are great, keep it up! I really appreciate your technical focus and seriously warped humor, great combination. I wish you were closer to Orange County. I would like to join your chapter. I am presently building a RV- want to be. It's a Grumman Yankee Fuselage with a Subaru EA-27 motor and a belt drive I designed and built. Wings and tail are RV-6 with exception of the Grumman tubular spar and torque tube control linkage. Please find enclosed a couple pix of my 150 hp. hair dryer.

Blue sky's, Rick Thomas, Chapter 92"



**Qnet** 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**

Jun 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Jun 17: EAA Chapters 1000/49 Young Eagles Rally, Tehachapi CA. (661) 822-0462

**Jun 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942

Jul 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Jul 15: EAA Chapters 1000/49 Young Eagles Rally, General William J. Fox Field, Lancaster CA. (661) 822-0462

Jul 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Aug 2: No EAA Chapter 49 Monthly Meeting

Aug 12: EAA Chapters 1000/49 Young Eagles Rally, California City CA. (661) 822-0462

Aug 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Sep 9-10: Golden West EAA Regional Fly-In, Sacramento CA

**For Sale:**

Sonerai IIL project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Call Fletch Burns 760-373-3779

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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<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	gary_aldrich@pobox.com	609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@compuserve.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  
 6708 Doolittle Dr  
 Edwards CA 93523-2106  
<http://www.eaa1000.av.org>**

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
 REGULAR MEETING 20 JUNE AT TPS  
 NINTH ANNUAL FLY-IN REPORT  
 ROSALES RV-6A ABOUT TO FLY**

