experimental aircraft association

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 *August 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:

The Annual Oshkosh Report

Tuesday, 15 August 2000
1700 hrs (5:00 PM Civilian Time)
Speakers: Russ Erb, Gary Aldrich, Ron Wilcox, Bill Irvine, anybody else who was there
USAF Test Pilot School Auditorium
Building 1864
Edwards AFB, CA

If you weren't able to make it to AirVenture 2000, you were probably reading the daily OshFlash from AVweb to keep up with the action. So you think you know everything that happened, eh? Probably not.

Come out to this ~~meeting~~ gathering and hear it straight from those who were there. Hear about the Super Guppy that was there, the Concorde and Vimy that weren't, the Poly Fiber and Delta DC-3s, the airshows, harrassing the Vice Grand Poobah for Chapter Stuff, transponder deals made between friends 2000 miles from home, and much, much more.

Last Month's ~~Meeting~~ Gathering

EAA Chapter 1000
Scobee Auditorium, Test Pilot School, Edwards AFB
1700, July 18, 2000
Gary Aldrich, Presiding

Schmoozing, Visitors, Announcements, Old Business, New Business

Your mildly tardy scribe arrived at 1735, and the program portion of the meeting was just getting under way. Since schmooze time normally goes till about 1730, I am assuming there was little that occurred before my arrival that warrants recording here. (*that would be pretty accurate—ed.*)

Program

The evening program was **Jon Goldenbaum** live and in person holding forth on his theories concerning the Amateur-built/Restored Aviation Industry. This is Jon's second visit to Chapter 1000 as the main program. In April 1998 he presented information on his then-new line of solvent-free refinishing products. For those of you who may not be familiar with Jon, he is in an excellent position to keep his finger on the pulse of the industry. He is the proprietor of **Poly-Fiber Aircraft Coatings** and a Chapter 1000 member. Jon's background includes 20 years in the Air Force, and 6 years with Delta Airlines. After flying A-1's in Vietnam, his 6 years of straight-and-level with Delta were boring by comparison. Jon has restored many of the old tube-and-rag airplanes such as Cubs, Champs, Stinsons, and Taylorcraft. Jon worked for a while helping to run **Alexander Aeroplane**, then eventually bought the Poly-Fiber business from **Ray Stits**.

Jon's theory on why most people build their own airplane has nothing to do with creativity or "the joy of building". It is the fact that they want an airplane that is unaffordable by any other means. In explaining why he built the Flying Flea, **Henri Mignet** put it thusly: "I cannot live far from wings… I am under the spell of the air…[but most of all] there was no other way for me to enjoy the spirit of the air."

In the 70's, **KR**s and the **Rutan** designs were the aircraft of choice, before the kits made the scene in great numbers in the 80's. Today there are about 20,000 Amateur Built aircraft on the registry, with about 1000 being added each year. **Jon's** definition of "aircraft" for statistical purposes is an airplane designed to survive outdoors for 20 years, and can be flown on a gusty February day in New England.

Plans-built aircraft are the oldest experimental type, and have been coming onto the registry at a relatively constant rate. There are two main reasons for plans-built aircraft: they are self-financing, and they are good for the guys that do enjoy building. Their downfall for many folks is the typically low level of support from the plans

vendor and the time required to build. Completion rates in this category are as low as 10%. Data are hard to get from plans vendors but the vendor of the relatively simple Evans VP plans has sold 6000 sets, and has 700 flying.

The success of kit-built designs seems to hinge on the level and quality of vendor support. About 50% of kit manufacturers go under. Among the more successful kit vendors, Van's aircraft has over 2400 airplanes flying, Kitfox – 1500, Murphy – 900, Glasair – 700, Lancair – 500. Again, the numbers are difficult to pin down, but Jon estimates that the completion rate among kit-built aircraft is about 40%. He theorizes that the top reasons for not completing a kit are – in order – 1) too hard to build; 2) takes too much time; 3) family revolt; 4) ran out of money.

The restoration end of the aviation business is Jon's forte, as noted in his introduction. By his own experience, during the factory-built aircraft's heyday during the '60s and '70s just about any hangar anywhere sported a run out hulk of a '40s vintage tube and rag airplane. With the glut of factory-built airplanes, the derelicts were not economically restorable. Then the lawyers got into the act and spam-cans gradually ran out. Soon the only option for the ready-built plane market were the derelicts, making their restoration profitable.

Currently there are about 34,000 certified tube-and-rag airplanes on the registry. Every year 3,000 of them are re-covered, 600 are amateur-built, and 2400 are factory-built. These numbers make restoration the predominant force in the industry.

Jon believes that the key to improving completion rates is education. He believes that this is the biggest variable under the control of the kit manufacturers. In Jon's words: "Simplify, not mystify". Alexander Sportair's training business was barely a break-even proposition by itself, but generated more of a market for the materials business. EAA is beginning to see the value of education in getting and retaining members, and has bought out the Sportair Training Workshops.

Jon's theory on high-end kits is that they are on a "slide to their death", mainly due to the fact that they are so labor intensive. Professional builders are the major completers.

Jon's formula for a successful kit: it cannot sell for more than a family sedan, it has maximum build time of 500 – 700 hours, and builder education is included in the package.

Adjournment

The gathering was adjourned at 1840, at which time several of the attendees made their way to the Burger King a.k.a. **PPHFFRC (Project Police High Fat Food Replenishment Complex)** where good times were had by all. That's my story and I'm sticking to it.

Respectfully submitted,
Miles Bowen, Secretary

Kommandant's Korner

Whew! Summer has definitely hit the desert...Time again to pay heed to the effects of density altitude in our flying. Your NLE/Webmeister and I were vividly reminded of the DA on our departures from St Johns and Albuquerque this past week. The normally sprightly climb angle of the Skywagon was flattened almost to the horizon by the combined effects of high gross weight, high temperature, high field elevation, and low winds....one of the few times I wished for more wind over the runway. Anyway, we made it to and from OSH by way of Dallas (oops, sorry **Lee**, I mean Ft Worth) and collected yet another award for our resident Chapter Sparkplug **Russell E. Erb**. In case you hadn't heard, Russ collected the 2nd place award for Web Editing...the first time this category has been recognized. My reaction was...So, how come you didn't get First? Just joking...the top winner readily admitted that she learned most of what she knows about website design from...you guessed it, the Chapter 1000 site.

Speaking of awards, my praise in last month's column of **Paul** and **Victoria Rosales**' new RV-6A was reflected in their receipt of an "Outstanding Workmanship" award from Airventure 2000. Congrats again to the happy couple. I think they should have gotten another award for the "quickest-40-hour-flyoff-so-we-could-go-to-Oshkosh".

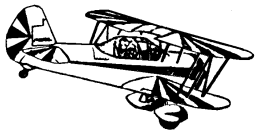
Well, rather than run on about our trip and the fun we had, I'll save it for the meeting...see you all there. And stay cool and well hydrated!

Check 6 and fly safe,

- Gary Aldrich
Kommanding

New Member

This month we welcome **Pat Jasper** to our fold of favorite wing nuts. Pat is a retired Police Officer (3-1/2 years of Police Patrol Helicopter) and father of a "5 year old ballistic missile of a daughter" living in Piñon Hills. He is currently a full time student at University of Phoenix, Edwards. Pat holds a Basic Flight Instructor (BFI) certificate for ultralights from Aero Sports Connection (ASC), and is working on getting the EAA ultralight instructor certificate. He currently owns a RANS S6ES Coyote 2, a Quicksilver MX Sprint 2, and a Weedhopper. His current project is a ground up Avid B #458. His other interests include ham radio, amateur astronomy, and dirt bikes. Pat found us via our one "member" who is out there working for the chapter continuously, namely via the Chapter web site.



And Since You're Restoring That Vintage Aircraft...

June 1, 2000

Dear fellow EAA member:

I would like to introduce you to a relatively new aviation event, which Rolls-Royce is proud to be a part of and ask that you pass the word to your Chapter's members to see if they would be interested in entering their vintage aircraft in this year's competition. The event is the Annual National Aviation Heritage Invitational, in which the aircraft will be competing for The Rolls-Royce Aviation Heritage Trophy.

In 1998, Rolls-Royce joined forces with the Smithsonian National Air and Space Museum, The National Aviation Hall of Fame and the Reno Air Racing Association to develop an event designed to encourage the restoration of vintage aircraft to Airworthy condition. It was in the pursuit of this goal that our four organizations joined forces to form the Annual National Aviation Heritage Invitational. This event is scheduled to be held annually in conjunction with the Reno Air Races (for 2000 - September 14-17), at Stead Airport, near Reno, Nevada. The first Annual event was held in 1999 and Robert Odegaard, the owner of a very rare F2G-1D Super Corsair, was selected as the winner of both the technical competition and the "People's Choice Award". Bob took home two "keeper trophies" and a plaque was added to the perpetuating Rolls-Royce Trophy engraved with the year, his name, the type of aircraft and the name of his restoration facility. The perpetuating trophy will be on permanent display at the National Aviation Hall of Fame and, when opened in 2003, in alternating years at the new Dulles Facility of the Smithsonian National Air and Space Museum.

The Invitational is open to all aircraft types, which were flying 45 years prior to the year of the event. For the 2000 event, aircraft types which where flying in 1955 or earlier are able to apply to participate in the Invitational.

The aircraft will be evaluated according to criteria established by the Smithsonian Air and Space Museum and will be judged by a team led by the Director of the Paul Garber restoration facility of the Museum. We are currently looking for a few volunteers to be evaluated for the position of judge. They should be experienced in older aircraft and have worked in that capacity before. Please contact Doug Martin (for information, see below) at the Reno Air Racing Association if anyone within your organization would be interested in this position.

Due to limited ramp space, the number of aircraft invited to participate in the Invitational will be limited. If anyone from your Chapter is interested in participating, I would encourage them to submit their application as early as possible. Please contact Doug Martin (see information below) at the Reno Air Racing Association to obtain an application. All entrants in the Invitational will be contacted by mid-summer so they can plan their end-of-summer itinerary.

On behalf of all of us at Rolls-Royce, I would like to encourage you to continue your efforts in the restoration of vintage aircraft and ask that you consider participating in this year's Annual National Aviation Heritage Invitational.

Sincerely,
Ken Perich
Director - Airline Marketing
Rolls-Royce North America Inc.
EAA #509080

Doug Martin, Event Coordinator
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Sticky Stuff Dispenser Cleanup

(*An e-mail from Brian Martinez to Mike Meyer shared with us...*)

Mike:

I was able to get another of the Michael Engineering Epoxy Dispensers as a give away from Bailets Composites before he closed up shop and moved to St Helens, Oregon. I was also able to do a fairly good job of cleaning it up and refurbishing it. Currently, it looks almost brand new with new plastic resin/catalyst containers.

The biggest and nastiest job was to field strip the thing as you find it. Probably the first order of business is to take a picture of what you have before you start taking everything apart. I removed the old resin/catalyst containers by cutting the top parts off with a utility knife. Then I was able to use a normal crescent wrench to remove the valve fittings. Once the valve fittings for the resin/catalyst sides are out you can remove the bottom parts of the plastic containers that you previously cut off. Remember to place the valve fitting parts into separate plastic bags labeled as the appropriate, resin or catalyst. In spite of your goal of stripping and cleaning everything, keep the resin and catalyst parts separate as a rule.

Continue to disassemble the dispenser by removing the spigot tubes with a wrench using care to remove the regulator balls on the inside of the aluminum dispenser block. Again separate and label your parts accordingly. At this point you are cleared to loosen and take apart anything on the dispenser in sight. If you have a problem, use some paint/varnish/epoxy remover from the hardware store to help you. WD-40 and Carb Cleaner can also help when you are trying to get the parts disassembled. Remember that the pistons may be jammed in place by crystallized resin (i.e., if this is the case wait until you soak the parts before trying to remove them).

I used several coffee cans to hold the parts as I allowed them to soak in paint/varnish/epoxy remover. Incidently, remember to wear old clothes and thick rubber gloves when working the parts. I let the parts soak in remover for 2 days prior to working them over with scotchbright and Carb Cleaner. I was able to remove almost all of the resin/catalyst that was caked in place. In order to loosen up the pistons you need to get

remover/acetone into the cylinders and let it soak. After soaking you should be able to place a short metal rod through the hole at the bottom of each piston. You should be able to turn each piston and then pull it free. Once removed you will need to thoroughly clean up with remover and touch up each piston with 400-600 grit wet/dry sandpaper if required (i.e., just enough to take out any big scratches; no more). You will also need to replace the "O" rings. It is a major pain to get the old "O" rings out and get the new ones in. The "O" rings typically come with instructions and you generally use vaseline to lube them up prior to reinserting the pistons.

After cleaning up each of the parts (and remembering to keep them separate) you will need to determine if any of the dispensing valve parts need replacement. The rebuild kit for the 45:100 ratio pump is going to cost you $50.00 from Aircraft Spruce and Specialty Company. If you know that all you need is new "O" rings you can go straight to Michael Engineering for significantly less. If you really want to scrounge you can get your new resin/catalyst containers from a kitchen supply store, but you can always cut your time and losses by going to Aircraft Spruce or Michael Engineering. As a matter of course, replace the wooden base with new wood. Reassemble your pump in reverse order to the way you took it apart.

Prior to using the dispenser pump after reassembly, you should test the pump for proper ratio. YOU MUST DO THIS BEFORE USING THE DISPENSER FOR AIRCRAFT BUILDING. IF YOU DON'T, YOU ARE STUPID AND WILL PROBABLY DIE IN YOUR AIRPLANE!

Again, these pumps are completely rebuildable and if someone gives you an old one...it is certainly worth the trouble to clean it up.

- Brian Martinez

More On Biodegradable Solvents

First, thank you particularly for the corrosion control information on your [web] site. I have located an interesting set of Sherwin Williams products which will be the subject of a later communication. Please use the following as you see fit. It is intended to help other homebuilders as I have been helped by others research and knowlege.

There are two sources of biodegradeable "safety" solvents which can be used to replace MEK. These are CITRASAFE which is produced by Inland Technology Inc., 401 East 27th St., Tacoma, WA, 98421. Their phone is 800-552-3100. I am using the deodorized version which still smells strongly of oranges. It is reported the non-deodorized version will knock you over with the smell. CITRASAFE is presently used by Boeing and the military. It is combustible but much less so than many solvents. It evaporates completely at a rate much less than MEK. Cost is a major factor. The minimum is 5 gallons or 6 one gallon cans. I bought 6 gallons at about $350 delivered. It looks like a lifetime supply at my present usage rate. Actually, it is reasonably economical in use as the evaporation rate is low. The lower evaporation rate contributes to a better cleaning as a dry wipe following wet scrubbing picks up dissolved crud rather than redepositing it as a fast drying solvent can.

After purchasing CITRASAFE I located what seems to be a similar product at a much lower price. (Couldn't be because it is not aviation related!) This product is ENVIRO KLENZ. It is also a citrus based cleaner. I spoke to Michael Kennedy at 800-651-1919 and he claims that his product has an additional ingredient to improve cleaning which will not attack aluminum. It is completely volatile, non toxic, and flashes at greater than 150 degrees F. ENVIRO KLENZ is sold at $35 per 5 gallon pail or $3.50 per quart, shipping extra. The mailing address is ENVIRO KLENZ, AMETTRA Inc., PO Box 936, Baldwinville, NY 13027.

We use vinyl gloves over Invisible Gloves and change them often as the CITRASAFE stiffens and degrades the vinyl after a period of time. See the MSDS for other manufacturer information. As with any information, the builder is completely responsible for what and how he uses it. I do not accept any responsibility. Anyone interested should contact the respective manufacturers for any information and an MSDS sheet. My experience with CITRASAFE has been excellent. However, due to cost, ENVIRO KLENZ would have been tried first had I known of it.

- Ralph Baker
rbaker@sumter.net

Twelve Days With The Fournier Motor Glider

(*This story was sent to us by Graham Byass of EAA Chapter 1000 Det 10, Perth, Australia*)

AMEND AREA FORECAST ... ISOLATED SHOWERS ... THUNDERSTORMS. STRONG WESTERLY FLOW OVER THE AREA. WIND: 2000FT 290/50 5000FT 290/50 7000FT 290/50

So what was I doing - flying at 80 knot aircraft westward into a 50 knot headwind?

It all started last year. Or was it 30 years ago? Member Murray Cohoe was the one responsible. You might have seen a notice last year in the *Western Flyer:* His notice read (in part):

"Hey! Have you ever heard of the Fournier RF4 aircraft?...One of the most delightful single seat aircraft ever built"

I responded with great enthusiasm. I had been gliding for forty years, and had always lusted for a suitable motor glider. Thirty years ago, Marguerite and I were touring the Châteaux region in France. I was eyeing an RF4 at a small field by the river Cher when a young Frenchman approached. "Do you know René Fournier?" he asked. Immediately he volunteered to show us the way to where he lived nearby.

(*not the subject airplane, but representative of the type*)

A few minutes later we were driving down a gravel road, and my guide turned and stopped at the gateway to a small château. "Wait a moment" he requested. A few minutes later Madame Fournier greeted us and showed us to René's office beside a beautiful grass airstrip, complete with an RF4 in the hangar. My questions flowed, aided at times by Marguerite's translations.

The telephone rang. A few urgent words and René rushed from his office. As he sped off in his Peugeot, Marguerite explained that he had to dash to pick up his friend the priest, who had fallen off his motorcycle. Half an hour later he returned. His 85-year-old friend had slid along the gravel, skinned his nose and lost all the buttons from his black soutane! Medicine for his recovery - which we shared - was a luscious bottle of wine provided by the owner of the Château. Fond memories. But I digress.

Last December, on a trip in my Mooney to the East Coast, I thought I should try to contact Fournier owners in Australia. Bob Jenneson of Adelaide proved to be a fount of Fournier information. He was rebuilding an RF4 and expected to fly it soon. He told the story of the importation of several Fourniers, and referred me to the only one flying. It was based at Tyabb, south of Melbourne. When I spoke to the owner, Lionel Carrick, we discussed a possible purchase. A 30-year inspection was due on his machine at the end of May and he might consider a sale after that.

In April I traveled east again in my Mooney to attend the Mooney Pilots Proficiency Programme in Canberra. Right afterwards I flew to Tyabb to meet Lionel and see his Fournier. It was a rainy afternoon with low clouds when I made a few ground hops and a low circuit. The engine stopped on landing. We were unable to restart, so Lionel and I pushed it back to his hangar.

After numerous telephone calls, a deal was finally made and a delivery date of June 8 was set. Meanwhile, Lionel needed an urgent trip to hospital and the closing date became uncertain. But I had purchased a ticket to Melbourne for June 7 and no change was possible. The day I left Perth I learned that the C of A (*certificate of airworthiness*) had not been issued. Therefore right after my arrival in Melbourne I headed to GFA headquarters in Essenden where Tobi Geiger issued a permit to fly the Fournier. That day I also flew the machine, mainly to check out the oil temperature since I was suspicious that without an oil cooler it might not stay within limits. But it did. So the next day the deal was concluded. At the post office I shipped a rather heavy parcel to Perth, since my space and weight was so limited. Refueled with 20 litres of super leaded auto fuel, which the 30 year old 1200cc VW engine requires, I was anxious to get underway!

Tyabb is a lovely field with a modern clubhouse and a Motel adjacent, well worth a visit if you stop in the area. Of course it was getting late when I took off. The first planned stop was Kurweeton field where gliding friend Tracy Tabart had invited me to stay, just 96 miles away from Tyabb. But I had yet to find out the cruising speed of the Fournier. I crossed the southern end of Port Phillip at the short stretch of water between Point Nepean and Point Lonsdale. The sun was setting as I passed Barwon Heads field and a quick calculation showed that I would not reach Tabart's place before dark. So I selected Colac, just beyond Geelong, as my alternate. The cloudy evening made it difficult to find the small strip at Colac, so I continued to the shore of Lake Colac, turned south to the highway, then north again, sure that I had missed the field. Then I saw the flashing lights near a hangar. A helpful cropduster pilot had seen me fly over and decided to guide me through the gloom. Gordon then led me to a tie-down and delivered me to the local motel.

The next day it rained and rained. By 4:30 PM a clearing between showers gave me time to preflight and launch into a 30-knot breeze. Within the hour I was overhead Tracy's field. The Fournier was pushed into his shed with his ultralight. Soon we were seated at a dining table by the fire, sipping a fine wine and swapping tall tales with Tracy, his father Tony, John Lea (a wannabe Mooney pilot) and their delightful partners. Tracy and Tony have been to more World Gliding Competitions than any two you could hope to see.

In the morning we looked over the Lancair that Tony is building. Then at the shed we topped up the 35 litre (*9.2 gallons*) fuel tank with 20 litres of leaded mogas that Tony had thoughtfully provided; we checked the tappets to verify that the clearances were adequate, and I took off. Within half an hour I was abeam the magnificent Grampians, heading for Horsham about an hour away. The first thing after landing I removed the cowling because I had found it impossible to start a warm engine. Joe Luciani drove me to the service station with the jerry cans borrowed from local ultralight pilots. If I could start by 2:30 PM I could get to Marc Michell's hangar at the Adelaide Gliding Club before dark. It was just on sunset as I turned downwind for runway 05 at Gawler, and within minutes the Fournier was tucked away behind Marc's Mooney. We dashed up to the Michell house at One Tree Hill where we enjoyed a tasty fireside dinner prepared by Marc's wife Fleur, to be shared with their flying and winegrowing neighbours.

On the Saturday morning Marc brought out his toolbox and a few spares - cylinders, rings and a gasket set for a 1200cc VW - just in case. We carefully checked compressions, cleaned filters and checked fuel flow. Although we suspected that excessive blowby was causing the hard starting problem, it was decided that we had better leave any serious work until arriving in Perth. The next day I flew to Murray Bridge to see the only other RF4 in

Australia, a rebuild project by Bob Jenneson. What a beautiful ship! Bob is a prize winning model builder, and his attention to detail is evident in his workmanship. It should be flying within a month or so.

The next day the weather pattern was not favourable, but it was time to push on! Within an hour of leaving Gawler, on reaching the eastern shore of Spencer Gulf near Wallaroo I was running into a cold front with low clouds and poor visibility and it was impossible to see Shoalwater Point on the opposite shore, just 21 miles away. Further north at Point Pirie the run across the water to Whyalla would be shorter, but to the north the cloud extended to the ground. I circled to see how the cloud cover was back the way I had come. Not good! The visibility was rapidly decreasing. My last way out was to climb in the hole where I was. At full power (all 38 HP) we climbed, spiraling gradually upwards. I knew the Fournier would climb to 4,000 feet. But at 6,000 feet we were still not on top of the cloud. What if I had to spiral down again? What would be the cloud ceiling then? I kept climbing. At 6,300 feet the engine belched black smoke and ran rough. The thin air was no doubt causing the mixture to go too rich. The Fournier has no mixture control. After all, a motor glider just climbs to 2,000 feet, then glides. René didn't design it to climb to 6,000 feet under full throttle. I continued to climb. I expected clear air to the west of the front, but would that be so? Finally, at 8,500 we were on top. The view west was magnificent. Puffy little cumulous clouds and 50 mile visibility!

Flying over Wudinna at 3,500 feet I shut down the engine to glide silently along the main street. At 1,500 feet a dive to 105 knots spun the prop and the engine sprung to life. I was securing the aircraft when I noticed a large Toyota by the fence. The driver said his wife claimed that a glider was flying overhead. When I announced that I was looking for the nearest service station he offered to drive me, lend me a jerry can and drive me back. The engine, having cooled down in the glide was easy to start. We reached Ceduna after a flight of 1 hr. 40-min., and, after tying down, a taxi took me to the Flag Inn.

In the morning I asked the service station if I could borrow a jerry can. They didn't have one. Nor did the next service station. Finally the local Mobil Oil manager offered me a drum which had contained oil. I flushed it out and took the taxi to the airfield. When I requested another trip to get 7 more litres, the cab driver asked for another $10 for the 1500 metre trip. Finally, after 3 hours the refueling was complete.

As I approached the Head of Bight I sighted a whale cruising offshore, surfacing with bursts of foam blown by the high wind. A good thermal was contacted at 4,000 feet near the whale watching station, but it was hardly strong enough to allow me to soar against the strong headwind to Nullarbor Roadhouse. Arriving overhead the Nullarbor strip I could see that the windsock indicated a 30-knot wind across the paved road on which I usually land the Mooney. I had to line up on runway 28, the gravel strip. To reach the roadhouse I needed to taxi with a strong right cross wind. It was too strong. At one time I had to get out and push the glider back to the left side of the taxiway and try again. Eventually I reached the highway side and pulled up to the pumps for my fill of super. For the take-off, I was able to use the paved track heading south.

After a little over two hours I arrived at Border Village just on sundown. I photographed the last rays of sun streaming through the low clouds. At the service station I was assured that there would be a can available to carry fuel in the morning. (In the morning a surly attendant told me there was none). Before bedtime I walked to the WA quarantine post just a hundred metres beyond the service station. As I walked back to the airstrip to check the Fournier, I marveled at the millions of stars in the dark sky. I recalled a poem written by my great-grandfather in 1834 as he viewed a similar show in New South Wales:

"The twilight hours like birds flew by
As lightly and as free
Ten thousand stars were in the sky
Ten thousand in the sea

For every wave with dimpled face
That leapt up in the air
Had caught a star in its embrace
And held it trembling there."

Cocklebiddy was the next stop. Here I could taxi to the pumps on the highway and not bother about jerry cans, which were so hard to come by at service stations. The passing motorists took photographs of the aircraft at the pumps. The engine started easily, and I flew on to Balladonia Hotel.

From Caiguna to Balladonia Station the road is dead straight for 170 km., then turns 45 degrees and continues straight again for another 80 km. The landing at Balladonia Hotel is in a 30-knot crosswind, fortunately from the left - which is easier to handle in the Fournier than one from the right.

In the morning I received the forecast at the top of this article. A 50 knot headwind! It will be a long trip in my 85-knot machine. And the air temperature at my low level is much higher - up to 23 degrees [C], which causes the oil temperature to rise. The only way to limit the temperature rise and falling oil pressure is to reduce RPM. That further reduces the ground speed, which fell to 48 knots, then to 43 knots. And this could only be achieved by making the most of the wind gradient close to the ground.

My plan was to follow the highway, or at least stay within gliding distance. We were no longer over the "Null Arbor" and the trees are quite high. The highway is wide enough for an emergency landing, except for the white posts which are too close together.

I make my way past Harms Lake, 30 miles out, then turn slightly left to head for Southern Hills station, which I know has an airstrip. I plan to stay within gliding distance from the Eyre highway leading to Norseman, but I am rapidly catching the next front coming from the west. The sky is black and ominous near Norseman, and the only clear way out is to the south. I look for a track to follow. I find that there is a little used track following the old overland telegraph line, but it heads west toward the bad weather. I pick up a track and head along it to the southwest. It intercepts a more prominent track leading south. Up ahead I can see a lovely green smooth round

field and I track towards it. Beyond it, nothing but bush. At last, in the distance I can see farmland to the south of Lake Dundas. I descend toward it. At last the ground speed improves from 48 knots to 64 knots as I benefit from the wind gradient lower down. Then I sight the silo of Salmon Gums Township. The sandy airstrip is in a heavily wooded area just east of town. I can see a utility on the strip, and I land to be greeted by Bob Burnside and his wife. In the calm between the trees it is hard to visualise the 50-knot headwinds above, but the waving treetops confirm the strong wind aloft. Bob has a jerry can ready to pick up my fuel. This sort of help is so much appreciated. I had telephoned Bob, a local farmer, from Adelaide the week before, and he was more than willing to help.

Soon I was on my way to Lake King. Again, ground speed was less than 50 knots. I flew over Brandenberg's house and Ian headed out to his strip to meet me. I landed and rolled out near his hangar. Ian was amazed that I braved such a 30-knot crosswind when I could have landed into the wind on another strip. However, I explained that if I had landed on the into wind strip I would have been unable to turn around in the 30 knot wind. We secured the Fournier's tail into the hangar under Ian's Cessna Cardinal. This was the aircraft that he and his wife Sylvia had flown in the Royal Flying Doctor Air Race in 1998. I had visited his strip last year when he invited race participants to a weekend fly-in at his 6,000-acre wheat farm. At the homestead, Sylvia had prepared a succulent roast dinner.

It was Saturday morning when I headed for the Stirling Ranges. My gliding club, Beverley Soaring Society was holding their annual wave flying camp. It was only fitting that the Motorglider should appear at its temporary "home club". I flew by Mount Trio before landing. The ridge lift was working, but the cloudbase was much too low. An evening was spent with gliding club friends at "The Lily"; an innovative Dutch Restaurant housed in a replica windmill.

Sunday morning I refueled the Fournier and headed for Serpentine, twelve days after setting out from Tyabb. After passing over Boddington I could hear transmissions from aircraft in the air at Serpentine. Ben Sharpe and Bert Filippi headed out to meet me. Arrival at Serpentine was tumultuous. A great turnout was there to greet the Fournier. Many comments were heard about what a great asset it was to have it at Serpentine.

The trip totaled 1881 nm (3480km) in 32 hours. Average groundspeed was 61 knots and airspeed was around 85 kt and fuel consumption averaged 9.5 litres per hour (*2.5 gph*).

It's a *great* machine!

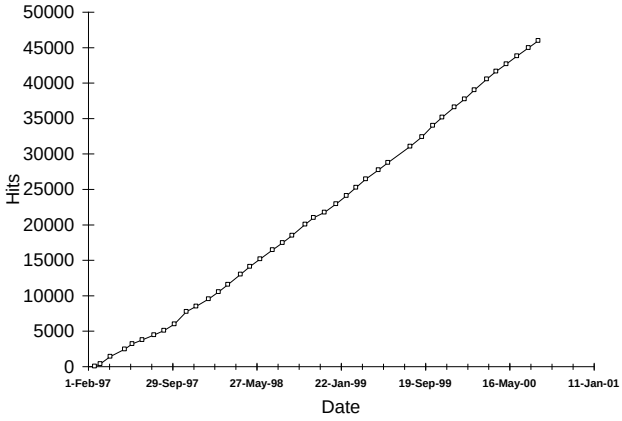
- John Chesbrough

Catalog Update!

News Flash from Oshkosh: Both Aircraft Spruce and Wicks have new catalogs available. Request one with your next order.

Web Site Update

Checking the ol' hit counter on 6 Aug 00 showed it standing at **45931** for a hit rate of 35 hits/day for the last month. See historical chart below.



Another sample of messages received here at ***Project Police*** headquarters:

"I wanted to take a minute and tell you how much I appreciate your article being on the Internet. I am the owner of a business that sells high strength bolts to the racing industry and I am always trying to learn about metals and alloys. I never really sat down and went through what made 4130 and 4140 different. Thanks for the clarity! Todd Young, racersboltsupply@hotmail.com."

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

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

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

Sep 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

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

Sep 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Sep 16: EAA Chapter 49 "Just An Old Fashioned Fly-In," General William J. Fox Field, Lancaster CA. (661) 949-7214

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

Oct 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Oct 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Oct 12-15: Copperstate EAA Regional Fly-In, Mesa AZ

Oct 14: EAA Chapters 1000/49 Young Eagles Rally, Rosamond Skypark, Rosamond CA. (661) 822-0462

Oct 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Oct 21: Edwards AFB Open House and Airshow

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.

Contact our officers by e-mail:
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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@compuserve.com

THE LEADING EDGE
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ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING 15 AUG AT TPS
ROSALES RV-6A WINS OSH AWARD
FLYING A MOTORGLIDER DOWN UNDER