



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 2002

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:

PLUGGERS



You're a plugger if you've built an airplane from the runway up.

PROJECT POLICE PROJECT PROGRESS PRONOUNCEMENTS

Tuesday, 15 January 2002
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

This month has caught **Herr Vice Kommandant** struggling to interpret the latest reconnaissance from the Northern Front. Cunningly deciphering the facts from all the propaganda covertly being distributed, I was able to learn at the last possible moment that our meeting would indeed be held at or near the vicinity of the Test Pilot School Auditorium at Edwards.

As I said, "At The Last Possible Moment", I was able to put together one of the most elegant of presentations, to snatch defeat from the jaws of victory, so to speak., As your dually sworn **Project Police Officer** and **Vice Kommandant**, I will make this amazing and resounding recovery for the benefit all Chapter 1000 members in good standing.

Mmmmm....

Ahhhh, lets see....

Yes, just as I had planned it all along, a review of all of the projects that our clever and talented members are

undertaking. That means that all of you will be subject to the scrutiny of your elected officials as to the amount of progress you are making on your projects. So, consider this fair warning, and get busy out in the garage/hangar/what have you, and make some progress. Last month's canceled **Project Police** raids were a brief respite from the norm so we intend to increase the pressure for this month's meeting.

Expect to be grilled under the hot spot lights (or the newly qualified Chapter 1000 Barbecue) of the interrogation room. **Gary** and **Miles** will be playing good cop - bad cop with you concerning project status...you have to figure out who's being good and who's being bad (points will be awarded for correct guesses). **Russ** will be on assignment to one of the Dets...no telling which one he will burst in on...all I can say is "Be prepared" (or did that come from the Boy Scouts?).

So come on out and enjoy some chips, dips and chocolate chip cookies at the next meeting, and then on to the **BK Lounge** for some fine dining.

- **George Gennuso**
 Vice Kommandant

Final Flight

It's with great sadness that I announce the passing away of my father, **William "Bill" W. Piavis Jr.**, after a 9-month bout with cancer. Bill passed away on Friday evening, December 14th at home and was 64.

Bill was not a regular attendee at the Chapter 1000 meetings due to the geographical issue of living in Georgia, but always enjoyed the exploits of the **Project Police** and the association with the Edwards community. He had been an EAA member since the mid 70's and a Chapter 1000 member since the founding of the chapter. He didn't keep a membership in the local Georgia chapter, but was always sure to keep the Chapter 1000 membership up to date.

Dad first earned his license around 1953 while in high school. Rumor had it that he couldn't solo without his Mom's permission, and she wouldn't sign on the line, so one of his un-named high-school buddies did the deed (at



least that's the story). While the other guys were out goofing around, he was getting his ratings. Bill flew multiple light MEL and SEL aircraft until signing on to Zantop Air Transport in 1961. He flew DC-3s, DC-4s and C-46s before flying the Armstrong-Whitworth AW-650 Argosy transport on the USAF Logair and USN's Quicktrans routes out of Detroit and Wright-Patterson AFB, OH. During his time with Zantop, he flew in a CRAF capacity during the Bay of Pigs invasion but by 1966 he reached Captain and applied for a position with Pan American World Airways.

In January 1966 he hired on with PAA as a flight engineer on the Boeing 727 out of Berlin, West Germany. While there he flew the Berlin Corridors and temporary assignments to Hong Kong. After two years Bill moved up to the right seat on the B-707 out of Kennedy where he flew to Europe, the Far East, the Middle East, Africa, and Central and South America. Notable flights included R&R flights out of Southeast Asia during the Viet Nam War. At the end of the war, he airlifted Vietnamese citizens to Ft. Chaffe, AR and during the fall of the Shah of Iran, he airlifted Iranian citizens from Tehran to Europe. He was able to move up to the right seat in the B-747 (including the 747SP) and continued flying the international routes. His last position with PAA was Captain on the Airbus A-300, which he was flying out of Miami when Pan American filed for bankruptcy in December 1991.

Bill continued his commercial career with pilot positions with Sunjet, Private Jet, American-European Aviation, and a couple other charter companies. Overall, he held ATP and Flight Engineer licenses, with ratings in the A-300, MD-80, B737, B747, B707, B727, AW-650

(Argosy), DC-4, DC-3, C-46 and MEL/SEL. He had also flown the Falcon 20, Merlin, King Air, Stearman, Fairchild PT-22, and O-2, and held an A&P license. When he was diagnosed with cancer in March of 2001, he had approximately 20,000 flying hours, and almost 5,000 PIC.

Dad always enjoyed flying and that interest continued into sport aviation. Around 1976 he purchased a derelict North American NA-64 Yale, which sat on an Ontario, Canada farm for 30 years. Over the course of 14 years, he restored the Yale to pristine status and was awarded "Best Trainer" at Sun-n-Fun 1992. He had previously owned a Piper Apache but the Yale was a serious project and more suited to his long-standing interest in warbirds. In 1997 he sold the Yale and purchased a PZL Iskra TS-11. The Iskra is a tandem, two-seat Polish trainer powered by a 2000 lb. SO-3 turbo jet. Additionally, he was the chief pilot, mechanic, and bottle washer at the Air Acres Flight Museum in Cartersville, GA.

Dad is survived by his wife of 39 years, Dottie, his daughter Melissa, grand-daughter Cierra, myself, his Mother, and three brothers. A memorial service was held December 22 in Kennesaw, Georgia and it was requested that in lieu of flowers, donations be made to:

Wellstar Community Hospice
4040 Hospital West Drive
Austell, GA 30106

Muroc EAA Chapter 1000
6708 Doolittle Drive
Edwards, CA 93523

First United Lutheran Church
3481 Frey Lake Rd
Kennesaw, GA 30144.

Dad always liked the **Young Eagles** program and it was requested that any donations to the Chapter be used in support of the Young Eagles program. It's always tough to deal with a loss like this but it helps that Bill was able to build a successful career doing what he really wanted to do: fly. Not many of us are lucky enough to get to do this. As a great Dad, husband, granddad, pilot, mechanic, and friend, I'll miss him.

- **Jim Piavis**

Election Results

Long live the **Kommandant's Krew!**

Let the electorate of Palm Beach know that the **Project Police** have shown how this voting thing is done! Through the expected semi-apathy of the membership, we received an unamazing 12 ballots. As this is in excess of the typical attendance at a Chapter 1000 meeting, the election commission declared the results a quorum.

Unlike in Palm Beach, there was no question as to the results of the election. The existing chapter leadership was unanimously reaffirmed for continued service. Either you folks are happy with the way the chapter is being run, or you just don't care.

In a move reminiscent of Palm Beach, one voter cast two votes for Kommandant (Aldrich and Mr. Blank), but cast no votes for Vice Kommandant. Through analysis of the strokes of the pen and after searching for chads, the election officials decided that this **PPO** suffered from momentary cluelessness and was assumed to be attempting to vote the straight ticket. One other **PPO** was almost suckered in to writing his name in for Kommandant (after voting for Aldrich), but then realized what he was doing.

Kommandant's Korner

"The State of the Chapter" speech....

Well, the ballots have not been fully tallied; but at the risk of sounding like a major network's recent election coverage, it appears I have been re-elected as your Chapter President. I welcome the opportunity to continue to serve the Chapter. I think Chapter 1000 continues to promote the goals and ideals of the founding members...from the tongue-in-cheek paramilitary antics of the **Project Police**, to the post-meeting "design bureau" gatherings where the problems of the aerospace world are solved on scraps of BK napkins.

Our group is unique in its association with our nation's premier flight test facility. That association brings with it a member-base with an impressive set of aviation credentials. The experience of our membership in the theory and application of flight test and related technologies is awesome and provides a valuable service not only to our membership, but also to the aviation public in general through our award-winning website.

Chapter 1000 is also special in the demographics department. I'll wager there aren't many chapters that can claim such a diverse and widespread member list...from Australia to England to the Space Shuttle. This diversity is a great strength, but can also be perceived as a weakness in that many of our members are unable to participate in a traditional monthly gathering. Last year we attacked that problem by initiating quarterly venue/time changes for the meetings to allow more local members to attend. While that doesn't help members in the far-flung corners of the universe, it does allow attendance by folks with work or travel conflicts in the local area. We intend to continue this idea in the coming year and I solicit suggestions from the general membership on ideas for the quarterly "non-standard" gatherings.

For 2002 I'd like to initiate another effort...this one to expand the attendance at our regular monthly gatherings. As you know EAA-national is promoting a membership drive. I would like to focus our efforts in support of the drive to seek out and recruit members from our local community (e.g. Edwards, Rosamond, Mojave, Inyokern, Ridgecrest, etc). We will be initiating formal advertising, but there is no substitute for personal, informal contact with your co-workers and acquaintances. Remember, the only requirements for chapter membership are national EAA membership and an interest in sport aviation. New member candidates don't have to be hard-core builders, own and airplane, or even have a pilot's certificate. Don't feel like cornering your friends at the water cooler and

pitching EAA? Well, why not just purchase and display an EAA calendar around your work area...or leave last month's *Sport Av* lying around the office? If folks are aware of your aviation interests, they will come to you with questions and perhaps lead to a new **PPTAF** recruit!

Well, I'd better get this on the wire before **Evil Editor Zurg** does something despicable to me. Think about my requests for places and times to have our quarterly get-togethers and start sending subliminal messages to the folks around you about how much fun belonging to Chapter 1000 can be.

Let's have a safe and productive 2002!

- Gary Aldrich
Kommanding

Last Month's Meeting

EAA Chapter 1000

Wherever
Whenever
You, semi-Presiding

Last month's meeting was directed individual study. No formal meeting was held. We don't know what you did, so you'll have to write it in the margin yourself.

- Erbman
Pseudo-Secretary



Young Eagles Update

What a great year for Young Eagles in the Antelope Valley! In spite of a slow start and finish, we had several outstanding rallies this year. One of the most notable was Lone Pine in April when we flew 87 kids! My records show a total of 500 for the year!

I am looking forward to an even better year in 2002. Stay tuned for next year's rally schedule. That is my next project after this report goes out.

Below is a list of all the pilots and ground crew who flew Young Eagles in 2001. If I missed anyone, please accept my sincere apologies. Thanks to you all for your help in 2001, and I am looking forward to your able assistance again in 2002.

THE LEADING EDGE

Pilot	Aircraft	# YE's
Gary Aldrich	Cessna 180	8
Gary Aldrich	Blanik L-23	4
Mark Backes	Stinson 108-3	3
Miles Bowen	Cessna 170	24
Lynne Bunn	Cessna 182	13
Joe Cappello	Cessna 172	6
Herb Carlson	Cessna 172 & 150	50
Lane Carlson	Cessna 172	5
Lynn Crawford	Long EZ	1
Doug Dodson	Mooney M20	44
Doug Dodson	SGS 2-33	4
Dave Evans	SGS 2-33	3
Don Gates	Grumman AA1	10
Ray Greene	Cessna Cardinal 177B	1
Jim Gude	Grumman AA1	7
Pierre Hartman	RV-6	6
George Heddy III	Cessna 172XP	6
Ken Hetge	Lancair ES	3
Bob Hoey	BD-4	2
Bill Hoverman	Mooney M20K	10
Steve Irving	Mooney M20C	3
Steve Ivey	Cessna 182	8
Art Landsgaard	PA-28-180	6
Ozzie Levi	Bellanca Cruisair	18
Ed McKinnon	Mooney	15
Brian McMahon	PA28-180	4
Space Miller	Cessna 172	17
Dick Monaghan	Luscombe 8A	14
John Munding	Cessna 182	11
Con Oamek	Bonanza F33A	12
David Orr	Long EZ	2
Wen Painter	Cessna 182	38
Ralph Patrick	Piper PA-24	4
Jim Payne	Cessna 182	14
Kirk Peek	Cessna 182	12
Mark Pirtle	Cessna 172	3
Kevin Reilly	Piper PA-28-140	7
Kevin Reilly	Piper PA-28-201	1
James Roberts	Cessna 150	7
James Roberts	Bellanca	2
Paul Rosales	RV-6A	16
David Sampson	Cherokee 140	7
Shel Simonovich	Mooney M20E & Grumman AA1C	31
Mike Stauber	Long EZ	2
Doug Stone	RV-4	7
Jack Sweizer	PA-28-140	3
Doug Triplat	Bonanza 36	10
John Tumilowicz	Sirocco	7
Dean Vander Wall	Beech 36	9
Total		500

Young Eagles Ground Crew for 2001:

Brittany Abraham	Lauren Abraham
Mike Barnes	Mark Berry
Ted Blaine	Amanda Bowen
Rebecca Bowen	Red Butler
Landon Carlson	Richard Cervantes

Barbara Critchlow	Gail Dodson
Christina Heddy	Jaque Hickman
Amy Landsgaard	Blanca Magellon
Dave McAllister	Kristin McAllister
Jo Ann Painter	Victoria Rosales
Carol Schaubsluger	Tehachapi Civil Air Patrol
Amber Tellez	Kelly Tellez
Beth Triplat	Bev Vander Wall
Len Voelker	Brooke Webber
Dave Webber	Sally White
Jeanette Whitehair	Ron Wilcox

Young Eagles Schedule so far:

Jan 12 Rosamond Skypark 9:00 am

- Miles Bowen

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



Hey You! Pay Up!

Yep, that's right! It's that time of year when the holiday leftovers are just about gone, Forms W-2 are in the mail, and **YOUR EAA CHAPTER 1000 DUES ARE DUE!**

So pay up! That's **\$20** per year for those of you who have forgotten.

The Treasurer will be happy to take your check at the next meeting, or you can hand it to any chapter officer and we'll get it to the Treasurer. We all took an oath on Pope Paul's book saying we would turn in dues checks without skimming off the top.

If that doesn't work, you can snail-mail a check to **EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428.** Sorry, we're not sophisticated enough to accept credit cards or online payment.

Pay up soon lest ye risk the shame and embarrassment of having your name listed here in the March newsletter as a **Dues Delinquent!**

New Member

The *Project Police* welcome to our fold a new *Project Police Officer (PPO) Phil Mills*. Phil and his wife *Etta* live "up north" in Ridgecrest. While searching around for an EAA chapter, he found our chapter web site, and got a referral from the president of the Bakersfield Bunch (EAA Chapter 71).

Phil currently owns a Beech Musketeer, and is interested in either a Harmon Rocket or an RV-7.

Phil serves our country as a Program Manager at the China Lake Electronic Combat Range. A retired Navy Captain (that's Colonel to you Air Force guys), he also served as a Naval Aviator, flying the A-7E and F/A-18. So

far he has accumulated 4500 hours of military flying and 250 hours of civilian flying.

Phil hopes to make it to our next meeting, and can tell us about his Musketeer and his decision process for the future. Be sure to say hi and make him feel welcome!

Bearhawk Progress Report

I don't usually take the time to toot my own horn in these pages, mainly because I'd rather be building than typing about it. However, since the **Vice Kommandant** has directed us to show up at the next meeting and report on the progress of our projects, and since I will be in Albuquerque at the request of the government on that day, I am presenting my report here.



The past summer **Bill Irvine** came out and helped me shoot and buck rivets in the second wing. This wing then sat in the jig in the garage until **Dave McAllister's** trailer became available. On 16 October, **Doug Dodson** and **Gary Aldrich** helped me load the wing on the trailer. I then towed the wing to Fox Field with Gary behind me watching the cargo. **George Gennuso** met us there and helped us hang the wing on the wall of his hangar. He reports the **Pulsar** is enjoying the company.



Even before the wing had left the shop, the fabrication of the fuselage began. The top was built in a jig on the table (about 18" off the floor), tacked together, and then raised above the table. The table was reworked to jig the

bottom of the fuselage, which was cut and tacked together. After some additional bending of the top and bottom, the sides were fitted and tacked. The whole thing came out of the jig and was fitted with a Poly-Fiber style cruciform roll-over jig, and the welding fun began. The primary fuselage structure has all been finish welded. Over Christmas the tail section was fitted. Current work is on the stringers and flanges to make the outside shape.

- Erbman

Project Police Aircraft Spotters Quiz

We had a flurry of responses (approximately one (1)) to last month's quiz. Fortunately, **PPO Mike Machat** was absolutely correct. Here is his response in full:

"Hi Russ,

Great issue, as always, but being a 1950s kind of guy, I just couldn't pass this one up. That's a Lockheed T2V-1 trainer, Navy carrier-suitable version of the T-33 T-Bird.

Equipped with a belly-mounted tailhook, beefed-up landing gear, and enlarged canopy to allow a higher rear-seat position for the instructor, the T2V-1 was carrier qualified aboard the USS *Anteitam* in July, 1957 and served with NATC (that's Naval Air Training Command for you Air Force guys) throughout the 1960s. Cool-looking jet!

Thanks, and Happy Holidays,

Mike Machat"

This picture was taken at the Pima Air Museum where the sign lists it as the T-1A Seastar trainer, 1956-1959. It is also listed as the T-2V (I think T2V-1 is more accurate). This was probably another airplane that was caught up in the great designation change of this era.



Web Site Update

As of 6 Jan 02, the hit counter stood at **67516**, giving a hit rate of 33 hits/day for the last month.



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

Chapter 1000 Calendar

Jan 12: Young Eagles Rally, Rosamond Skypark, 9:00 a.m.
(661) 822-0806

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

Feb 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Mar 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

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

Apr 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

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

May 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

May 19: **Eleventh Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 258-6335

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@qnet.com

Secretary (volunteer for this job!)

Treasurer Doug Dodson: dodsond@qnet.com

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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@pobox.com

From the Project Police legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. Project Police reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

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

**C/O Russ Erb
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<http://www.eaa1000.av.org>**

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING 15 JAN AT TPS
FINAL FLIGHT: BILL PIAVIS
HOTLY (NON-)CONTESTED ELECTION RESULTS
PAY YOUR DUES! (\$20)**



The Leader In Recreational Aviation