



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

President	Gary Aldrich	661-609-0942
Vice-President	George Gennuso	661-265-0333
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

November 2006

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:



## Vice Kommandant Orders The Project Police on Maneuvers Flak Jackets Optional

Erbman, Martinez and Frosty  
 Tuesday, 21 November 2006  
 1700 hrs (5:00 PM Civilian Time)  
 Rosamond, Quartz Hill, Fox Field

Well it's meeting time again, **Propeller Heads**. As you know your loyal **Vice Kommandant** usually has many program irons in the fire so as to draw on any of them for the current months meeting at a moments notice. Although I have several excellent meetings queued up, I have noticed that it is time for one of our chief responsibilities, that being the mandatory **Project Police** raid for November. This month we are going to surprise **Russ Erb** (Evil Editor Zurg's whipping boy). (Avert your eyes, **Russ**, so that you will not be aware of the pending raid; the rest of you keep reading.) (*eyes averted—ed*)

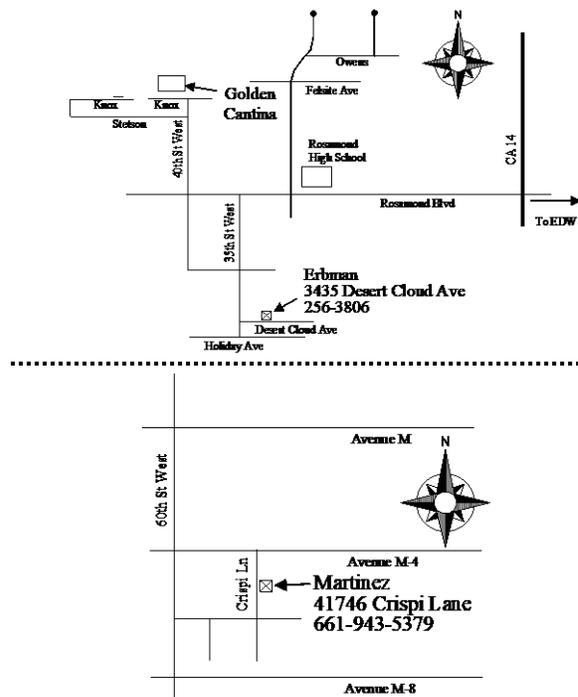
**Russ** has been diligently at work on his **Bearhawk** and he's been making incredible progress. So it seems only fair that the **Project Police** show up and review his progress. Word has it that the **Bearhawk** is in the final stages of paint and electrical wiring. If you don't know where **Russ** lives see the handy dandy map attached.

After we inspect the **Bearhawk** we'll pay a visit to **Brian Martinez** to see how he's progressing on his original design twin canard. The last time we were there he had a garage full of airplane parts, the canard being so large that we could barely get around it. It will be interesting to see the progress. Brian is located in Quartz Hill (see the map).

Then, last but not least we will trek over to Fox field to have a look at **Frosty Wyatt's Belch Fire 290** (nee Dreaded Yellow Tailed Gnat Snapper – RV-9A). This just-complete aircraft has already flown off its 40 hour restriction and has turned out to be a great flying airplane. Seems that Frosty suffers from that rare malady of believing that it's a sin to let the engine cool down (*we call that Rosales-itis*).

After the inspections the **Kommandant** will decide where the ranks will dine. It should be an interesting evening. We will see who has the coveted chocolate chip cookies on hand for this last of this year's **Project Police** raids.

- George "Knife" Gennuso  
 Vice Kommandant



## Last Month's Meeting

### EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

17 October 2006

Gary Aldrich, Presiding

The monthly meeting was held at the Edwards AFB Test Pilot School Auditorium, with the featured presentation being a “death by Powerpoint®” review of “Paco, Lothar and Erbman Do Oshkosh”. **Kommandant Gary Aldrich, Commandant Andy Gerner and Russ Erb** discussed their recent trip to EAA Air Adventure 2006 with a 377 (!) slide briefing. Our intrepid trio crewed the **VC-170 Fightin’ Skywagon** including a stop in KRAP. Having had their fill of KRAP, they arrived at KOSH the next day and were able to snag the last parking spot. Unfortunately, it was at the farthest possible point from their accommodations provided by **Rob “Zippydog” Gaddy**. Fortunately, ground transportation was provided with the world’s only VW stretch Beetle.

Lots of nice pictures, Russ played “name that airplane”, and complained about his capital expenditure for his Bearhawk avionics.

Nearing the lowest point of the Powerpoint® phugoid, the **Kommandant** exercised his keen ability to sense the mood of the audience and his own hunger pains, and declared that “Victory!” had been won. Per our custom (and an actual chapter bylaw), we exited the TPS auditorium with wreckless abandon (there were no recorded wrecks) and proceeded to the BK lounge and consumed mass quantities.

We also discussed the movie “Flyboys”, and those of us who had seen it expressed our disappointment at the extent of CGI usage, and the improbable likelihood that the French would provide brand new Nieuports to novice American pilots, and that the German squadron was composed completely of red colored triplanes, except for the really bad guy whose triplane was black (of course).

- **Kent “Cobra” Troxel**  
Minister of Propaganda

## Kommandant’s Korner

I’m sad to report that the mighty VC-180 was hangar-bound from 21 September (when I made a quick out-and-back to SBA) until last Sunday (5 November) when **Ms Kommandant, 1<sup>st</sup> Puppy**, and I traveled up to Kern Valley (L05). This time I can’t blame the inactivity on some new gadget I was installing, bad weather...or even on some grievous maintenance issue. Nope, the problem was lack of aircrew; or to be more precise, lack of time for the aircrew to aviate. The dreaded “AuSepTober” conglomeration of events conspired to



ground the large majority of the Chapter 1000 executive transport fleet. With that as a lead-in, I wouldn’t blame you if you skipped directly to the “Aircraft Spotters’ Quiz”. (*not included this issue – EE Zurg*)

However, I will tell you that I was surprised by a noticeable degradation in my piloting skills after this month-long dry spell. This occurred even after having logged well over 50 hours in the Skywagon during the preceding two months. I’m not talking about basic aircraft handling skills...those never were very sharp. I’m referring to the “small stuff” (that can bite you just as quickly as the big stuff) like forgetting to set the DG before takeoff and trimming the airplane at cruise altitude and then realizing the prop was at full pitch. I probably would have forgotten to turn on the transponder, too, if Mr. Garmin hadn’t configured it to switch on automatically during the takeoff roll. (*Note to Ms Kommandant, who reads this stuff...at no time was safety of flight compromised!*) More good news is that the weather was gorgeous and the flight plan so simple as to allow the rust flakes to fall harmlessly off without serious impact to the mission. Had I been launching off into the clag...at night...for a bladder-busting duration followed by a localizer back-course to minimums in moderate icing...well, the story might not have had as happy an ending. As it was, by the time of the letdown into Kern Valley’s runway 17, I felt more comfortable and “back in the game”. After packing away a goodly portion of the best airport-blueberry-pancakes on the planet, I rewarded myself with a flawless approach to a “are we down yet?” squeaker of a landing back at the home ‘drome.

Why was I surprised by the above? Having amassed nearly 4000 hours and 34 years of piloting stuff, I guess I thought I was immune to rust. I should know better. There’s a reason for the endless stream of touch-and-go’s that occur in the Edwards pattern everyday. As seemingly un-exciting as pattern work is, there’s as much value in practicing the “small stuff” as there is in making repeatable, world-class touchdowns. I hereby resolve to waste...I mean spend more time practicing the small stuff...and you should, too.

Hey! Here’s some advance intel...**Festivus** will again be celebrated in fine style on the “normal” December meeting night (**19 Dec**) at the **Kommandant’s Kwarters**. In keeping with the tradition we started last year, there will be a gift-thievery session so prepare a suitable something to surrender. There will be more details forthcoming in the December issue of the ‘**Edge**. I’m working on **Ms Kommandant** to get her to generate some of her famous “death-by-chocolate” dessert. This would entail, of course, soiling her newly-renovated kitchen...something that hasn’t happened thus far. (*Just kidding, dear!*)

Check six...and get out there and practice!

- **Gary Aldrich**  
Kommanding



**Tehachapi Celebration of Flight Young Eagles Report**

Saturday morning, October 14, 2006 dawned in Tehachapi under a soggy 200-foot overcast which persisted much of the morning.

A large crowd convened to partake of the 7am pancake breakfast, bake sale, and aircraft static display, but those who showed up for Young Eagles rides were asked to try again Sunday morning. Well, they took us up on it and by Sunday noon we had given 41 kids, as well as several parents and younger siblings, a taste of what it's like to "break the surly bonds".

Thanks to all the pilots and ground crew who were able to juggle their weekend schedules and commit a second day to making the Young Eagles portion of the Tehachapi Celebration of Flight a success. Area pilots participating in the rally were:

Ron Alldredge	T-34 Mentor	4
Miles Bowen	Cessna 170B	13
Eric Hansen	Cessna 195A	11
Jim Roberts	Bellanca 14-19-2	11
Hal Underwood	Thorp S-18	2

Ron, Miles, Eric and Jim are Tehachapi area residents and members of the Tehachapi Society of Pilots. Special thanks to Lancaster resident and EAA Chapter 49 member Hal Underwood for flying up in his Thorp S-18 to help us out. Your time and effort is much appreciated!

Those helping with registration and ground crew duties included:

Paula Alldredge	Dennis Brimley
Karen Bowen	Henry Forbes
Reggie Pulley	Kevin Roskam
Lucia Sandy	

**- Miles Bowen**



**Jim Roberts' Bellanca 14-19-2**



**Ron Alldredge's T-34**



**Miles Bowen's Cessna 170B, Eric Hansen's Cessna 195A, and Hal Underwood's Thorp S-18**

**Project Police at AirVenture 2006: A Pictorial Essay**



We arrived just in time to get one of the last spaces—cleverly placed as far as possible from our campsite



All aircraft must be tied down. EAA does not want airplanes cruising the flight line looking for other cute airplanes and making little pedal planes.



The world's newest P-51A. This Allison-powered Mustang has been built from the original drawings over the last decade or so.



Sure, Rank Has Its Privileges (RHIP), but we're not sure that extends to Oshkosh transportation



Replica of Alberto Santos-Dumont's 14 bis, sponsored by Embraer of Brazil. Built by Alan Calassa, it has a total of over 50 flight hours on it. The original had 20 minutes.



A first for Oshkosh this year—a visit by a flying Avro Lancaster (far less common than B-17s or even B-24s). This one is from the Canadian Warplane Heritage Museum.



It's no wonder this flew with a V-8 engine of some small horsepower and a highly efficient canoe paddle prop



Eclipse was on hand for their big semi-certified announcement. In the building was a cutaway “Partial Eclipse”



Right next to the Cessna 172 was the prototype Cessna Sport, Cessna’s entry into the LSA arena. At this point, the interior was not complete, but this airplane has since flown.



Honda had their jet on display after finally deciding to produce some. The engine pylon has a noticeable inward camber that no one seems to have talked about.



One of many One Six Right booths, this one with a Piper Cub suspended to replicate the cover photo (see inset). Evil Editor Zurg has the DVD, and may share it for a future meeting.



Grandpappy of them all—the first Cessna 172 sold



What to do when Garmin throws you a curve—AOPA already had a bunch of these printed up with a Garmin 396 pictured. Then word leaked out of the release of the Garmin 496, and since you can’t give out last year’s model, they quickly patched the posters rather than reprinting them



This P-38 escaped the tie-down clause, and was seen roaming the grounds in many places. This one is from the Chino Planes of Fame museum, and used to be painted as “Joltin’ Josie”



This P-40K was rebuilt from a very damaged hulk. There’s not a lot of original Curtiss parts in it, but the rebuild is extremely authentic



The Kommandant noticed that the text that was common to all P-40s was stenciled on, but the text unique to this tail number was hand-written



B-25s (or in this case, a Marine PBJ) have strange effects on the Kommandant. He seems to take on the characteristics of their nose art



His mood miraculously improved once we got him away from the B-25 area



Apparently one of the privileges not extended to high ranking Air Force personnel is the ability to enter off-limits sections of the flight line



These gentlemen next to the Ju-52 “Tante Ju” told me that this was Randy Kelly’s dream German motorcycle



Outstanding Workmanship Kit Built RV-8, showing that insanely pristine and complicated paint jobs can still win awards, another “Rosales” effect



One of several Sea Furies



The Little Wing Autogyro with a Rotec radial engine mounted. NLE Erbman talks about building a two seat version as a future project...that is, if Erb the Elder can ever resurrect the set of plans he lost...



TBM Avenger—some engineering solutions just continue to fascinate us



A Rutan Defiant, the base design from which Brian Martinez is creating his own airplane (see it on the Project Tour)



**This all-wood Falco was the Grand Champion Plans Built**



**Lancair 4s aren't all that uncommon anymore, but this one flew up all the way from Argentina. And you thought we had a long cross-country.**



**Ray Jarvis' full scale Nieuport 28 with a Rotec R3600 radial engine. Built by Robert Baslee, the guy who built the airplanes for the *Flyboys* movie**



**First public showing of the RV-12, Van's entry into the LSA world. What about the RV-11? That's a motorglider that hasn't been released yet**



**An endangered species—actual flying Prescott Pushers are only slightly more common than Dodo birds. Another early promising design with a lot of hype that just couldn't find a good solution to longitudinal stability with a very short coupled tail**



**A 1956 Piper PA-11 Cub Special. Only produced for one year, the Kommandant learned to fly in this type of airplane with this paint scheme. The big change from the J-3 was moving the gas tank to the right wing so that it could be soloed from the front seat**



The highly complex instrument panel that the Kommandant had to learn



Legend Aircraft picked the PA-11 to copy for their LSA. It can be soloed from the front seat. The PA-12 was too big for the LSA rules with a two-place rear seat



So what's so special about a Seawind? This one sports a sign saying "To be CERTIFIED 2006". Very similar to the sign we saw on it two years ago that said "To be CERTIFIED 2004". Maybe they'd finish up if they didn't spend all of their money reprinting signs.



Sean D. Tucker is back in the airshow business with this new airplane. Was there any doubt? Never one to pass up an opportunity, there was a big picture of his crashed airplane and him with his parachute at the Softie parachutes booth.



Lothar spent some time looking at the "vaporware" products. This was a HUD you could retrofit to your airplane, though I'm not really sure why you would want to.



This way to the seaplane base. Free bus to get there, \$2 fare to get back. Clever system.



**Valet parking at the Seaplane Base**



**Cessna C-something landing at the Seaplane Base**



**Speaking of complex panels, this IFR setup was seen in a Kitfox (!). Thankfully it includes the all-important ADF and CD player. I wonder if he has modified it to allow him to plug in his iPod? How many extra alternators can you hang on a Rotax 912?**



**Presumably the oldest flying airplane on the field, a Laird Swallow. This was built by Matty Laird's company, where Clyde Cessna, Walter Beech, and Lloyd Stearman got their start. It is owned by Charlie and Chuck Laird, presumably descendants of Matty. This example has been modified with brakes and a tailwheel.**



**I took this picture because the paint scheme was very similar to mine. Turns out this was a Shell company airplane flown by Jimmy Doolittle. JDIII told us about how Granddad picked it up at the factory and several other things.**



**Ever wonder what happens if you're not careful blowing that canopy? Note the distortion.**



Ford sponsored the Beach Boys in concert on Monday. What's not so obvious is that it's raining during the concert



The annual Bearhawk Barbecue, or "cookout" as Leigh Kelly would insist



The Navy Blue Angels did a fly-by show this year. I'm not sure what the fuel truck had to do with it.



The largest missing man formation I've ever seen—a Lancaster, two B-17s, and a B-24 (LB-30)



Start of the EAA Chapter 439 Swinefest, which we stayed long enough to attend this year. Well worth it.



Our host, Rob "Zippydoggg" Gaddy with the limo sees us off Saturday morning.

### Web Site Update

As of 12 Nov 2006, the hit counter stood at **111618**, for a hit rate of about 25 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**

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

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

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

**Dec 19: EAA Chapter 1000 Annual Festivus Celebration**, 6:00 p.m., Kommandant's Kwarters. Quartz Hill CA. (661) 609-0942

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

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

**Jan 16: 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 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Feb 20: 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 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

**May 19: Sixteenth Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

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@sbcglobal.net  
 Secretary Kent Troxel: kenttroxel@sbcglobal.net  
 Treasurer Doug Dodson: douglas.dodson@pobox.com  
 Technical Counselors: Gary Sobek GASobek@Comcast.net  
 Ron Wilcox aviator@verizon.net Bill Irvine wgirvine@yahoo.com

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<b>George Gennuso</b>	pulsar1@sbcglobal.net	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@cs.com	661-943-5379
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
<b>Bill Irvine</b>	wgirvine@yahoo.com	661-948-9310
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<i>Electrical Systems</i>		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	gary.aldrich@pobox.com	661-609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to [erbman@pobox.com](mailto:erbman@pobox.com)

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**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 SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
 PROJECT TOUR 21 NOV  
 THE KORRODED KOMMANDANT  
 TSP YOUNG EAGLES REPORT  
 OSHKOSH PICTORIAL ESSAY**



**The Leader In Recreational Aviation**