



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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May 2007

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:

**No Third Tuesday Meeting This Month!  
Instead, We Expect You To Participate In:**



### Sixteenth Annual Scotty Horowitz Going-Away Fly-In--19 May 2007, High Cay, Rosamond Skypark

Yes, it's that time of the year again—time for EAA Chapter 1000's big annual shindig. Rosamond Skypark will be abuzz with way-cool EAAers like yourself, and they're expecting you to be there. This is Chapter 1000's annual big event where we invite area EAAers to come hang out with the **Project Police**.

#### NOTE

Just like last year, this event will be at **High Cay (Doug and Gail Dodson's hangar)** at 4431 Knox Ave. That's down at the Runway 7 approach end (west end of the field).

This year's celebration will be unique, just like all of the previous fly-ins. Continued reports have confirmed that **Scott** is still serving as the "NASA Associate Administrator for Exploration Systems." Of course, that means he's in charge of building NASA's next manned space conveyance rocket thingee. We could bother trying to contact him to invite him to his own party, but that would be work. He knows that the fly-in happens every May, and thus should check the **Big Web Site** to figure it out. If he shows up, great, but that's not a requirement for us to send him off again!

We will be having our traditional **Spot Landing Contest** (0900-1100) for you to show off your airmanship skills (the target will be a chalk line about 150 feet beyond the displaced threshold). Be sure to read the rules so you know how you will be graded and/or laughed at. Only your first landing counts, and you should declare your landing attempt on the CTAF prior to landing. Also, landing short is disqualifying—think of it as smacking into the carrier fantail or hitting the FAA supplied 50-foot tree.

The aviator displaying the highest level of aviating proficiency will receive a device of suitable plaquage in keeping with his/her exploits for posting on her/his hangar wall or other favorite location.

You'll want to get your airplane washed and cleaned up nice too so you have a fighting chance in front of the most critical judges—the assembled masses. All participants will have a chance to vote for their favorite airplane in the **People's Choice** contest. The pilot of the most popular aircraft will also receive a device of suitable plaquage recognizing her/his recognition. **Opus** is rumored to be flying in from Tucson with his F1 Rocket to reclaim the award since **Vanhoy** stole it away from him last year. Clean up your airplane so that at least he'll have some competition.

And of course there's the most important part—the imbibing and eating festivities. Rest assured that the Stan/Eval **Project Police Grillmeister** will be there to whip up the usual culinary masterpieces on the renowned chapter grill, starting around 1000-ish.

We're looking forward to seeing you there, and be sure to take a few minutes to help out somewhere. You'll be glad you did.

## Spot Landing Contest Rules:



1. Only one landing at L00 will be judged. This will be your first landing
2. Spot landing attempt should be declared on CTAF (122.9) prior to final approach
3. Target touchdown point is a chalk line about 150' beyond the displaced threshold
4. Touchdowns prior to the target touchdown point will be disqualified (No landing short—you'll smack the fantail)
5. Distance is measured from target line to the first touchdown point of the main landing gear
6. Helicopters, ultralights, VTOL or V/STOL aircraft are not eligible. Aircraft must have a valid registration number (N-number or equivalent)
7. The decisions of the **Project Police** judges are final. No Whining.
8. Award will be presented after lunch

## Last Month's Meeting Events

### EAA Chapter 1000

Here, There, and Everywhere  
Lancaster and Rosamond CA  
No One In Particular, Presiding

10, 13 April 2007

Chapter activities for the month of April were many and varied. **High Cay** hosted traditional "Burger Burns" for visiting cadets enrolled in the Aeronautical Engineering 456 "Flight Test Techniques" course at the USAF Academy. Each semester since the mid 80's, the cadets in this class have come to the USAF Test Pilot School at Edwards to fly the T-38 in order to collect flight test data for a report and briefing that serves as their final project. The class instructor was **Lt Col Mike "Java" Chapa**. He was joined in the first wave on the 10<sup>th</sup> by **Lt Col Carl Hawkins**. In the second wave on the 13<sup>th</sup> was **Capt Jacob Freeman**. EAA Chapter 1000 has been hosting the cadets twice a year (semiannually) since November 2001. (...we didn't get any pictures, but just look at the pictures in the December 2005 newsletter—it pretty much looked like that...)

17-18 April 2007

The EAA B-17 Sentimental Journey arrived at WJF on the 16<sup>th</sup>, hosted by C1000. **Project Police** Project Officer **Scott "Stormy" Weathers** twisted sufficient arms to man all posts during the visit. The bomber flew morning tours, and departed the 19<sup>th</sup> for Van Nuys. Stormy promises a full report in a future issue.

28 April 2007

The 28<sup>th</sup> marked major milestones for **Russ Erb's Bearhawk** and **Doug Dodson's Glasair** projects. Transfer of the **Bearhawk** fuselage from Russ's garage to a hangar at ROX (Rosamond International L00) began mid morning with the assembly of his crack team, or anybody else he could coerce. The transfer went smoothly until stopped by a passing Highway Patrol officer for parading without a license. Russ was able to schmooze his way out of a ticket and did not have to activate his recently installed "trunk monkey".



The start of the adventure—**Bearhawk** fuselage where it's been for the last several years



Moving the wings out of the way to extract the fuselage



The crack team assembled. **Bill "Mr. 310" Irvine** came with gloves ready for some heavy lifting. **Doug "Houdo" Dodson** came equipped with his own beverage, and **Kent "Cobra" Troxel** ensures that the team gives Erbman the requisite amount of harassment. Look behind you to see **George "Knife" Gennuso** operating the camera. Meanwhile, **Erbman** adjusts the crane to lift the **Bearhawk** off of the dollies.



**Cobra** identifies the end of the fuselage that will come out of the garage first



**Cobra adds a little extra vertical clearance under the garage door**



**Penny Erb comes out to see what all of the hubbub is about**



**The fuselage makes it to the street. This picture was taken seconds before the crack team realized they had turned it the wrong way**



**The Kommandant-inspired simplistic method of attaching the fuselage to the tow vehicle**



**Tailwheel removal—note the use of the Alaskan-inspired sawhorse under the fuselage handles to hold the tail off the ground**



**Vice Kommandant Knife gives his approval to move out**

**THE LEADING EDGE**



**MoP Cobra identifies a curious plant of dubious origin. He referred to it as "Weed"**



**The tow vehicle moves out. The fuselage actually tracks very well backwards. Erbman hopes it will do just as well going forward**



**The tow vehicle moves out with the tail chase and photo chase**



**Things were going so well until...One of the CHP's finest was over a mile from the nearest "highway" way back in a residential area for some unexplained reason. Bright yellow is tough to miss even when munching on a donut (or even a doughnut). Apparently he considered the fuselage as an unregistered trailer. What do you think the rocket scientist behind the desk at the DMV would say if you asked for a temporary trailer registration for your airplane fuselage? In the words of an Alaskan Bearhawker, "This is what happens when a Californian attempts to employ Alaskan technique."**



**Finally escaping illegal territory for legal territory**



**The fuselage arrives at its new home at Jeff Pontius' hangar, just to the west of Houdo's**



**Cobra points out Erbman’s tool spill and discusses with Knife if they need to deploy a boom around it**

Having successfully relocated the *Bearhawk*, Doug decided to capitalize on the proximity of the free labor pool to conduct what appears in the photos to be a destructive test on his Glasair. Doug claims that disassembly of the wing and fuselage is a normal part of the build sequence required to finish the wing fairing, but it also simplifies painting and a lot of detail work inside the fuselage (such as building up the instrument panel).



**Three kibitzers do what they do best—offering unsolicited advice**



**Houdo uses his “persuader” to persuade an obdurate joint. After initial concerns that he had delaminated a part instead of releasing the peel ply, he later remembered that this part was supposed to separate in two places! No damage done.**



**Bill Irvine, the anthropomorphic crane, fondly remembers his days back at Texas A&M as he unwittingly assumes the “humping it” position (Look it up—that’s what they actually call it)**



**Bill and Cobra enjoy the very unusual event of bouncing their bums hard on an airplane wing, accompanied by the very definite sounds of “crackage”, only to realize that the owner/builder is very pleased with this!**



**Cobra points out the source of the “crackage” sounds**



Normally this sight would be very bad...



Opie plays a little inverted Whack-a-Mole to help separate the wing fairing



Then, suddenly, the fuselage made a quantum leap forward in front of the wing



Cobra points out the very definite separation between the two formerly joined airplane parts

Looking forward to first flights by the end of the decade.

- Kent "Cobra" Troxel  
Minister of Propaganda

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### Kommandant's Korner

Well, it started innocently enough. I showed up at the Skywagon's nest with the intent of beginning the annual inspection checklist. I hadn't



planned any big projects this year...pending any discoveries of significant maintenance problems. Anyway, when I pushed open the doors the 180 was reared back a little more than usual. Using my highly refined sense of observation I quickly ascertained that the tailwheel tire was nearly flat. Apparently, the B-17 crew retrieval mission had been tough on this important part. I'll have to review the manifest and see if any of the passengers that day exceeded the FAA weight standard.

The situation made it very easy to decide where to start the inspection. After jacking up the tail using some convenient pieces of wood and my floor jack, I made short work of removing the grease and dirt laden tire assembly. Hey, while I'm here (*wait a minute—isn't that the phrase that got Bill Irvine in trouble?*), why not clean the mounting tube? When I started attacking the grime I was startled by the amount of movement evident in the tube. I could move the tube (sometimes erroneously referred to as the "stinger") about one-quarter inch in any direction except along its longitudinal axis. Consultation with the Cessna Service Manual did not reveal any specification pertaining to allowable "play" in this part, but it recommended inspecting the bushings and mounting hardware. Next step: drive out the cross tube securing the tailwheel mount to the airframe and...remove the entire assembly. This called for removal of the true stinger...the

fiberglass fairing that holds the white tail light. Tapping out the hard rubber (plastic?) bushings that secured the cross tube showed significant wear and hardening of these parts designed to absorb the stresses of landing. Who'd have thought that only 3500 hours and 28 years of flying would degrade these simple parts? Let's not hear any comments about my landings!

The next stop was the Parts Manual to glean all the info required to order replacement parts. Before I retired to the Internet to order these parts, I, naturally, decided to move forward on the airframe to inspect and lubricate the rudder and tailwheel steering mechanism. That's when I discovered that the steel bushings designed to protect the aluminum rudder bellcranks from the tailwheel cable springs were missing. Hmmm, steel on aluminum in rotation...problem? Write down a few more part numbers. Why not order new fastening hardware...oh, and new tailwheel cable springs (the ones I took out did not resemble the correct part description in the manual). Finally, why not install that jack point piece that ol' **Six-Niner-One** had (very convenient for tailwheel maintenance)?

You can probably see where this is going. I'm closing in on 1 AMU\* in parts and hardware and I haven't gotten more than three feet into the fuselage. Tomorrow I hope to decrease the dollar-per-foot inspection ratio...after I install and re-inspect the tailwheel assembly. Oh, did I mention that I couldn't find anything wrong with the tire or tube? Apparently it just needed some fresh air pressure. Stay tuned for more gory details on the restoration of N2705K.

On a related note, I'd like to congratulate **Erbman** for achieving a homebuilding milestone by moving a large chunk of *Bearhawk* to the airport! Why is this related? Well, I'd like to think I had a small part in this achievement when I suggested a significantly simpler idea for attaching the tailwheel mount (see, it's related...) to the Paddywagon. Had he continued with his scheme he might still be waiting for another shipment of steel...and a stronger hitch for the van.

Check 6...and your tailwheel...and fly safe.

- Gary Aldrich  
Kommanding

\*AMU = aviation money unit...see the classified *PPTAF* glossary for further explanation

our impact on a special youngster will be (and, of course, the community at large).

The next Young Eagles rally is June 9<sup>th</sup> and we'll get things going an hour earlier to hopefully avoid some of the bumps, wind, and heat. The pilot brief starts at 8am sharp. I can really use ground volunteers at 7:45 for setup. We have 25 Young Eagles already signed up for the June rally, so I'm calling it full. For pilot volunteers, I have **Glenn Watson, John Bush, Larry Jones, Tony Ginn, Bryan Duke**, and a couple maybes. I still need several ground crew volunteers for the June rally. As always, the more pilots the better. If you're able to help with the June rally, please call or email me as soon as you decide!

Reserve the dates for these rallies! **Aug 18** - Girl Scout group of about 24. **Oct 13** - Already filling up!

Again, please let me know if you can volunteer at any of the upcoming rallies.

Thanks for your support!

- Tanya Duke  
Home: 940-3698  
Cell: 810-1004  
youngeagles@thedukes.org



### Evil Editor Zurg's Caption Contest

**Evil Editor Zurg** and his staff couldn't agree on an appropriate caption for this photo, taken during the recent visit of the *Aluminum Overcast*.



Send your suggested captions to [erbman@pobox.com](mailto:erbman@pobox.com) or to the editor's address seen on the last page of this newsletter. Tune in next month to see what your witty fellow *PPOs* came up with.

### Young Eagles Report



#### Get Your 10!

Besides pure bragging rights, flying 10 Young Eagles makes you an EAA Young Eagle Flight Leader for the year. With Flight Leader status, your flights begin to earn credit for the chapter towards sending someone to the EAA's Air Academy next year. To further encourage at least one Young Eagle in our area, we'd like to pool our Air Academy points to make a significant dent in the cost of Air Academy. The more of you that fly 10 Young Eagle flights this year, the bigger

### Web Site Update

As of 4 May 2007, the hit counter stood at **115175**, for a hit rate of about 23 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**

**May 15: No meeting. Go to Fly-In instead**  
**May 19: Sixteenth Annual Scotty Horowitz Going Away Fly-In,** Rosamond Skypark (L00), Rosamond CA. (661) 256-3806  
 Jun 5: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646  
 Jun 9: Young Eagles Rally, 8:45 a.m., General William J. Fox Field, Lancaster, CA. (661) 940-3698  
 Jun 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Jun 19: EAA Chapter 1000 Monthly Meeting,** 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Jul 3: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646  
 Jul 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Jul 17: EAA Chapter 1000 Monthly Meeting,** 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Aug 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Aug 21: EAA Chapter 1000 Monthly Meeting,** 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Sep 4: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646  
 Sep 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Sep 18: EAA Chapter 1000 Monthly Meeting,** 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
**Oct 16: EAA Chapter 1000 Monthly Meeting,** 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:  
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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to erbman@pobox.com

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

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

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 Rosamond CA 93560-7692  
<http://www.eaa1000.av.org>**

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:  
 16th HOROWITZ FLY IN 19 MAY 2007 @ L00  
 BEARHAWK MOVING GOES AWRY  
 GLASAIR INTENTIONAL CRACKAGE  
 FIGHTIN' SKYWAGON ACTS LIKE 310**



**The Leader In Recreational Aviation**