



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>

May 2008

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:**



Seventeenth Annual Scotty Horowitz Going-Away Fly-In--17 May 2008, 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. **Scott** has left NASA (again) from his post as the "NASA Associate Administrator for Exploration Systems" to "spend more time with his family." In so doing, he has moved and left no forwarding address. 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 plaque 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 plaque recognizing her/his recognition. **Opus** may finally decide to fly in from Tucson with his F1 Rocket if he can break away from the National Guard. Rumors are also circulating that the RB-4 Combat Bearhawk will make the long taxi all of the way from next door. Clean up your airplane so that at least there will be 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.

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

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

EAA Chapter 1000

High Cay/Rick Husband Lounge
Rosamond CA

USAF Test Pilot School, Edwards AFB CA

22 April 2008, 25 April 2008

Gary Aldrich, Presiding

April was another "TWOOPER" event for the Chapter, entertaining two groups of USAF Academy cadets from the Aeronautical Engineering 456 class, as we do twice a year. The first occurred on Tuesday 22 April at **High Cay**, the high desert estate of **Doug and Gail Dodson** (that's right, the **Rosamond Dodson's**). Twenty people partook of **Master Grillmeister George "Knife" Gennuso's** ground beef artistry. This included 8 cadets (two of them young ladies) and their escort **Lt. Col. Mike "Java" Chapa**.

The second burger burn quickly followed on Friday 25 April courtesy of the Test Pilot School (TPS) with 14 people attending, including 8 additional cadets and LTC Chapa. Once again, the "**Knife**" rose to the occasion. Unfortunately, **Knife** made a comment to the cadets he soon came to regret, something to the effect "You're all a bunch of wimps! Back in the day, I used to have a double burger...in each hand!"

The **Knife's** challenge was instantly met in what has become known in Chapter 1000 history as the "**Beef Bowl**". Most of the cadets immediately lined up for seconds, with one young fellow (unfortunately I did not catch his name) pounding down 4 burgers.

After spending some time with these young men and women, I have three observations: 1) our nation's Air Force is in good hands, 2) I swear they get younger every year, and 3) I am convinced they do not feed them enough at the Academy.

Colonel Major Kent "Cobra" Troxel, CARNG (Ret)
Minister of Marijuana Propaganda

Kommandant's Korner

FOUND: one "Chapter 1000 dues coupon". This item was passed to me at the last movie night meeting at TPS. For some reason, no name was inscribed on the coupon and my normally razor-sharp memory has failed to preserve the identity of the donor. If you, or someone you know, are smarting from an unfair characterization as a "Dues Delinquent" please contact me. If no one steps forward, the coupon will go into my beer...er, avgas fund.

Speaking of razor-sharp memory, I managed to remember my birthday and, in a totally uncharacteristic action, chose to "play hookey" from work and spend the day on personal pursuits...like pecking in this monthly epistle. No real aviation adventures to report this month,



unless you count the on-going annual inspection of the Fightin' Skywagon. This effort began last weekend and resulted in a good-sized laceration to the back of my hand and a brace of pulled muscles in my lower back. As much as I enjoy working on the plane every year, it does remind me why I didn't stay in Canandaigua, NY working as a tractor mechanic for **Aldrich Farm Equipment**.

The focus of my efforts was to extract a recalcitrant attitude indicator from high in the panel. Given Cessna's design philosophy of making maintenance access so heinous that you just throw the airplane away when it needs work and buy a new one; this entailed lying on my back and threading my arms deep into a wad of wires, hoses and equipment...all secured with razor-sharp (hmmm, I detect a theme) plastic zip ties. The AI (or AH or ADI, or whatever) had been showing signs of age...much like the pilot and would occasionally develop a case of the "leans"...much like the pilot. After a good deal of colorful language, struggling, and blood, I was able to feed it down through the maze and out of the airplane.

Next, I made a small re-configuration of the vacuum system to accommodate the missing instrument. This was necessary as the replacement AI is a Mid-Continent "Lifesaver Gyro" powered by that new-fangled electricity Mr. Edison has been touting. The good news is that the new unit has an advertised 7500 hours MTBF, versus the vacuum instrument's 1500 or so. Bad news is that it's quite a bit more expensive. However, for the extra coin it comes with a built-in backup battery designed to function for an hour after loss of the ship's electrical system. I'll be reporting on the flight test in a future issue of the "Edge".

Well, I'd best get back to poking and prodding the VC-180. Oh, yeah, don't forget to come on out to High Cay for the Chapter Fly-in!

Check 6 and fly safe,

- Gary Aldrich
Kommanding

Flying the B-17 with the Project Police

It was a dark and stormy night. (Actually it was a cold, windy afternoon). Several members of **EAA Chapter 1000** were gathered at **High Cay**, carefully discussing the nuance of various scotch offerings when **Doug Dodson** asked me "Hey, would you like a ride in a B-17 bomber? All you have to do is help us unload ---err---sell piles of B-17 memorabilia."

Knowing a good deal when I heard one, I immediately said "yes."

The "Road Show", starring the restored B-17 "**Aluminum Overcast**," arrived at WJFox field on April 1. **Scott "Stormy" Weathers** did a Herculean job as choreographer of tasks and personnel. Not even during lunch or bathroom breaks was there a lack of **Project Police**, who flawlessly performed their jobs of conducting tours, assisting participants, and making up answers to questions. **Kommandant Gary Aldrich, Kent Troxel, Russ Erb, Bill Irvine, and George "Knife" Gennuso** generously contributed time, energy and unsolicited opinions throughout the 2-day event.

The fact that there were often more *Project Police* than event attendees was partially due to reports from Aviation Weather dot com, which erroneously (what a surprise!) predicted rain on April 1 and 2, the days of the event. Despite the threat of inclement weather, we were able to transform several pounds of stuff...oops...treasured mementoes into cold cash: \$1,300 on Tuesday, and \$1,900 on Wednesday. I was in awe of **Tim Brien**, who dazzled me with his extraordinary salesmanship. His “soft-sell” encouraging approach relieved several innocent children of their allowance money, and he was able to assist all attendees in exiting with lighter pockets and smiles on their faces, clutching t-shirts, model planes, books, and jacket patches. I watched carefully, and vowed to apply some of these techniques to my own sales efforts. He exhibited saintly patience as I entered wrong codes, gave back too much change, and took frequent breaks.

I loved being part of this event! Whole families came, sometimes four generations strong. There were so many stories—a man who spoke of being strafed by German aircraft when he was on the playground as a 10-year-old at school in England. He told of the arrival of the B-17's and the pilots who flew them, idolized by the children. Others shared stories of fathers or uncles who flew these planes, and I quickly understood the sacrifice and effort involved. And how lucky we were, just to be there talking about it.

Having paid my dues, sort of, I was allowed to join **Bill, Tim, Anita, and Stormy** for the ride to San Diego on Thursday, April 3. I had never been in a bomber before. We entered through the starboard side mid-section escape hatch, and I was immediately impressed by the tight quarters the crew endured. I inserted earplugs, buckled up, and looked across at the waist gunner's position, imagining the apprehension of the young men for whom the B-17 was home, riding to their destiny in a metal tube loaded with 3 tons of explosives, with only the thin aluminum skin of the plane shielding them at 30,000 feet and minus 30 degree temperatures.

They endured blasting wind, horrific engine noise, no visibility and enemy gunfire for over 10 hours at a time. I read that over 4,800 men were lost in combat, and less than 12 of these planes still fly. Sacrifice doesn't really describe what it took to serve, nor how I felt, experiencing this trip.

The acceleration was quicker than I imagined, the roar of the engine more thrilling. I scooted across the catwalk, looking at the bomb bay, then crawled down the steps leading under the nose of the plane. Suddenly, guided by **Bill Irvine**, I was looking out from the bombardier's chair in the nose canopy bubble. Holy smokes! Nothing but the ground below, sky above. At first, I was scared and a little nauseated. Totally frightened. But sitting in the chair, looking through the bombsight, my fear subsided and I just felt...joy. “Magic carpet ride,” **Bill** said. No other way to describe it. Just me, and infinity. For a long while, we were riding on clouds, like floating on meringue. Despite the engine roar, it was quiet, in a way. A very holy experience. I didn't want to leave.

Eventually we were coaxed back, and re-buckled for landing. The touchdown was softer than I expected. After an hour in flight, we were on the ground at Gillespie Field

in San Diego. We were graciously escorted home by **Doug Dodson** and **Kommandant Aldrich**. As they taxied in behind us, I felt an admiration for all of you. I learned so much that day: what “the whole 9 yards” means, referring to ammo. I learned the difference between IFR and VFR, and got to experience the shift from one to another as we flew home. I got to experience a little of what EAA does to encourage experimentation, ownership, and the joy of private aviation. I understand a little better what it means to fly. Thank you, everyone.

- **Joanne Sterling**

Aluminum Overcast – The Photographic Evidence



The only four-engine airplane in the *Project Police* stable, at least for two days of the year



The day started with the rounding up of the usual suspects



Starting #3 for the flight of the day



Now there's a fine fuel selector for the RV-8A...think they'd miss it?



After the flight, Stormy started searching the B-17 for ideas to apply to the RV-8A. Wonder how it would look with a big radial and a propeller dome like that?



Looking back through the India section



Is there anything more exciting than a beautifully driven row of rivets?



Houdu tries out his "Bailing Out Over Regensburg" story on a disbelieving Harry Richardson and Connie Farmer



Houdu finally decides to see if the “suit” fits



Bill Irvine practices his sh*t-eating grin while the Kommandant surveys the crowd



It does! Vice Kommandant Emeritus Knife declares him Mission Ready



Minister of Propaganda Troxel smiles as he realizes he’s thought of the perfect Festivus joke for this year



Joanne Sterling thinks “What the heck have I gotten myself into?”



Tim Brien thinks “I betcha I can sell her a B-17 hat”



Repositioning Day – Anita Amsberry takes up her position at the Radio Operator’s desk



Stormy continues his quest, asking himself “1. Can I find one of these radios on E-bay? 2. Can I fit it in the RV-8A panel? 3. Will I have any useful load left over after installing it?”



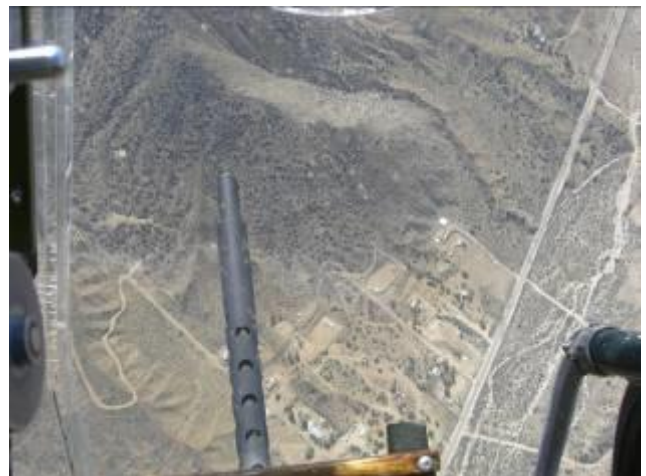
Master Project Police Salesman Tim Brien serves as the Emergency Backup Assistant Radio Operator



Joanne’s Magic Carpet Ride



Bill Irvine waxes eloquently to Joanne about the virtues of the waist gunner and the recently installed armor plate



“Target in sight. Autopilot Engaged”



Joanne gets some recce photos of the target area

Jim Piavis' RV-7 Approaches First Flight

(Pictures and text plagiarized guilt-free from his web site <http://www.adap.com/rv7>)



Here's the pre-run shot. As we progressed, we found a fairly serious fuel mixture issue and the engine just wouldn't run smooth. It would run at higher RPMs but really ran rough once the power was pulled back. We finally got a good run for 3 minutes and all systems seemed to check out. After the run we found about a cup of fuel which drained out of the sniffle valve, which wasn't normal. Hummm. Not sure what was going on but seemed to be fuel system related. I also noticed that the engine really wanted to continue running with the mixture at idle cut-off so something wasn't quite right.

We pulled the plane back to the hangar and poked around and sure enough, found the problem. Previously, I had the mixture throw adjusted correctly, but when I installed the FI inlet, it was now causing interference with the arm on the mixture. Basically, when we thought the mixture was at cut-off, it wasn't really at the cut-off position and was still allowing fuel to flow, flooding the engine. We ended up with a lot, and I really mean a lot of fuel in the sump and running out the exhaust. Once I fixed this issue and the engine was no longer flooded, it seemed to start and run well.



(See the video at

http://www.youtube.com/watch?v=Hgqqc7_lciI)

RB-4 Combat Bearhawk Comes Alive

The usual suspects (Erb, Aldrich, Dodson, Weathers) assembled on 6 April 2008 to see if the Lycoming O-540 noisemaker was truly capable of making noise. After some cranking to move the oil into the galleys and build some oil pressure, some fuel was added, the ignition was turned on, and about 5 blades later the noisemaker roared to life.



The next month was spent chasing squawks such as no alternator, no tachometer, a large oil leak from the front of the engine (missing crankshaft oil seal), and a spark plug that suddenly decided to quit sparking. Read about it at <http://www.eaa1000.av.org/pix/erbpix/erbpix.htm#reports>

Next month: First Flight Report(s)?

Web Site Update

As of 10 May 2008, the hit counter showed **121322**, for a hit rate of 17 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 17: Seventeenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

May 20: NO EAA Chapter 1000 Monthly Meeting. That's why you went to the fly-in above.

Jun 6-8: Golden West Fly-in, Yuba County Airport (MYV).

Jun 3: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jun 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Jul 1: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jul 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Jul 28 – Aug 3: EAA AirVenture Oshkosh <http://www.airventure.org>

Aug 5: EAA Chapter 49 Monthly Meeting (?), 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

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

Sep 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.

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
SCOTTY HOROWITZ FLY-IN 17 MAY 08 AT L00
HANGIN' OUT WITH THE B-17
B-17 PHOTOGRAPHIC EVIDENCE
TWO C1000 AIRCRAFT NEAR FIRST FLIGHT



The Leader In Recreational Aviation