



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>

September 2009

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 Project Police Tactical Assault Force takes on AirVenture 2009

with Gray Wolf, Bulldog, Snake Eater, Dead Meat, and possibly Shades and Scribbler
 Tuesday, 15 September 2009
 1700 hrs (5:00 PM Civilian Time)
 USAF Test Pilot School
 Edwards AFB, CA

There we were...in an inverted snap roll...

Now that might sound like some teaser that **Erbman** would just make up under the 10% rule to get your attention and entice you to attend this month's meeting. As **Erbman** says "Would that it be fiction, but unfortunately it wasn't."

In another category, we pose the question "How many maintenance actions does it take to get to Oshkosh?" Or "What facilities are available at Oshkosh for aircraft repair?" Then there's "What is it like to double the number of hours on the Hobbs meter in the course of one trip?" "Is there any real benefit to all of that money that **Bulldog** spent on that Garmin 696 plus that XM weather subscription?"

For that matter, just who the heck are Gray Wolf, Bulldog, Snake Eater, Dead Meat, Shades, and Scribbler? TPS call signs gone awry? Or something more insidious?

All of these questions will be answered at this month's EAA Chapter 1000 meeting at the usual time and usual place at USAF TPS. Be sure to show up early enough to participate in the Chocolate Chip Cookie consumption. Then fasten your auditorium seat belts for the high speed slide show of "What We Did On Our Summer Vacation" complete with horror stories, stories of success, a spin with the Infinite Improbability Drive, and weather interrupt-driven flight planning. It should be fun to watch **Cobra's** pencil overheat and explode trying to keep up with all of the exciting stories!

Last Month's Meeting

EAA Chapter 1000

City of Lancaster Skybox, The Hangar
 Lancaster CA

11 August 2009

Gary Aldrich, Presiding

The August meeting was held in the City of Lancaster Skybox at **Jethawks Stadium** where we were entertained with a twilight game between the **Jethawks** and the **Lake Elsinore Storm**, courtesy of **Mrs. Kommandant** and her well-placed political connections. I am pleased to report that the Jethawks gave the Storm a sound thumping with a score of 6 to 5.



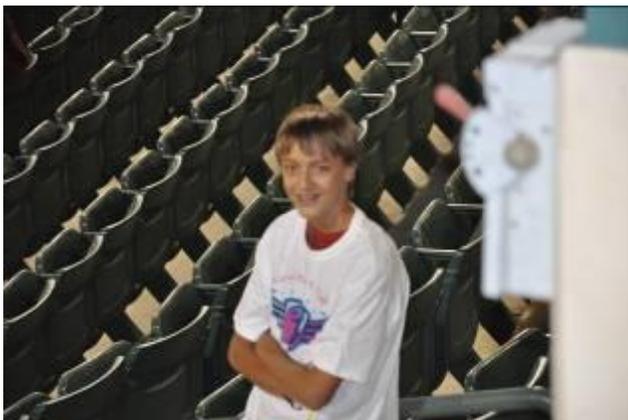
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The meeting was the first for new members **Tim and Ruth Taylor**. You all know **Tim** from his Detroit cable show “**Tool Time**” (I’m absolutely certain that this is the **first** time he’s heard that joke). Tim is now the full-time flight instructor at the Edwards Aero Club.

Stormy Weathers caught one of the **Hawkette’s** T-shirts launched into the crowd, and generously shared it with **Jimmy** and **Pat Doolittle’s** grandson **Hunter** who accompanied them to the game. It took very little encouragement to get him to stalk, ah, request each Hawkette to autograph the shirt.



Knife and Hunter watch over the group



One young mind being distorted by hanging around with airplane people



The Hawkettes



Hunter’s Signature Shirt



Knife successfully identifies KaBoom



KaBoom chats up Tim and Ruth

All in all, an enjoyable evening.

- Kent “Cobra” Troxel
Minister of Propaganda

The Month Before Last's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium

Edwards AFB, CA

21 July 2009

Gary Aldrich, Presiding

Once again our usual Minister of Propaganda "Cobra" was AWL again for the meeting. He's sticking with his story of being at "school" forming young minds full of mush. Therefore, he will not be able to question the veracity of this report.

Vice Kommandant Stormy Weathers produced a video from EAA HQ which was obviously trying to convince us all to go to AirVenture 2009. Okay, Stormy didn't produce the video, but he did bring it to the meeting. Besides all of the usual propaganda, EAA HQ was pushing hard to tell everyone about all of the Convention Site improvements that they have been spending money on all year. The first improvement mentioned was improved access to the convention grounds, making it easier to get around. As near as we can tell, this just meant that they added a diagonal road proceeding directly from the entrance gate to the Warbirds area.

The second major improvement was an increase in shaded area to help AirVenture revelers to get out of the sun. The third improvement that EAA HQ was very proud of was to bring in a large number of "flush toilets." Apparently some AirVenture visitors are of too gentle a constitution to be able to be seen entering a Porta-Potty.

Be sure to attend this month's meeting to find out how well these improvements worked out....

- Russ "Erbman" Erb

Emergency Substitute Minister of Propaganda

Kommandant's Korner

"To quote a famous old instructor pilot I know, "I've never had enough flying...but sometimes I've had more than I can stand". That



pretty much sums up the attitude of the members of "Experimental Bearhawk 6786E Flight" after logging 30+ hours and 3500 nm on the recently completed AirVenture 2009 Expedition. After pushing the Fightin' Skywagon into the hangar last month my enthusiasm for sport aviation has diminished somewhat. I'm pretty sure flight lead "Gray Wolf"* Erb shares my diminished fervor for flying. The good news is that I've experienced this phenomenon after previous extended air trips and I'm pleased to report that it is a temporary feeling...take note, Russ.

I won't spend a lot of toner here giving you the "play-by-play" on the trip as you will get a detailed brief (and PowerPoint assault) by the other members of the flight in this month's gathering at the Test Pilot School. However, as I will be vacationing in beautiful Carlsbad-by-the-Sea

with beautiful Mrs. Kommandant at the time of the meeting, I will pass along a few thoughts on the trip.

First, let me say that it was a distinct honor to participate in the Erbman's culmination of a dream. Lord knows how many hours and dollars and beads of sweat have been expended on the Bearhawk (though I'm sure Russ and/or Penny will provide those numbers on request). To realize the goal of most every homebuilder to fly one's new aircraft to "Mecca" is a significant life achievement and I was proud to serve as safety chase and weather briefer.

Secondly, our decision to fly two airplanes when one might have sufficed was, in hindsight, an excellent ORM move. Early planning discussions (even back before OSH 2008...the original mission date) involved a simple Bearhawk-only expedition. With the possible exception of the spontaneous thunderstorm-induced lead-change maneuver over Wyoming, I'm convinced that safety and efficiency was enhanced by the two-ship operation. And, it allowed participation by more intrepid aviators. Ask Doolittle-grandson "Shades"* if he's ready for the next big aviation adventure.

Thirdly, the value of today's modern technology was proven again as the Nexrad weather display on the VC-180's GPMAP 696 provided the vital info to safely negotiate the nasty convective activity common to the upper Midwest in the Summer months. Testimony to this fact was our ability to travel to and from on our desired schedule without the need for IFR flight. Yeah, it's expensive, but the situation awareness it provided was (as they say in the commercial) priceless. If it had only known that the Sturgis Motorcycle Rally was soaking up virtually every hotel room in the vicinity of Rapid City...maybe that's in the next software release.

Finally, I want to praise the Erbman (and co-pilot/erstwhile navigator Stormy) on the quality of the airborne decision-making and the professional way in which the flight administration was conducted. To take a 30-something hour airplane on a trip of this magnitude with a relatively low-time** aircrew AND to take responsibility for conduct of a multi-ship flight is an enormous task which was addressed in a most professional manner.

Sorry I will miss the opportunity to defend myself and my crew in the formal debrief this month, but I'm sure it will be entertaining.

Fly safe and check 6,

- Gary Aldrich

Kommanding

*To be explained in the briefing this month.

**The operative word here is "relative" ...the Cessna crew had roughly 70 years and 15,000+ hours aviation experience. The 3-Sigma crew...well, not as much.

THE LEADING EDGE

First Project Police F-35 Pilot Named

Using the much-hyped *PPTAF* cross-country assault on AirVenture 2009 as a diversion, **Kent “Cobra” Troxel** managed a clandestine mission to move a 1955 Beech F35 Bonanza from where it was being held in Florida to its new base at High Cay on Rosamond International Airport (ROX, nee L00). Aircraft N3862B was immediately christened (for purposes of this newsletter) as the “**Banana Raptor**” by the **Kommandant**, beating **Evil Editor Zurg** to the punch.

Cobra seems quite proud of his new acquisition, in spite of the obvious write-ups immediately pointed out in the initial *Project Police* inspection, namely that it is obviously missing a vertical tail surface and only has half the usual complement of flight controls installed. **Cobra** said that the one installed flight control yoke “goes both ways” but we weren’t exactly sure how to take that.

As for **Cobra’s** claim to be an F-35 pilot, several *PPOs* have pointed out that N3862B looks nothing like either of the JSF prototypes.



The Other *PPTAF* Mission Report

Jim Piavis:

I take it you made it back?

Erbman:

Yep. We were on the runway at L00 at 1830L. I put the airplane away, unloaded, went home, fixed the computer, had dinner, opened birthday presents, had birthday cake, reported in to my wingman, and was in bed by 2030L. That was a weird two hours.

Made a successful crosswind landing at L00 after only two approaches.

Bearhawk is down now for many fixes and upgrades.

Piavis:

When did you return? Make it in one day?

I ended up with nasty sinus stuff on Friday in Coeur d’Alene, but managed to make it back. I’m still suffering through a hacking cold.

Erbman:

Heck no. We’re slow pokes compared to you. We departed single ship around 1115 Sunday to Rochester MN. We reformed the formation on the ground there (we departed OSH from different areas on different runways--it was too hard to figure out how to join up in the air. Besides, we had to eat lunch).

We got to Rapid City SD that night about 1/2 hour before sunset. We left there Monday morning and fought our way back through the bumps. I think I would have been more comfortable flying some of that route in a glider there was so much thermal activity.

Piavis:

Tell me about it! I was seeing 133 MPH at one point! Jeeze, is that slow!

You went as far north as KRAP? That’s a good bit out of your way isn’t it? I always wondered if they had a good t-shirt based on the identifier.

Here’s my trip story: <http://adap.com/rv7/osh2009.htm>

Another B-17 Story

(This story was submitted by PPO Hellmuth Steinlin)

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up.. It was ready to fall out of the sky. (This is a painting done by an artist from the description of both pilots many years later.) Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you’ll be surprised.



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called ‘Ye Old Pub’ and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying the B-17 over an enemy airfield, a German pilot named Franz Steigler was ordered to take off

and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.



BF-109 pilot Franz Stigler B-17 pilot Charlie Brown

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.



(L-R) German Ace Franz Stigler, artist Ernie Boyett, and B-17 pilot Charlie Brown

When asked why he didn't shoot them down, Stigler later said, "I didn't have the heart to finish those brave men. I flew beside them for a long time. They were trying desperately to get home and I was going to let them do

that. I could not have shot at them. It would have been the same as shooting at a man in a parachute." Both men died in 2008.

When Horses Fly?

You've heard of the Molt Taylor **AeroCar**. You've heard of the recent **Terrafugia Transition**. If you're a real aviation history geek you even know about the **Waterman Aerobile**. But did you know that in 1973 a **Ford Pinto** went flying as the **Mizar**? Imagine an unholy union between a Ford Pinto and the rear half of a Cessna Skymaster. It was made to fly, but a structural failure of a wing strut led to a crash, killing the designer.

Just to prove that **Evil Editor Zurg** hasn't been smoking illicit substances, see for yourself at <http://www.youtube.com/watch?v=rzv4q5EEy1k>. Take note that the Mizar was to have been sold by Galpin Ford "down below".

Upcoming Important Dates

Coming up on **26 September 2009** is the EAA Chapter 1 Open House at Flabob International Airport. Shouldst anyone mount a **Project Police Tactical Assault Force** for this event it would be **Operation Rubidoux Sundown XVII**.

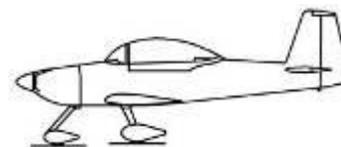
On **22-24 Oct 2009** the **Copperstate Regional Fly-In** will be at Casa Grande Airport again between Phoenix and Tucson AZ.

This year's Salute To Veterans will be held **7 November 2009** at Flabob International Airport. This event is sponsored by Consolidated Aircraft Coatings (Poly-Fiber) and the Wathen Foundation. Get there early before the SOS and SPAM are all gone at the Chow Hall.

No word yet on when **Three Sigma** will be back up to participate in events like these.

Stormy's TRC

As of 5 September 2009, TRC = 3172



Web Site Update

As of 5 September 2009, the hit counter showed **128352**, 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 **Qnet** Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.

Chapter 1000 Calendar

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

Sep 26: EAA Chapter 1 Open House, Flabob International Airport. See OPPLAN for **Operation Rubidoux Sundown XVII**.

Oct 6: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Oct 22-24: Copperstate Regional Fly-In, Casa Grande Airport (KCGZ) <http://www.copperstate.org>

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

Nov 7: Salute to Veterans, Flabob International Airport

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

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

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

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

Dec 15: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters. Quartz Hill CA. (661) 609-0942

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

Jan 19: 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!

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MUROC EAA CHAPTER 1000 NEWSLETTER
 C/O Russ Erb
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 Rosamond CA 93560-7692
<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING 15 SEP @ TPS
AIRVENTURE POWERPOINT ASSUALT
OSHKOSH TEASERS
FIRST CHAPTER F-35 PILOT NAMED



The Leader In Recreational Aviation