

# 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>

October 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:



## So You'd Like To Learn How To Do Fabric Covering...

**A Participatory Workshop with Erbman**  
**Tuesday, 20 October 2009**  
**1700 hrs (5:00 PM Civilian Time)**  
**Bearhawk Fabrication Facility**  
**Rosamond CA**

You may not realize it, but in the back of your mind you've secretly been envious of those fabric covered airplanes. Their builders take a big piece of cloth, drape it over the airplane, slap around a little bit of glue, and magically the airplane has a skin. It sure seems easier than cutting all of those sheets of aluminum, then drilling, deburring, inserting rivets, pounding and bucking all of those thousands of rivets. Or laying out a bunch of funny fabric and smearing it with glue. Who would go to that kind of trouble?

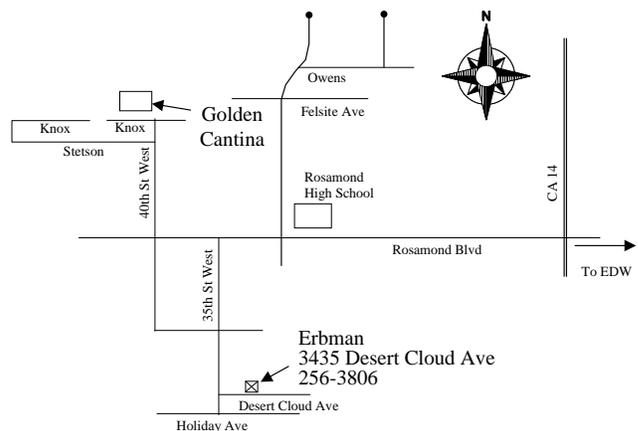
You've done your research and found that fabric in a normal covering job weighs about 0.058 pounds/square foot (0.94 ounces/square foot), while the lightest sheet of aluminum (0.016 2024T3) weighs 0.230 pounds/square foot (3.68 ounces/square foot). Even then, **Bill Irvine** says that anything thinner than 0.020 is impractical to handle. Based on that, you know that fabric coverings would be lighter than aluminum coverings. As long as you can keep your  $V_{ne}$  below about 300 knots, it works just great.

So you decide that this time-honored technology has merit, but you weren't invited to join the Three Sigma crew to go to Oshkosh so you could participate in the Poly Fiber Fabric Covering Workshop with **Project Police Officer Jon Goldenbaum** and master fabric instructor **Lynn Zaro**. You could go to a workshop at Flabob, but

those have admission fees. Well, you're in luck. **Erbman** is in need of patch fabric for **Three Sigma**, which means going through the whole fabric process (again). Through the generosity of **PPO Goldenbaum** and his **Consolidated Aircraft Coatings** (makers of **Poly Fiber**, **Ceconite**, and **Randolph** finishing products) you have a chance to try your hand at the fabric covering process. We'll be doing all of the same things they do at the Oshkosh forums, including cementing fabric in place, heat shrinking, brushing on Poly Brush, applying finishing tapes, heat smoothing, and attaching drain grommets. Basically everything you can do in the process without dragging out the spray gun.

This will be a participatory event, which means **you will be involved** at some point. Any wall flowers will be mocked mercilessly and made fun of by **Vice Kommandant Stormy** or his designee, while being photographed by "**Snappy**" **Aldrich**. Protective rubber gloves will be provided, but any related medical procedures are expressly **Verboten!** You might want to dress appropriately (the garage door will be open).

This event will take place at the **Bearhawk Fabrication Facility** in Rosamond, colloquially known to the locals as "**Erbman's Garage**". Don't go to the hangar where the **Bearhawk** is now (they won't let you in) or the Edwards AFB gate (they won't let you in either). Follow the map below instead. Schmoozing and snacks start at 1700, and we'll break out the iron and chemicals around 1730.



## Kommandant's Korner

Ahhh, the burdens of command. It's a thankless job...being Kommandant of the *Project Police*. There's the daily stress of critical decisions on weighty chapter matters. The continual disciplining of wayward *PPOs*. The great expense of procuring every new aviation gadget or doohickey to maintain the "gadget-master" crown. But once in a while...an envelope arrives that might just make it all worthwhile.



This particular envelope arrived about a month ago at the **Kommandant's Kwarters** and contained an invitation to an "event" to be held at **Santa Monica Airport (KSMO)**. The invite card featured a nice photo of National Young Eagles chairman **Harrison Ford** and allowed as how he was stepping down from the post he had agreed to hold for two years...and had held for five (hmmm, sounds familiar). It went on to say that he and **Tom Poberezny** would be honored to have me there to witness the transfer of the YE crown to the new leader. Cocktails at 6, Dinner at 7:15, Presentations at 8:30...please RSVP. I was a bit surprised at the invitation as it was addressed to me personally (vice "occupant" or "Chapter President"). There was also no mention of cost or required dress code so I fired off an email to **Steve Buss** at EAA HQ. Steve confirmed that "business casual" would be fine, I could bring a guest, and it would cost, well, **NOTHING!** *PPO Doolittle* had taught me that a pilot's favorite four-letter word is "free" so I quickly responded that **Anne** and I would love to attend the event.

Steve and his assistant had graciously supplied me with parking instructions for the **VC-180** but one of the Antelope Valley's famous "wind events" made ground transportation the wise choice...besides putting the "cocktail" back in the cocktail hour. So, last Tuesday **Anne** and I saddled up **Gretel** and motored down to SMO. The venue was a corporate hangar (Hangar 8) that had been very nicely converted into a banquet hall complete with stage and podium, big screen displays, the obligatory aircraft in the corners, and two bars serving delicious wines and beers for **FREE** (there's that word again). It appeared that about 250 folks had been invited, making the scene intimate and informal without being too noisy or crowded. We picked up our place cards and staked out a table not far from the stage with a genial group of guests and then set out to mingle.

We quickly ran across **Paul** and **Victoria Rosales** who seemed to confirm my suspicion that invites went out to the local chapter presidents. We also saw **Herb Carlson**, formerly of the AV and now residing in **San Juan Capistrano**. The pleasant and generously lubricated crowd included many familiar names in the world of EAA and General Aviation. Stand by for some name-dropping 'cause there's some heavy ones. Besides **Mr Ford** and **Mr Poberezny**, **Bob Hoover** was holding court over by a beautiful green biplane (a Waco, I believe). A very gregarious **Sean D. Tucker** was schmoozing with

everyone in sight and even offered **Mrs. Kommandant** a wild ride in one of his airplanes. **Anne** complimented **Hal Shevers** on his sports jacket and told him we probably paid for it with all the dollars we've sent to his **Sporty's Pilot Shop** over the years. A very gracious **Capt "Sully" Sullenberg** and **FO Jeff Skiles** (of **US Airways 1549** fame) patiently posed with many of the guests...including yours truly. **Clay Lacy** was rumored to be in attendance but I never did bump into him. Neither of the other two previous YE Chairmen, actor **Cliff Robertson** or noted-novelist **Chuck Yeager** showed up.



Antelope Valley EAA Summit



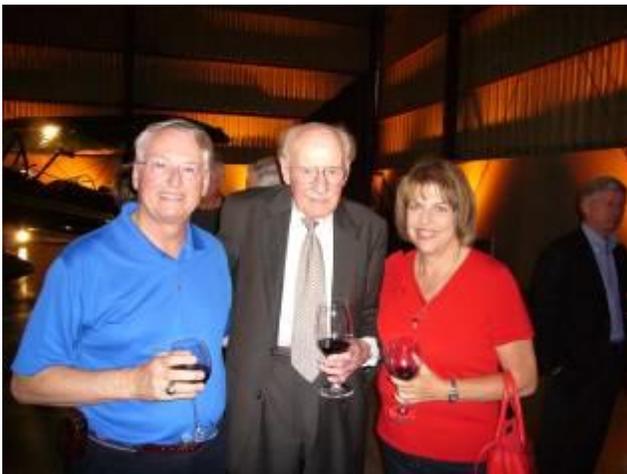
Anne with Harrison/Indy/Han/Jack

The program started promptly when **Tom P.** introduced the chef, who briefed us on the delicious meal we would be consuming. Then, as **Red 3** continued his opening remarks with **Harrison** on the dais with him, the "**Governator**" himself made an (apparently surprise) entrance. **Arnold** strode to the microphone and gave a short speech about his friend and neighbor **Harrison** who, like him, "enjoyed playing action heroes". Gone as quickly as he came, **Tom** continued his praise of **Mr Ford's** contribution to the Young Eagles program. **Tom** said that **Harrison** enjoys a fine Scotch (as do all famous pilots, like *PPO Dodson*) so he presented him with a 105-year-old bottle of the stuff. **Harrison** called for a glass, but

before I could get to the stage with **TWO** glasses, they went on with the program.



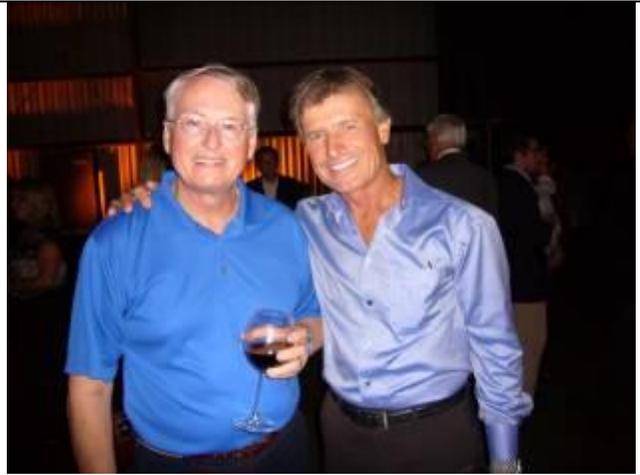
**Tom Poberezny checks with the Kommandant for some pointers**



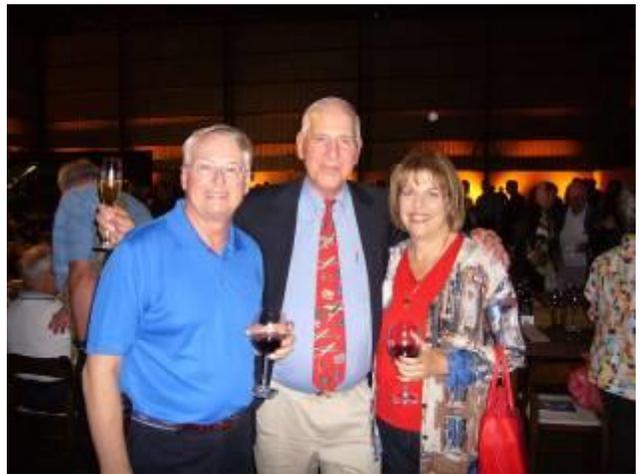
**The Kommandants with Bob Hoover**



**Sean D. Tucker "Wanna go for a wild ride?"**



**"So Gary, how many of those have you had?"**



**Hal Shevers and his Aldrich financed sports jacket**



**The Governor executes Executive Privilege and takes the podium**

Harrison's comments were well received and centered around the need to continue the YE program. He also was careful to insert the tagline for his new passion "**GA Serves America**". "**Indy**" (or "**Han**", or "**Jack**"...depending on your age) publicly thanked his fiancé, **Calista Flockhart** (who arrived equipped with

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autographed head shots) for the “kitchen pass” to attend the evening’s festivities. In one of the pictures from the evening **Anne** can be seen advising **Calista** that she will have to endure many more “**boringaviationevents**” should she continue to hang around with pilots.



“Hope you enjoy boringaviationevents...”

Of course, no Young Eagle event would be complete without Young Eagles and there were two young people who related how the program had focused their energies toward careers in aviation. The capstone of the formal presentations was, of course, the introduction of the new Young Eagle National Co-chairs, **Sully** and **Jeff**. Both spoke with great humility and passion for the job they were about to undertake. Their remarks were brief and right on target for the audience. **Anne** and I have been to a ton of these dinner programs over the years and we both agree that the mechanics and execution of this one was one of the best. The speeches were interesting, pleasantly short, and immensely entertaining. The food was timely, hot, and exquisitely prepared and the booze was top shelf.



**The Captain gets Mrs. Kommandant**

Before we knew it the clock was striking “go home” and it was time to get back to Lancaster before the BMW turned into a pumpkin. So now it’s back to the mundane existence of the over-worked and under-appreciated leader of a rag-tag group of aviation aficionados. My work is never done...sigh.



**The First Officer takes the Kommandant**

Fly safe and Check 6!

- **Gary Aldrich**  
Kommanding

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## Last Month’s Meeting

### EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium  
Edwards AFB, CA  
15 September 2009

**Scott “Stormy” Weathers**, Presiding

The August meeting was held in the Test Pilot Auditorium at Edwards AFB with twelve members and guests in attendance, **Vice-Kommandant Stormy Weathers** presiding. **Kommandant Aldrich** was otherwise occupied. Mr. **Ron Hlavka** attended as guest of member **Hellmuth Steinlin**.

**Russ “Erbman” Erb** and **Stormy** presented their **281** slide “**Assault by Powerpoint**” presentation of the first cross-country pilgrimage of Russ’s **Bearhawk** to **Airventure 2009** at **Oskosh**.

Unable to do justice in this column to the onslaught of many, many, many high resolution photographs and narration, allow me to summarize (no thanks are necessary):

Four mature aviators (old enough to know better) and one teenager (too young to care) spend 30 hours in the air flying to and from SoCal to Wisconsin and spent a week in a crowded, hot, humid, bug-infested venue to watch and talk airplanes. Well, yeah, a little slice of heaven.

**Russ** and **Stormy** departed **Rosamond International** (L00) on 25 July with a mere thirty hours on the tach, accompanied by **Gary Aldrich**, **Jimmy Doolittle** and his grandson **Hunter** in the **Fightin’ Skywagon**. They were met at Oshkosh by Jimmy’s cousin **Jonna Doolittle Hoppes**, noted author, who arrived by commercial aluminum death tube.

**Russ** experienced only three significant maintenance actions, including the replacement of an alternator and

mounting bracketry, only moments away from catastrophic failure (added for dramatic effect).

Russ gave detailed photos and description of lodging, waiting in lines, way too much info on the latrine facilities, exhibits, events, the airshow, the museum, etc., and a fascinating discussion on the use of the aerial maneuver coined by **JD3** as the “**Octoflugeron**”, required because of the dissimilar climb and cruise speeds of the **Bearhawk** and **Skywagon**.

Extra credit is given to official trip photographer **Aldrich** for memorable photographs of **JD3** and **Hunter** in front of a **B-25**, and the actual **Stinson Gullwing Reliant** purchased by Standard Oil for his grandfather in 1938.

After 6 days at Oshkosh, our intrepid quintet broke ground bound for home. Unfortunately, poor intel impacted the RON at **KRAP** (Rapid City), as the huge **Harley Davidson** motorcycle rally at nearby **Sturgis** took up almost all lodging. Smooth talker **JD3** was able to negotiate \$200 rooms down to a mere \$170.

The next day, **Russ** landed at **Rosamond** on his 48<sup>th</sup> birthday, and having doubled the number of flight hours on the **Bearhawk** at 61.

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



**The crew of Three Sigma, early before the ongoing excitement started**



**Three Sigma in flight**



**The Fightin’ Skywagon, wingman and weather ship**



**Just a little bit of stuff, and this is before picking up the Aircraft Spruce catalogs**



**The second morning’s preflight identified a problem with the alternator—a broken bracket. Note Stormy serving as the parts container**



**Broken bracket and fatigued boss**



**University of Wisconsin Oshkosh Scott Hall, named for Stormy, of course. Our digs for the week.**



**Our dorm room. There's not much more than you can see here. Small but adequate.**



**Typical line for the bus to the show, and this is a short line...**



**Opening day ticket line. Well, part of it.**



**Three Sigma finally made it, one day late. It was parked next to the Miss'ippi Mudbug, its sister ship that first flew on the same day as Three Sigma. No one ever got a picture of the Fightin' Skywagon.**



**Part of the fun was taxiing through a bunch of grass. Some of it was ripped out of the ground by the tailwheel.**



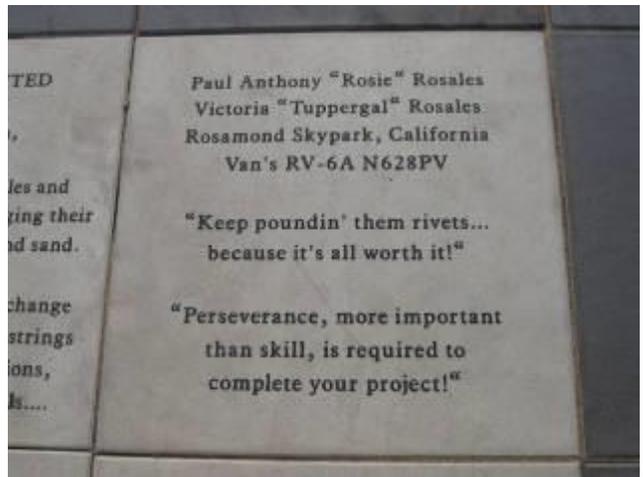
The group finally gets it together at the Bearhawk booth



I don't know what all the fuss was about the new, taller control tower. We could easily reach the top.



We also caught up with PPOs Gary Sobek and Jim Piavis



You can buy your own paving brick near the old Brown Arch. The Antelope Valley is already represented by the Rosales clan.



Piavis passes his *Project Police* Picture Pointing checkride. Sobek was sent back for retraining.



Stomy crews for the latest in Pedal Plane offerings



**Mr. Tom's official staff car, Red 3. Paul P. is Red 1. There is no Red 2.**



**The Terrafugia Transition sits in its tent**



**A beautifully restored Pitcairn PA-18 Autogiro**



**Stormy takes the transporter to the surface of Mars to help get Spirit (or was it Opportunity) unstuck. Apparently there is plenty of oxygen there and it's not as cold as we thought.**



**PPO Jim Piavis' RV-7 in the RV area**



**What was all the fuss about the Airbus A380 being so big...**



Lt Col Mike Chapa, who you've met at our USAFA cadet cookouts, made his final flight in this T-41D into Oshkosh. What a way to finish your Air Force career.



PPO Nathan Davis' P-51D



Jimmy Doolittle III and Hunter with a B-25



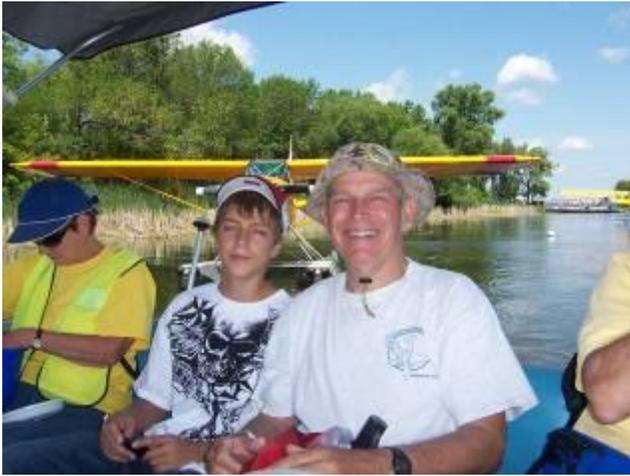
EAA was so proud of themselves for having "flush toilets" this year. Unfortunately, they were so popular they were overwhelmed and stinking by the second day. By contrast, the Porta-Pottys never smelled at all.



Heavy maintenance day. You may notice a small structural failure on the original alternator. This alternator was last seen dropping into an Airventure dumpster.



The new replacement Plane Power aircraft alternator. This one is rated at 70 amps. The old one was rated at 60 amps, but never produced more than 50 amps. The best part was it fit the same V-belt, so we didn't have to remove the propeller.



**JD3 and Hunter made it down to the seaplane base and took the harbor cruise**



**The height of the Oshkosh social season is the EAA Chapter 439 Swinefest—the best pulled pork anywhere**



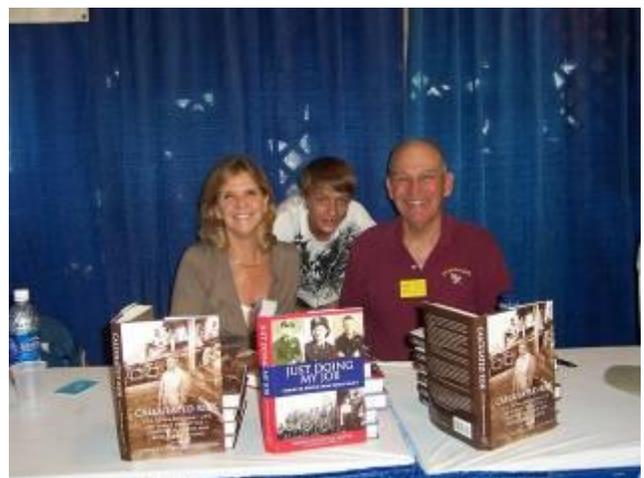
**JD3 and Hunter with the 1938 Stinson Reliant flown new by Jimmy Doolittle**



**Stormy meets up with the famous Chapter 439 stretched bug limo**



**Hunter made it to Kidventure where he flew some control line and radio control model airplanes**



**On Friday our sixth ne'er-do-well Jonna (callsign Scribbler) finally joined us to hawk her books in the Author's Corner. Her cousin JD3 got to join her because, well, he's got the name.**



**Saturday morning Mr. Tom spoke to us at the Chapter Leaders' Breakfast**



**Stormy stands by the grass silhouette where the Vans RV-7 used to be**



**In the new Founder's Wing of the museum is the replica of EAA's first office in Paul P's basement coal bunker. Oddly enough, this is located on the second floor. Go figure.**



**Gross Buffoonery knows no bounds. This lead rope was used by Erbman to move out of the parking spot. Miraculously it flew in this position all of the way to Rochester MN. A change has been made to the pre-flight checklist to minimize repetition.**



**Doing Oshkosh is hard work. Stormy takes a breather in the museum.**



**The ne'er-do-wells after the first leg of the last day**

**Chapter 1000 Calendar**

**Oct 20: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., 3435 Desert Cloud Ave, Rosamond CA. (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 Quarters. Quartz Hill CA. (661) 609-0942

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

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

Feb 2: EAA Chapter 49 Monthly Meeting (?), 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

**Feb 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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<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	<a href="mailto:gary.aldrich@pobox.com">gary.aldrich@pobox.com</a>	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:**

**REGULAR MEETING 20 OCT @ ERBMAN'S**

**AVIATION CELEBRITIES MEET KOMMANDANT**

**OSHKOSH PICTURES AND MORE PICTURES**



**The Leader In Recreational Aviation**