



# 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>

January 2010

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 Legend of Pancho Barnes

Tuesday, 19 January 2010  
 1700 hrs (5:00 PM Civilian Time)  
 USAF Test Pilot School  
 Edwards AFB, CA

Learned colleagues,

It's "Movie Night!" For our January meeting, we will enjoy a screening of "The Legend of Pancho Barnes." Now, you know this figure as a legendary icon of the flight test arena during what some call the "Golden Era of Flight Test." She lived and died right here in our back yard. But, do you know the real story? Have you heard the whole story? Our own Kommandant has secured a copy of this epic documentary. So, please join us at the Test Pilot School as we learn the real story about Florence Lowe Barnes on Tuesday, 19 Jan 10.

In accordance with established tradition, we will first meet in the bar for C<sup>3</sup>s (chocolate chip cookies) and soft drinks. Following the movie, we will proceed en masse to the Bravo Kilo Dead Cow Emporium for some tasty ruminated ruminants.

- Scott "Stormy" Weathers  
 Vice Kommandant



Your dues are due now!  
 \$20 to Houdu  
 See back of newsletter for address

If you prefer, **PayPal**® at you can pay online by the Join/Pay Dues link on the [EAA Chapter 1000 web site](#).

You may also qualify for the government sponsored EAA Chapter 1000 "Free Dues" program.<sup>1</sup>

## Last Month's Meeting

EAA Chapter 1000  
 Kommandant's Kwarters  
 Quartz Hill CA  
 15 December 2009  
 Gary Aldrich, Presiding

The annual C1000 Festivus celebration was hosted by the Kommandant and Mrs. Kommandant Aldrich at their Kommandant's Kwarters in Lancaster (Festivus, the holiday for the rest of us). Kommandant Aldrich served as "Festivusmeister", an officious title, yet without pretense. Twenty two members were in attendance to participate in the Festivusivities and traditional lafestivusagna dinner and liberal spirits.

After dinner, everyone assembled 'round the Festivus Pole, the unadorned length of lusterless metal, symbolizing nothing, with a starkness that sets it apart from the

<sup>1</sup>Simply write you name on a government printed "Free Dues" coupon and hand it to any chapter officer. "Free Dues" coupons are available at any bank, ATM, and many businesses. Ask for it by the secret code name "Twenty Dollar Bill."



pageantry of other winter holidays\*. Once gathered, we veered straight to the meat of the matter, the moment that never seems to come at “proper” social occasions, the ritual Airing of Grievances (AOG): people telling others what they really think of them, lashing into others and the world about how they have been disappointments. This usually brings participants into a circle of sorts in which each participant takes turns excoriating friends, enemies, relatives, acquaintances and strangers. When all who care to have taken a turn griping, there is no required hugging or making up. What’s done is done. Move on.\* Our AOG was rather tepid, with no questioning of ancestry or serious malignment. Normally, when people have been grouched at by others, they become ornery, which begs discharge. These moments which polite society has rendered scarce, are made available once again through the raw expression of the collective unconscious that is Festivus. Wrestling and Feats of Strength (FOS) deliver it. Under orthodoxy, the Festivus party is not over until the head of the household, or **Festivusmeister**, is wrestled to the floor and pinned\*. Unfortunately, the FOS’s were dispensed with by order of the **Festivusmeister**, a clear abuse of power that will no doubt be addressed in next year’s Airing of Grievances.



**Festivus Poster Boy**

The annual “Kommandant’s Krap” gift exchange followed. By strong suggestion (and hence direction) of **Mrs. Kommandant**, this year’s gifts were less krap and more kool stuff. There were three clear favorites: 1) two near obsolete VHS tapes of Top Gun and 12 O’Clock High and a \$50 Famous Dave’s gift card, stolen twice and ending up in the hands of the **Dodson’s** (well played, **Houdo**); 2) a “Sideways” gift basket with the movie and

four bottles of “bleeping” merlot (stolen once); and 3) a Sports Illustrated swimwear desk calendar originally selected by the **Kommandant** and fiercely defended, but ultimately stolen by **Bill Irvine** by direction of **Mrs. Kommandant**.



**Assembled PPOs**



**Loofah, anyone?**



**The Mystery Package**

**Festivus**



Who wouldn't want a venturi?



Sideways gift basket



"Bleeping" Merlot



Sorry, Tim, Pixel wasn't a Festivus gift...



Why is Mrs. Kommandant smiling? You should have been there...



Go Fish!





**Container, cylindrical, steel, festive, one each**

Throughout the gift exchange, **Pixel** was unusually acquiescent. Taking note, **Mrs. Kommandant** inquired who had been giving beer to her dog. An easier question to answer would be “who hadn’t”.



**Pixel guards the Festivus Pole**

Last month in this column, it was noted that **Doolittle** ordered his burger *sans* cheese, with the mysterious and prophetic utterance that “**the cheese stands alone**”. Let us set the record clear. It has since been purported that this was taken from the children’s nursery rhyme, “**The Farmer in the Dell**”. You know, “Hi-ho, the derry-o, mmm, mmm, ... the cheese stands alone”. Now, I must confess, that I can not recall with any degree of clarity most things from the 60’s when I would have heard this, and that most of my memories of the 60’s come to me by way of unpleasant “flashbacks”. None the less, I “Googled” the poem and can confirm the last stanza is indeed:

The cheese stands alone  
The cheese stands alone  
Hi-Ho, the derry-o  
The cheese stands alone

I thought you should know.

Noticably absent this year were Hanukkah jelly donuts, the “tossing of the dog” spectacle, the reappearance of the mini-Festivus pole, and the awarding of the cheesy EAA certificates. The **Kommandant** has

announced the latter will be distributed at the next meeting or whenever he gets around to it.

The **Festivustivities** were concluded without incident or injury, and without **Pixel** escaping followed by an inebriated pursuit down the block as with previous events. Thus closed out the hi-light of our social season.

Hoping you had happy and safe holidays, and wishing a wonderful new year to all.

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

\*From the book “Festivus: The Holiday for the Rest of Us” by Allen Salkin, Grand Central Publishing, New York, NY, 2005.

**Kommandant’s Korner**

As you read this, the hectic holiday season has come to a close and we’re all anxiously awaiting the arrival of the credit card bills. Of course,



like all world-class publications, the ‘Edge has editorial deadlines, so I’m actually composing this epistle on Christmas Eve...way last year. You see, I couldn’t use my unusually refined skills of procrastination as **Mrs. Kommandant** and I are embarking on another adventure about the time that **Zurg** would be bugging me for my column input.

This time we’re off to the sunny summer climes of **Sydney, Australia** where we’ll board the **Diamond Princess** cruise ship for an excursion across the **Tasmanian Sea** with stops at various ports-o-call along the Australian and New Zealand coastline. I know what you’re thinking, “Just how much fuel does the **Fightin’ Skywagon** hold, anyway?” Alas, the VC-180, while capable, is a bit shy on range for this mission. Thus, we will be herded onto a new Qantas A-380 ‘mega-liner’ for the 14+ hour flight (12,052 km). I suspect I’ll have a story or two to relate in a future edition of the ‘Edge...tempered, of course, by the fact that both **Cobra** and **Houdu** (and spouses) will be along to catch me in any half-truths or wild exaggerations.

The poor **Skywagon** will have to bide her time in hangar 703 while we’re gone and **K9 Trooper Pixel** will be visiting her buds at a friend’s rural villa we quaintly call “**Camp Liz**”. Good news is that we will likely not miss too much good flying as the AV weather is not particularly benign this time of year. On the other hand, the deployment of three **PPTAF Troopers** via **BFA** (the “B” is for BIG...you can figure out the rest) may just spur a stretch of the most idyllic flying weather ever seen in January. Take note **Erbman** and **Knife** as you guys will have to “fly up” all the good weather while we’re out-of-country. (Actually the weather has been fabulous for flying--logged a bunch of sorties between L00 and L94)

Hey, that sure was a good **Festivus** celebration! Despite the fact that **Trooper** and **Mrs. Erbman** failed to

account for their share of the lasagna, it appeared that a great time was had by all. The fabled **Kommandant's Krap Exchange** was even more spirited than in previous years as the **Krap** set new standards of "desire-ability".

Hope you and yours had a fabulous holiday celebration and are embarking on a terrific New Year!

Fly (and drive) safe and Check 6!

- Gary Aldrich  
Kommanding

## Project Police After Action Report

**SUBJECT:** This is a **Project Police After Action Report (PPAAR)**. The alleged builder and subject of this report is our own **Russ "Erbman" Erb**, Chapter 1000 Newsletter Editor and Webmeister. He is also a known **Bearhawk** builder.

**BACKGROUND:** Covert sources identified suspicious activity in a particular garage within the incorporated boundaries of Rosamond, California. (*uh, I told you, and Rosamond is not incorporated...but that's not important now*) Our investigation revealed the aforementioned subject working in a well lit three car garage, using power tools and working from computer generated drawings.

**FACTS:** Upon further investigation, **Project Police Officer Scott "Stormy" Weathers**, EAA Member Number 171204, determined that the subject was, indeed, building an airplane. The design is a common one; high wing, conventional stabilizers and control surfaces, tricycle gear. The basic lines bore a striking resemblance to a Cessna 172. But, there were basic differences. Most notably, this aircraft was being built in a garage, from plans. The source of the plans was not immediately obvious. They appeared to have been computer generated and printed. Other differences from the classic C-172 were readily apparent. (I should know. I have logged dozens of hours as PIC in this particular model.) First, this aircraft was being made of wood. We know the original Cessna 172s were all made from aluminum. Second, the wing span of the aircraft under construction appeared to be no more than 12 inches. At its widest point, the fuselage was 1.5 inches. I suppose that explains **Erbman's** decision to make the fuselage from dimensional lumber, specifically a 2x4, probably procured from the Aviation Department of the Temple of Orange (A.K.A. "Home Depot").

**DATA COLLECTION AND ANALYSIS:** In the interest of being thorough, the **PPO Dustometer** was employed. Measurements revealed a significant presence of dust on both the project and the surrounding work surfaces. This typically is an indication of inactivity and project neglect. In this case, however, further investigation revealed the dust present was actually finely particulated wood. This substance, usually referred to as "saw dust" is a byproduct of cutting and sanding wood to shape.

**CONCLUSIONS:** From the data gathered, it can be concluded that **Russ Erb** is building an aircraft. The presence of saw dust and other noted activity indicates that he is actively working on this project. However, the

diminutive size and other observed parameters lead to the conclusion that the aircraft is too small to be considered a 'homebuilt' in the standard vernacular. Moreover, the high wing loading and complete lack of camber force the conclusion that it will never fly. **Erbman** claims that it is only to serve as a visual aid in providing instruction in basic airmanship to fledgling **Flight Test Engineers** at the **USAF Test Pilot School**. All the empirical evidence gleaned by this **PPO** support that assertion.



Fuselage forming



Non-cambered wing



After first run though the paint shop



**Think it'll fly? Yea, we didn't either...**

**RECOMMENDATIONS:** Recommend that **PPO Erbman** be subpoenaed to present the article at the first EAA Chapter 1000 meeting following its completion.

Faithfully submitted this First day of January, in the Year of Our Lord Two Thousand Ten.

- **Scott M. "Stormy" Weathers**  
**PPO, EAA Chapter 1000**

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**Project Police Tactical Assault Force Deploys To Southeastern Quadrasphere**

We departed Sydney for Melbourne last night. Current position is S 37 deg 13.284 min, E 150 deg 13.097 min, about 20 nm off the Australian coast in the Tasman Sea. Great trip so far. Had a super time in Sydney for about 3 and a half days. It's a neat city. Lots of great pictures to bore our friends with when we get back.

The A380 qual was mostly a non-event. We were on the lower deck, row 69 of 88. The upper deck had the three higher classes of service. Our service, though "economy" was excellent, kick's American airline company's asses. Free booze, three nice meals and snacks occasionally all night. The entertainment system in the seat back is awesome. Huge number of video choices on-demand, a music library larger than mine, games for the kids, etc. Best feature for me was the "Skycam" which was a color camera on the tip of the vertical tail that allowed a view of the takeoff and a grading of the approach over Botany Bay into SYD. The seats were fairly ergonomic, though the pitch was about the same as US airlines. The flight was only about half full allowing plenty of stretch out room. Unfortunately, about half the crowd seemed to be under 2 years old, making for some noise that got under my skin during the last few hours. Total flight time 14h25min.

Ran across both the **Dodsons** and the **Troxels** while wandering the streets in Sydney, a comm-out rendezvous. Have eaten both Kangaroo and Crocodile so far. Former is excellent, latter tastes like chicken.

In an uncharacteristic stroke of luck, we were upgraded to a luxurious suite on an upper deck at the bow. I'm sitting on our balcony which goes about a third of the way around the bow, immediately under the flying bridge.

Pretty awesome views of the Sydney Harbor and Opera House when we departed last night. Other amenities include unlimited internet, stocked bar, horse doufers every night and lots of spa stuff for the ladies. All this for no extra charge because they overbooked the ship. Down side is that our travelling companion, **Berna** is in the suite as well, but the sleeping arrangements are separate and it's worked out fine so far.



Weather in Sydney was cloudy and a bit rainy, but it didn't stop "**Attila the Tourguide**". We just put on our raincoats and set out on the town. Temps are in the 70s to 80s and quite humid. Despite the cloud cover I got quite a sunburn on the harbor cruise the first day. We dock in Melbourne tomorrow morning. More reports to follow.

Feel free to share with others who might be interested in our progress.

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G'day! Air-gone? (English translation, "Good Day! How are you going?") from Melbourne. This statue was in front of one of the public buildings in town. Thought it was unique as there would never be a statue of a Navigator in the States. The dude is credited with proving that Tasmania was an island by sailing around its circumference.



Melbourne is a very cosmopolitan city. Could be NY or SF but a bit cleaner. Very Asian. Supposed to be a center of shopping in the country. Anne was a bit disappointed as there are only clones of the big stores in America. In fact, this whole country appears to be an "America Wanna-be".

Off to Hobart, Tasmania after we weigh anchor this evening.

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S 43 45.031  
E 155 15.461  
Speed 18Kt  
Hdg 085

Currently about one-third the way between Hobart, Tasmania and Fjordlands, New Zealand. Steaming in heavy fog with moderate following seas. Hope the radar doesn't break. About another day and a half at sea before we enter the fjords on the west coast of the southern island of New Zealand. Room service just delivered today's fresh fruit and canapés. I wonder what the poor people are doing today?

Yesterday we toured some of Tasmania by 4WD with a guide. Interesting country with rolling hills and a nice river. Visited a wildlife preserve where I took the attached picture of Tasmanian Devils chilling out. Looked for Platypus in a pond at a lunch stop but didn't see any of the critters.



Oh well, off to the cocktail party before dinner.

- Gary Aldrich

**Project Police Aircraft Spotters Quiz**



**Evil Editor Zurg** has been disturbed in the past that the **PPOs** knowledge of obscure aircraft is lacking. Therefore, he cleverly left a clue in the picture in last month's quiz so that maybe **\*SOMEONE\*** would at least try to identify the subject aircraft. Rumor has it that the real story was that **Zurg's** lackey **Erbman** screwed up and was supposed to cover that up, but **Erbman's** not talking.

To review, the picture in question:



**PPO Lee H. "Erb The Elder"** correctly identified it as the **Capelis XC-12**. He said "I cheated by looking it up after enlarging the picture. I figured that **Paul Mantz** had flown it but apparently it was just in his collection at one time." He also submitted the following info:

According to Aerofiles: Capelis Safety Airplane Corp, Oakland Airport and El Cerrito CA. Capelis XC-12 [X12762] with fake tail number for a motion picture; that's Mr Capelis holding a yardstick. Site is Grand Central Air Terminal, Glendale CA (RKO via Paul Mantz collection) XC-12 1933 = 12pClwM rg\*; two 525hp Wright Cyclone; span: 55'0" length: 42'0" load: 3000# v: 220/190/65. Dr John E Younger; POP: 1 [X12762]. All-metal; triple biplane tail; partly-retracting gear, which extended automatically when the throttle was closed. Funded by local Greek restaurateurs as a promotional aircraft, and constructed with help from University of California students. US patent #1,745,600 issued to Socrates H Capelis, of El Cerrito, in 1930 (a modified application for patent of the design with a half-span dorsal wing and two more engines appears in 1932). The main spar was bolted together, and much of the skin attached with P-K screws rather than rivets. These tended to vibrate loose, requiring tightening or replacing every few flights. Promotional tours were soon abandoned, and its career ended as a movie prop, appearing in ground roles in several motion pictures ("Five Came Back" 1939, "Flying Tigers" 1942, others) before being scrapped c.1943. Flying shots in films were of a model; the plane itself was grounded by the studio's insurance company.

Capelis XC-12: flown to GCA from OAK via Fresno by Jack Beilby, Mose's right-hand man. The XC-12 made a wheels-up landing at Fresno, with little damage and Jack continued on to GCA. Never flew again, but was extensively modified (windshield, etc.) for movie work by Timm."

"P-K screws!! Like my Cessna --- but it gave me something to do cross-country." Herb

**PPO Lathan Collins** also submitted the correct answer with similar information.

**Web Site Update**

As of 9 January 2010, the hit counter showed **129824**, for a hit rate of 16 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**

**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

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

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

**Mar 16: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

May 4: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

May 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**May 15: Nineteenth Annual Project Police Airport Barbecue**, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

**May 18: No EAA Chapter 1000 Monthly Meeting.** Go to fly-in instead.

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](mailto: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**

**C/O Russ Erb**

**3435 Desert Cloud Ave**

**Rosamond CA 93560-7692**

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

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
MONTHLY MEETING 19 JAN @TPS  
FESTIVUS REPORT  
PROJECT POLICE REPORTS  
WHAT? NO BEARHAWK STORIES?**



**The Leader In Recreational Aviation**