



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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February 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 Bill Mill

Tuesday, 16 February 2010
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School
Edwards AFB, CA

Oh fellow crafters of systems of aerospace conveyance (and all other colleagues with an interest in machines that pummel the air):

For our meeting this month, we have a hands-on learning opportunity. We will meet at the **Flying Dog Ranch** (A.K.A. **Bill Irvine's** hangar at **4400 Knox Avenue** in the Rosamond Skypark, L00) for our first official exposure to the **'Bill Mill.'**

You might ask, "What will we make?" Do you remember your first experience with pottery? You started out to make a vase for your Mom. After a few frustrating encounters with reality, you revised your design to be a candy dish. When your Mom picked you up from summer camp, what did she get? That's right, ladies and gentlemen. We're going to make an **ashtray**.

However, this will be no ordinary ashtray. We're going to machine this article (How else!) from a billet of solid 2024-T3 aluminum (**aluminium** for those who still speak the Queen's English). The final dimensions should approximate 3x3x0.75 inches. The initial stress analysis has confirmed that our product will be able to pull 9 g's

with plenty of margin. But, since 9 g cigarettes are no longer commercially available, we need another plan. Upon completion of the project, we think we can slice the ashtray in two on the band saw along a major diagonal. Then, Bill can use the pieces as braces for his new entertainment center. So, come on out and see what kind of ashtray you could get with three phase 220v power and a few thousand dollars of machinery. Bill promises that everyone should get a chance to operate the mill and perform math in public. In accordance with established Chapter 1K tradition, we'll start with snacks (including chocolate chip cookies). After the meeting, we'll coordinate a dining excursion to a suitable facility where we can fabricate a cover story to explain our involvement in this cursory brush with the tobacco industry.

Map to the Flying Dog Ranch on page 2.

- **Scott "Stormy" Weathers**
 Vice Kommandant

Pay Your Dues! Now! This Means You!

(If you have already paid your dues, please disregard this notice)



Send your cash, check, money order, or other legally negotiable instrument to any chapter officer, or pay online

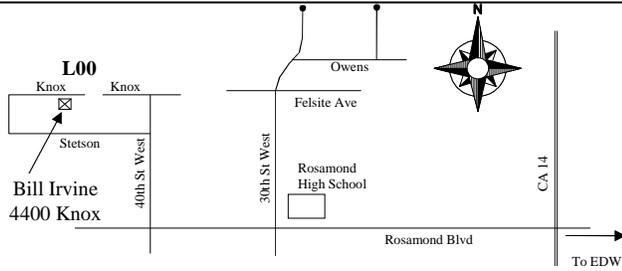
by **PayPal** through

the [EAA Chapter 1000 web site](#).

Do it now and avoid the embarrassment of appearing on the Dues Delinquent list next month!

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

¹ Simply write your 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."



Last Month's Meeting

EAA Chapter 1000
 USAF Test Pilot School, Scobee Auditorium
 Edwards AFB, CA
 19 January 2010
Gary Aldrich, Presiding

The first meeting of 2010 was held at the Test Pilot School at Edwards, AFB, our usual haunt, with 12 members and guests in attendance. C³'s, chips, salsa and sodas (stand by for a possible redesignation of this to "C⁴+S²") were served in the Rick Husband Lounge. After all the C³'s had been eaten, a code "C⁵" was declared (Completed Consumption of Chocolate Chip Cookies). An exploratory committee has been appointed to evaluate the possible revision of this designation to "Code C⁶+S²" to include the chips, salsa and sodas. However, there is a certain undeniable elegance and panache to the declaration of a "Code C⁵", and my money is on its retention. It is the Chapter 1000 equivalent of the medical term "STAT", whatever that means. I only know from watching doctor shows on TV that it's usually in reference to something bad. At any rate, there will be a test on chapter acronyms at the end of the newsletter.

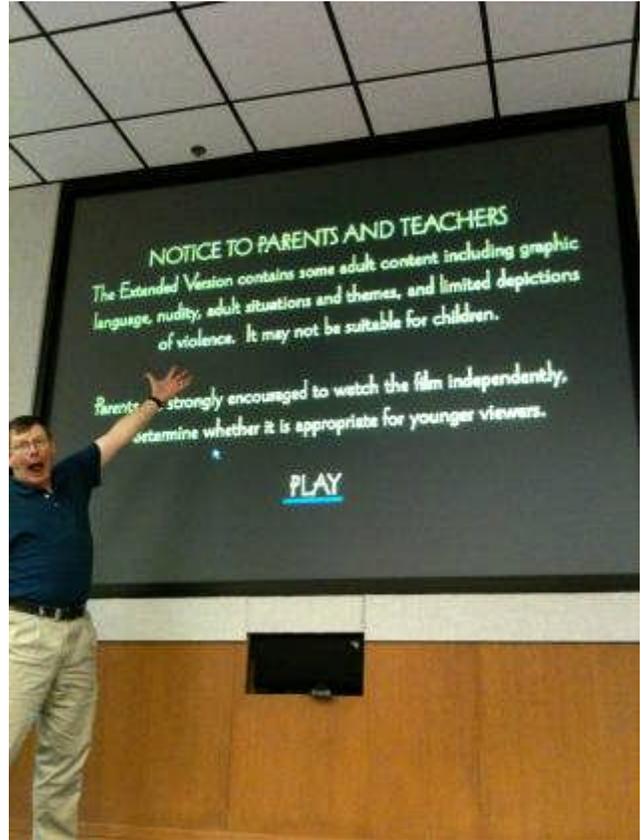
The assemblage then migrated to the **Scobee Auditorium** for the actual meeting. **Kommandant Aldrich** presented **Service Awards** for those members who in his words had "**sacrificed needlessly for the chapter**" during the year.



The Kommandant passes out the EAA equivalent of the crummy squadron plaque

The main event was the Chapter premier of the Nick Sparks feature film "**The Legend of Pancho Barnes and the Happy Bottom Riding Club**". Nick had joined us

previously to discuss this project while still in work. We viewed the "Extended Version" which adds 6 minutes to the "Broadcast Version", which according to the warning "contains some adult content including graphic language, nudity, adult situations and themes, and limited depictions of violence".



The brief nudity was still photos of the young ladies that Pancho hired as "hostesses", many of which were nude models. The film features the voice of **Kathy Bates** as **Pancho** and narrated by **Tom "Viper" Skerritt**, with on-screen interviews by the likes of **Buzz Aldrin, Bob Hoover, Bob Cardenas, Chuck Yeager** and others with colorful commentary. Full **MST3K** rules were in effect, and exercised.

Noteworthy is the statement at the end of the credits: "She had more fun in a week...than most people had in a lifetime".

Followed was much discussion of the 1988 TV movie with the unlikely casting of Valerie Bertinelli as Pancho. The lack of any resemblance is notable.

The film is available on DVD for \$25 on the Nick Spark website www.legendofpanchobarnes.com and from Amazon.

- **Kent "Cobra" Troxel**
 Minister of Propaganda



Kommandant's Korner

"Listen to the rhythm of the falling rain." That's about all we can do today is hum that old Cascades favorite as another winter storm marches



across the Antelope Valley. The poor visibility, lowered ceilings, and generally nasty wet stuff made my 0450 get-up a bit of a waste as we cancelled our scheduled Airmanship sorties in the mighty **C-172S Skyhawk**. Despite being woefully behind schedule in completing these sorties, the other IP and I decided that the training objectives would not be served if we were trying to stay VFR or forced to fly the maneuvers ourselves while IFR. The Aero Club Skyhawks, while not as well equipped as the **Fightin' Skywagon**, are pretty good IFR platforms. They exhibit the standard Cessna dihedral stability owing to the high wing design as well as being stable in pitch and predictable in power response. These are all good attributes for flying in the clouds with only a single qualified pilot aboard. Well, there's always next week.

Fortunately, the weather was quite a bit better last weekend when the mission was to deliver **Mrs. Kommandant** and our birthday greetings to daughter number two up in NORCAL's airspace. (Say, if they call it "SOCAL" down here, why isn't it "NOCAL" up there?) Anyway, there was a pretty large lump of cloud-age over the Tehachapi Pass, but a climb to 10,500 feet MSL put us in the clear, sub-freezing air. After surmounting the cloud I elected to descend into warmer air and take advantage of the lower wind velocities. An altitude of 6.5k feet seemed to work as we cruised in the clear over airports that were reporting 1/4sm FG with 100 foot visibilities. After about two hours we arrived at Byron Airport (C83) in time to watch a load of skydivers float gently to Earth on the far side of the airport while gliders lined up for takeoff on the taxiway. We spent the rest of the afternoon wining (no, not whining) and cheesing our way around **Livermore**, followed by a scrumptious dinner at a great steak place.

Sunday dawned gray and still. We proceeded IMC via **Volvo** to the **Byron Café**, whose ambience and fine food I have touted in this space before. After too many cups of coffee we moseyed over to the airport to see if the fog had lifted. By 1130 the ASOS was stubbornly reporting an 800 foot ceiling, though blue holes were looking imminent. I whipped out the old cellphone and thumbed in an IFR plan on www.duat.com/mobile. This served a dual purpose of allowing more time for the weather to improve and giving me a "legal" way to depart the field should I have to use it. We loaded the airplane and did a leisurely pre-flight and warm up, then taxied to the runway where I dialed NORCAL approach on my phone to pick up my clearance. I could have called the Flight Service Station, but since I had the direct number to the TRACON I called them and eliminated one step in the process. Back in the day we would call from the payphone on the hangar wall to get the clearance, then sprint to the airplane and shortcut a lot of important checklists so we could launch before the void

time. Carefully noting the "release time" and "clearance void time" (about 5 minutes apart – hint...be ready to go before you make the call) I completed my before takeoff checklist and made a normal takeoff directly into a big blue hole that was lined up with my cleared on-course heading. Thus, all my foot-dragging and IFR-filing accomplished the same result as just waiting it out. Siighhh...it was good practice anyway. The weather was gorgeous, with light winds all the way home. Let's hope there's at least a brief respite in the weather between the next storm and the vicious Spring winds.

Fly Safe and Check 6

- **Gary Aldrich**
Kommanding

Project Police Tactical Assault Force Deploys To Southeastern Quadrasphere

Current position: 45 16.65 S 166 46.35 E
Speed 13Kt
Heading 219

This morning we arrived on the southwestern shore of the south island of New Zealand. We entered the Fjordland National Park which consists of some "Sounds"...long fingers of water surrounded by steep mountains. We entered two of them and are enroute to a third, called Thomson Sound. The seas in the fjords are quite calm but it is howling in the Tasman Sea where we are right now. Winds are 223 deg at 46.1Kt. That's a force 8 gale. The seas are listed as "rough" with waves at 7.5 to 12 ft. The ship is riding pretty well, but the winds have put us about 45 minutes behind schedule. Many of the upper deck areas are closed off for safety and I don't even want to think about walking out on our balcony.

The scenery was pretty spectacular in the sounds. Lots of waterfalls and snow-capped mountains. Air temp is only 56 so with the wind it's pretty sporty out on deck. After this next fjord, we will be proceeding around the southern shores of the island to Port Chalmers to dock at Dunedin. We'll have a shore excursion there to the town and a castle. The Port is about 367 nm away right now.

Understand you yanks had a pretty good earthquake yesterday. **Rachel** emailed to say they had a 6.5 off the coast of Eureka that did quite a bit of damage to some businesses and the mall in town. They lost a window in the Inn, but no other damage. I guess if the Inn has been around a hundred years, it's pretty sturdy.

More to follow.

When last we left our intrepid explorers we were at or about Dunedin, in high seas. They finally calmed down, though we went about a day and a half at sea with the outside decks closed off for the winds. **Anne** handled the rockin' and rollin' magnificently; a further testament to the "Relief Band" and her extensive conditioning in the **Fightin' Skywagon**.

We spent a nice day in Christchurch, a VERY British town, settled by Crusaders in the early 19th century. Nice sized town about the same population as the Antelope

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Valley. Excellent shopping, and **Anne** was able to contribute significantly to the New Zealand economy. Found some great NZ beers in the pubs. After Christchurch we spent a day at sea then docked this morning in Tauranga. This is a smallish city (pop 60,000-ish) with a beautiful beach and quaint seaport/wharf area. The picture is off our balcony towards the bow and the large mountain that forms one end of the harbor. This, as well as all the NZ harbors are basically collapsed volcanoes so they are all pretty circular and good anchorages. We didn't have a tour planned here, so we just went into town and walked around the wharf and shops. Had the best fish and chips I've ever 'et at a place called Billy's Fresh Fish Market. I think the fish were still wiggling when they put them in the fryer. An old gent sat next to us on the dock and we had a great chat about American football and other topics. The people are incredibly friendly. One gent was gathering his newspaper as we walked by and he struck up a conversation, told us some neat facts about the town and then invited us into his home to "see how we live". Though we didn't take him up on the offer, I was astounded at the hospitality. If they've got any mean people in these islands they must lock them up when the cruise ship is in town.



Tomorrow (Saturday) we will dock in Auckland in the morning and leave the ship. The **Dodsons** will transfer directly to Qantas QF25 for departure back to LA. The **Troxels, Berna, and Aldriches** will remain the rest of the day and night in a hotel to see a bit of Auckland. Then we will take the same flight number on Sunday at 1540, arriving in LA on Sunday in the early PM...courtesy of the International Dateline.

Didn't know you were going to publish these little reports in the 'Edge or I would have made greater use of the 10 percent rule.

- Gary Aldrich

Project Police Tactical Assault Force, Southeastern Quadrasphere Division, Inspects the Air Force Museum of New Zealand

PPOs "Bulldog" Aldrich and "Cobra" Troxel took an opportunity to inspect the Air Force Museum of New Zealand in Christchurch. Much to their surprise, the museum's defenses were down, as they were welcomed in

through the front doors. Apparently the security guards were not trained to properly profile American **PPOs**.

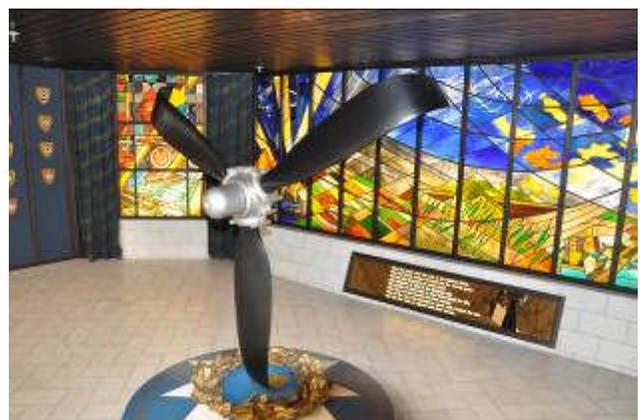
Bulldog Aldrich supplied these covert photographs secretly taken through a hidden camera hanging from his neck. However, he didn't provide any documentation describing what was going on other than a cheesy museum handout, so what follows is a fabrication based on virtually no facts. Contrary to rumors, aircraft in New Zealand are not marsupials and do not come with pouches.



After a long, exhaustive search through all of the bars in Christchurch, **Cobra Troxel** finally identifies the target facility correctly



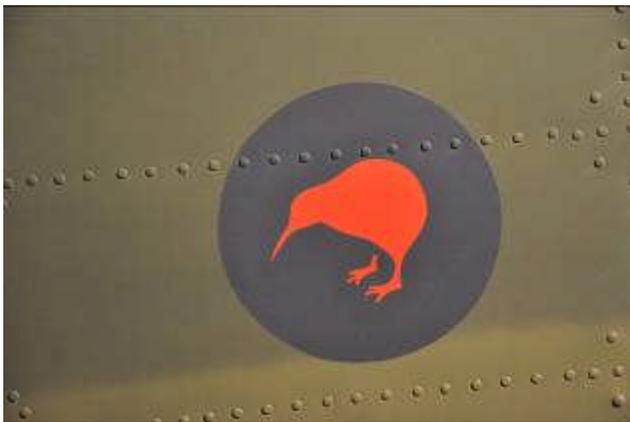
The de Havilland DH115 Vampire TII sports a rather unusual speed brake design. Leave it to the Brits.



Contrary to popular belief, this is not the prop from Stormy's last landing



Cobra Troxel, still fighting the last war, or maybe one or two before that, takes up his position in the gun turret to defend the museum floor from the Evil Hun



Well, you wouldn't expect a Stars and Bars roundel on a New Zealand airplane, would you? This is the Kiwi roundel of New Zealand. You can ask about how a flightless bird makes it onto an Air Force roundel, but there's no real point....



Cobra Troxel correctly identifies the American built North American P-51D Mustang. We're pretty sure that PPO Nathan Davis never actually flew this tail number



Bulldog Aldrich climbs up to clean the windshield on the Trans Antarctic Expedition Beaver



In case of engine failure, use Rosebud, the backup dog sled. Of course, you have to deal with all of the dogs pooping in the cabin while you fly



Stormy's solution to hand propping old airplanes. This is a replica of a Hucks' starter. Built on the chassis of a Model T Ford, the overhead shaft was connected to the car's transmission drive. The front end connected to a dog (Pixel?) on the propeller shaft. Could you build one of these for the Big White Ford to start an RV-8A? Think of the few pounds you could save by not installing a starter? Then again, when you're cross country...maybe this needs some more development...



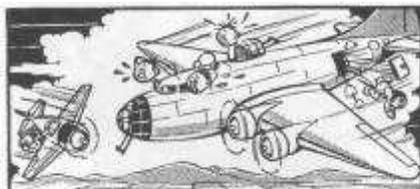
"And this is what the airplane looked like after those PPOs got done 'inspecting' it. We figure another 10 years of restoration work"



This is a...well, it's a...uh...we're not sure...any ideas?



Changing the oil is still a dirty job, even south of the equator



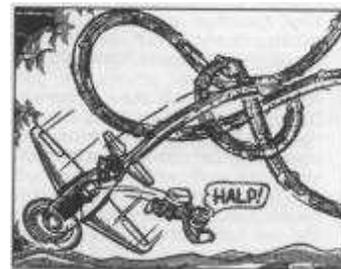
The Bristol B170 MK31M Freighter (how's that for a clever name) opens wide for a nice lunch of cargo



Inside the Bristol Freighter. The truck at the back is probably going to drive the cg out of limits.



Uh, a flying work platform for accessing the rudder?





MK44 Torpedo for employment from a Westland Wasp helicopter



Bulldog Aldrich mocks up the new instrument panel for the Fightin' Skywagon



Have you ever seen a two seat Bleriot?



Vickers Vincent(?) forward fuselage...at least that's what the sign says



Restored Lockheed Hudson Mk III



The Navigator's Position. Yep, Stormy had to put up with a lot of krap...



Web Site Update

As of 7 February 2010, the hit counter showed 130876, 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

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.

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

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

Jun 15: 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
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<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
MONTHLY MEETING 16 FEB @ IRVINE'S
NUDITY AT CHAPTER 1000?!
REPORT FROM DOWN UNDER
PAY YOUR DUES DAMMIT!!!



The Leader In Recreational Aviation