



# 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 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.

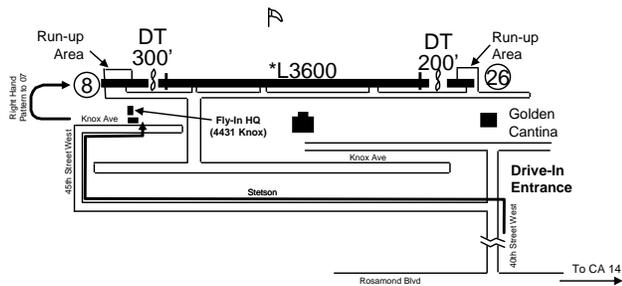
## This Month's Meeting:



## Nineteenth Annual Project Police Airport Barbecue

**Date Change!**

**Saturday, 29 May 2010**  
**High Cay Partyhaus**  
**4431 Knox**  
**Rosamond, CA**



For the nineteenth year in a row, the *Project Police* are fabricating a reason to party.

Last year we thought we had downscoped the event since Obama hadn't bailed out the chapter and a perceived lack of interest from the previous year. The joke was on us—there were far more aircraft that flew in than the previous year when we called it a fly-in. The Spot Landing contest and People's Choice airplane judging were eliminated which was met with a large round of

apathy from the assembled participants who didn't even notice since there were no awards presented.

The best part will remain—there will be food! Expect our **Master Grillmeisters** to start cooking around 1000.



The big event will still happen at the newly expanded **High Cay Partyhaus** on **Rosamond Skypark**, so you can still fly in if you so choose. Rumor has it that **Erbman's Three Sigma** will actually be in a flyable condition this year. The scuttlebutt is if you twist his arm gently he may take you flying. Of course, you can always try that on **Gary Aldrich** with the **Flying Skywagon II** or **Kent Troxel** with the **F35 Banana Raptor**.

**Note the change of date!** Your Board of Directors moved the date after it became apparent that every other aviation organization planning an event in May decided to glom on to our original date. *Pacific Flyer* reports that there is one fly-in conflicting with our new date, but since it is in Prague we're not too worried about it.

## Last Month's Meeting

**EAA Chapter 1000**  
**High Cay Partyhaus**  
**Rosamond, CA**  
**20 April 2010**  
**Gary Aldrich, Presiding**

The April meeting was held at **High Cay** at **Rosamond Skypark** with, uh, lots of members and guests in attendance, **Kommandant Aldrich** presiding. **Doug "Houdo"** and **Gail Dodson** once again shared their home at High Cay to host **Lt Col Ryan "Rooster" Osteros** and 8 visiting Air Force Academy cadets from the **Aeronautical Engineering 456** course. Chapter 1000 is pleased to host them twice a year, and since not much changes from previous reports on this subject, let me summarize:

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Assemble at High Cay. Review TO for C1000 BBQ Ops. NORAD notified of proposed BBQ start. Ignition! FIRE! Gooooood. Add burgers to grill. Add cheese to burgers (except for **Doolittle**). Beer. Belch. Gooooood. No more food. "Victory!" declared. Go home. Sleep.

Most of this is true.



Houdu demonstrates the "Fred Flintstone" propulsion system recently installed in the Glasair IIFT



Erbman regales an unidentified visitor with yet another boring and excessively long story while Knife and Stormy keep a sharp lookout for any terrorists that might be trying to invade Rosamond Skypark



Houdu demonstrates the beta installation of his instrument panel while Stormy correctly identifies the Glasair IIFT after a brief search around the hangar



In a throwback to The Monkees camera work, Erbman answers a question about the Combat Bearhawk. PPO Tim Brien isn't so sure about his answer



Erbman with our cadet guests

- Kent "Cobra" Troxel  
Minister of Propaganda

## Kommandant's Korner

Mrs.  
Kommandant

and I just returned from a foray to scenic Sacramento Executive (KSAC) airport last weekend where I attended a **Flight Instructor Refresher Clinic (FIRC)** conducted by the AOPA (need I define this acronym?). For the less-god-like aviators among you, the FIRC is one of the four methods by which a **certificated** (not "certified") **flight instructor** can renew his instructor's certificate. This renewal, like the Flight Review required by 14CFR 61.56, is required biannually. I've been renewing by attending AOPA FIRC's in various cities for almost all of my 25+ years as a CFI.



Some instructors prefer to take a qualifying Internet course which is kind of like taking traffic school online;

but I've always used the in-person FIRC as an excuse to travel somewhere with my bride for a weekend of immersion therapy in all-things CFI. We've hit FIRCs in Santa Barbara, San Jose, Phoenix, Sacramento, Orange County, San Diego and, one of my favorites, Frankfurt, Germany. **Anne** usually spends the time I'm in class exploring the local malls and/or sitting around the pool. This time, though, we picked a city close to daughter No. 2 and she and her hubbie entertained Anne during the day and then we all went out for a scrumptious meal at McCormick and Schmick's Seafood Restaurant (highly recommended) and to a local theater production centered around the musical career of Frank Sinatra.

The "logistics" of the mission were straightforward as we managed to trick the weather gods into some decent winds and clouds. This winter and spring has been a real crapshoot with the weather...as you've read in these pages before. Despite the 20 knot headwind most of the way, the turbulence was minimal and the cloud cover scattered to few when we arrived in NORCAL's airspace. KSAC has three nice runways, one of which was aligned perfectly into the slightly gusty 18 knot wind...almost like they planned it that way. We taxied over to Sacramento Jet Center and shut down. Unfortunately, when I asked the lineman to point me to a tiedown he gave me a look reminiscent of the banditos in "**Treasure of the Sierra Madre**" when Bogie asked them if they had any "badges". I half expected the complete dialogue... "Tiedowns? We don't have no tiedowns...We don't need no stinkin' TIEDOWNS!!!" I guess the emphasis at the Sac Jet Center is on the "Jet". I promptly informed my bandito that he had lost my business and cranked the mighty O-470 for the short taxi to the transient tiedowns at the base of the tower. I'm sure the management at the Jet Center did not lose any sleep over the incident, but I can't help thinking how shortsighted it is for an FBO to turn its back on any business in this tough economy for the cost of a couple of eyebolts buried in the ramp. I might suggest they "can" the assistant bandito whose only job appeared to be bringing the scrap of red carpet over to the passenger door and chocking the closest tire. That would probably pay for the tiedown installation and I might even have bought some of their over-priced avgas for the convenience.

Anyway, while I didn't learn too much new "avi-stuff" during the 16 hours of class, it was reassuring that the stuff I did remember was mostly right and, of course, the time spent on breaks chatting with like-minded CFIs was its usual treat. Hey, ask me about the SEVEN types of instrument approach procedures we have now. And, yes, **Doug**, once again I confirmed that you don't have to hold any class of medical certificate to perform and be paid as a CFI...as long as you don't have to be PIC at the same time. However, and this is new, you now have to hold a rating in the category of aircraft to provide instrument instruction. It used to be that a CFII with only ASEL could provide instrument instruction in a multi-engine aircraft, but no more.



Oh yeah, there is something else new. Starting next month the "taxi to..." clearances we've come to expect that infer you can cross any intervening runway on your way are not going to be valid anymore. Henceforth, you will receive a taxi clearance only as far as that intervening runway, where you will have to ask for permission to cross...whether the runway is in use (active) or not.

See you all at the Airport BBQ!

Check 6 and fly safe,

- **Gary Aldrich**  
Kommanding

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## After Action Report: Fly-Out Pancake Breakfast, Minter Field, KMIT

This report identifies efforts by the **Project Police Tactical Assault Force (PPTAF)** to plan and execute a fly-out inspection of the subject event.

The first and most notable discovery during the planning phase of this operation was geographical in nature. Initial flight planning to **Minter Field (KMIT)** identified that great circle route navigation required flying a true course of 314° from William J. Fox Airport (**KWJF**) for 66 nautical miles (NM). Conversely, great circle navigation to Massachusetts Institute of Technology (**MIT**) would have required an initial heading of 064° true for a distance of 2228 NM. In response, the team invoked the **Planned Aeronautical Navigation Computation for Airmanship Knowledge Enhancement (PANCAKE)**. With the navigation solution in place, the team planned for overt operations. Officers wore **PPTAF** bowling shirts and displayed appropriate placards in each mission aircraft during ground operations.

For Operations Security (OPSEC), the mission aircraft launched from different airfields. "**Three Sigma**," a fine example of a Combat Bearhawk, launched from **Rosamond Skypark (L00)** with **Erbman** and **Tuki** aboard. **Dave Vanhoy** took to the skies in the **Giles 202** from Mojave (**KMHV**). **KWJF** launched the "**Fightin' Skywagon**" and the "**Banana Raptor**" in a **Same Way Same Day (SWSD)** formation. The **Skywagon** bore the **Kommandant, Stormy, 310 Bill**, and **Joanne**. The **Raptor** carried **Cobra** and **Knife**. The **Skywagon** and **Raptor** actually launched in sequence and maintained a loose formation. This afforded the opportunity to explore the differences in performance between the dissimilar aircraft. This was interrupted by an unplanned ("**Squirrel!**") in-flight divert. The crew of the **Fightin' Skywagon** observed the coloration of the Poppy Reserve and noted, "Look at the pretty flowers!" The **Kommandant** deftly maneuvered the **Skywagon** to reconnoiter the status of the poppies that inhabit the reserve. After assuring ourselves of the safety and viability of the pretty flowers, we proceeded to **KMIT** as planned.

Arrival of all aircraft occurred on schedule. Oddly enough, without coordination we all showed up within 5 minutes of each other. Traffic pattern and landing was uneventful despite fly-bys being conducted over an intersecting runway. After securing the aircraft and

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posting *PPTAF* placards in accordance with established directives, the team assembled and moved in the direction of the food venue.



**Banana Raptor crew Cobra and Knife are joined by Fightin' Skywagon crew 310 Bill, Joanne, and Stormy**



**Three Sigma crew Erbman and Tuki**



**Giles G-202 crew Dave Vanhoy. We tried to get Lyn "Sweet Cheeks" McNeely to come but she had some excuse**

The host organization offered a fare of unborn chickens. The name of the event implied that the fare should also have included levitated glutinous gasket material in the shape of circles. However, there were two issues with the gasket material. First, there were many cases discovered where the material failed to complete the transition from liquid to solid state. Second, the hot surface operators seemed to struggle with excessive and inappropriate adhesion of the gasket material to the hot surface. These problems were initially masked by a logistics issue. The hot surface operators had exhausted the supply of raw gasket material before the *PPTAF* team arrived. The logistics issue was finally resolved. This threatened to trigger a mob mentality when the angry, hungry masses clamored for gaskets with empty plates and plastic utensils. Nevertheless, cooler heads prevailed, and no food fights ensued. It may be seen as irony that the host organization was selling raffle tickets for a Colt 45 Automatic hand gun.



**Cue "Peter Gunn" Theme music...**



**...and he didn't even come on this operation...**



Glutinous gasket material this way...



The assembled PPTAF, done with unborn chickens, waiting on the glutinous gasket material



Cobra falls asleep while the Kommandant searches for any more food on his plate



The vultures await their gaskets

Following breakfast, the team broke into units of two or three officers to perform detailed inspections of all areas. The **Kommandant** led an effort to validate the historical accuracy of the museum displays. **Erbman** and **Tuki** broke off to investigate the vendor offerings. **Erbman** attempted to reduce the gross weight of **Three Sigma** by exercising his debit card. However, the weight of the card did not change, and purchased clothing had the opposite effect on the weight of the aircraft. The center of gravity of the aircraft, however, remained within the prescribed envelope. Several officers formed a patrol and trooped the line of parked aircraft. This resulted in an analysis of workmanship and the historical significance of aircraft on display. The **Kommandant** made appropriate use of one of the polyethylene voting booths. **Stormy** sampled a concoction of colored corn syrup and granulated dihydrogen monoxide. The results in each case were satisfactory – as far as we know.



Knife with the Fairchild PT-19. Knife says "My father had several PT-19's as I was growing up. I remember getting to fly from the back seat when I was in grade school."



**"Uh, I think I found your problem..."**



**Cobra finds the honor roll of various highly decorated veterans, presumably who trained at Minter Field**



**The Kommandant leads a crack PPTAF crew to the museum to validate the historical accuracy of the displays**



**The museum has a Link Trainer that they are presumably restoring. As such, it was unusually open for us to peruse the guts**



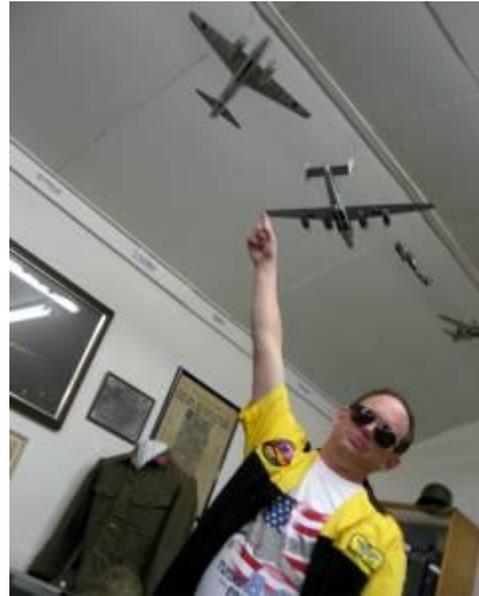
**Stormy locates a cleverly labeled source of firewood**



**You know the one about the propeller is a fan to keep the pilot cool? Well, in this case it really seems to be true! Either that, or Link was a pioneer in ducted fan technology**



Erbman shows Cobra a scrapbook of Banana Raptor artwork. Cobra threatened to steal it, but was calmed down after being wrestled to the floor.



To show representation of both sides, Erbman points out the Mitsubishi G4M "Betty" Bomber



The PPTAF consider the history of bombers, and question why a DC-4 is displayed among the B-29, YB-49, XB-35, B-47, and KC-97 (also technically no longer a bomber)



Cobra shows Erbman some P-38 pictures



The Kommandant tells his story about how he has flown all of those aircraft as part of the USAF TPS Qual Eval program, but Stormy and Cobra aren't so sure



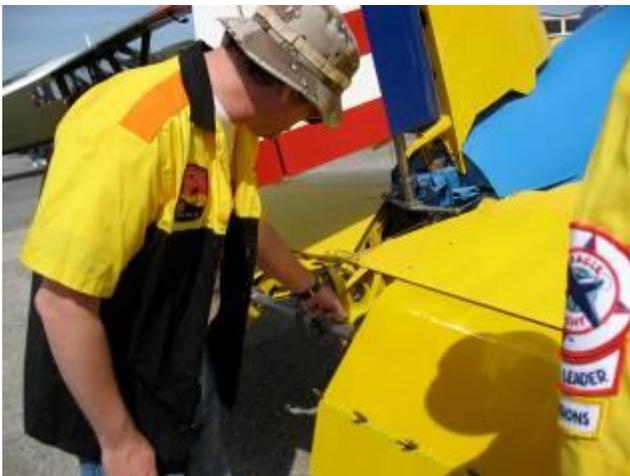
Nice diorama of the "Lady Be Good" crash site in the Sahara Desert. Stormy had to endure some navigator slams over this one



The PPOs inspect an Impala that has seen better days



"The Jesus Nut goes right here..."



Erbman ponders the design philosophy behind using an off-center pulley as a control horn. Perhaps to shape the control forces in a particular way?



According to Dictionary.com, "BRILLIANCY" is an actual word. Even so, this seems like a rather large placard of limited importance to put right in front of the student pilot.



Never let a photographer near a polished spinner...



Such a cute little airport tug



With no concern for their own safety, Erbman and Stormy check the safety of the polyethylene voting booths before the Kommandant uses one



Stormy with his concoction of colored corn syrup and granulated dihydrogen monoxide.



The corroded desert, aka California Poppy Preserve

The Kommandant declared victory and directed crews to their aircraft. Erbman discovered Three Sigma had become an integral part of the aircraft display since other display aircraft had blocked him in. Nevertheless, he was able to negotiate a ramp shuffle to free the aircraft and departed for L00. Overflying L00 with intentions of entering the pattern, the crew of Three Sigma independently found themselves interrupted by an unplanned in-flight divert to the poppy fields, reaching a

similar conclusion to that of the **Fightin' Skywagon's** crew.

**Cobra** cleverly exercised an OPSEC diversionary tactic by discussing possibly diverting to **KMHV**, thwarting any subversive plans that may have been forming. He then wowed the audience with a spectacular departure for **KWJF**. The **Fighting Skywagon** performed aerial reconnaissance of the Tehachapi Loop Railroad. The crew then elected to perform a no notice quality check of the lunch fare at **L94**. After a delightful lunch, the **Skywagon** returned to **KWJF** where the Kommandant made ground handling of a conventional gear aircraft look much too easy. Good times were had by all.

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

### Three Sigma Bearhawk Birthday!

While the Russian Army was parading through Red Square for the annual May Day celebration, back here in Rosamond on 1 May 2010 we were celebrating the "First Anniversary of the Third First Flight of Bearhawk Three Sigma." Now you might wonder what is the significance of the Third First Flight, or how someone could have three "first" flights. The explanation lies in the fact that the first two "first" flights ended abruptly with an in-flight emergency. The Third First Flight was the first one that was actually completed normally and by the decision of the pilot in command, not the airplane.

In honor of this occasion, **Satoka "Tuki" Hanaoka** made a Bearhawk cake.



### Web Site Update

As of 9 May 2010, the hit counter showed **132282**, for a hit rate of 14 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 18: No EAA Chapter 1000 Monthly Meeting.** Go to fly-in instead.

**May 29: Nineteenth Annual Project Police Airport Barbecue,** Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

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

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

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

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

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

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

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

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

Sep 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Sep 21: 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](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**  
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<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:**  
**19th ANNUAL BBQ 29 MAY 2010 @ HIGH CAY**  
**USFAA CADETS VISIT PROJECT POLICE**  
**KOMMANDANT RE-UPS CFI**  
**PROJECT POLICE INVADE MINTER FIELD**



**The Leader In Recreational Aviation**