



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

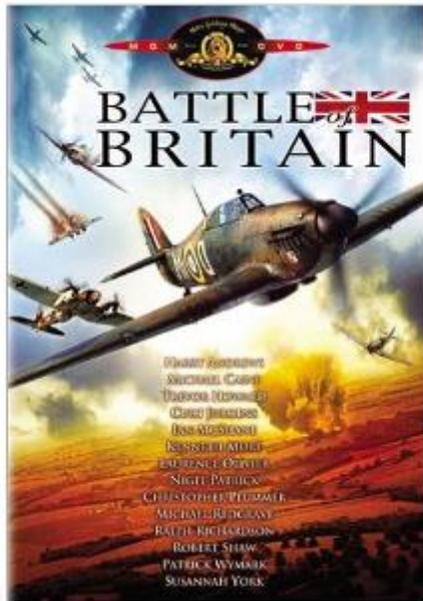
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<http://www.eaa1000.av.org>

June 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:



1969 Spanish Air Force Air Show

Tuesday, 15 June 2010

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium
Edwards AFB, CA

So, it's 1969 and you want to make a movie "In tribute to the Allied pilots who took part in the Battle of Britain." You're in England and you manage to dig up 27 Spitfires, 12 of which your crack mechanics (as opposed to mechanics on crack, which would never do) can get flyable. A further search yields 6 Hurricanes, only 3 of which can be resurrected to flying. (By the way, this lack of Hurricanes in the movie would be one reason stated for why most people think the Battle of Britain was won mostly by Spitfires, when in reality there were far more Hurricanes darkening the English sky than Spitfires.)

But what about the other side? It just wouldn't be right to have the Germans attacking in F-4 Phantoms or F-104 Starfighters. Somebody might notice. So where do you find a bunch of airworthy WWII German aircraft. Why not ask the Spanish Air Force, that were still flying a bunch of those types? That should net you about 50 ME-

109 (17 flyable), 32 He-111, and 2 Ju-52. With that you could make up a fairly respectable attacking force. While you're at it, hire Adolf Galland, German ace and General at age 29 as your technical advisor.

(Of course, **Mike Machat** would point out that the He-111 bombers were really Spanish license-built CASA 2111 flying with Rolls-Royce Merlin engines, or that the Ju-52 were really CASA 352, but we won't mention that.)

For the Air Command and Staff College (ACSC) students we can debate the strategy of attacking airfields, the early warning RADAR stations (assuming you knew that's what they were), or attacking cities. As for launching Operation Sea Lion, that's another movie that will never be made.

Of course, it's not 1969, and you're not making a movie. But somebody did, and we'll gather at the TPS big screen to watch it on 15 June 2010. You'll see amazing flying scenes of old airplanes over amazing vistas. Unlike in *Top Gun*, you won't have to suffer through an inane love story at the same time.

Afterwards we'll proceed *en masse* to the BK Dead Cow Emporium for feasting, libation, and a discussion of all the goofs in the movie, assuming you find any.

- Erbman

Last Month's Meeting

EAA Chapter 1000

High Cay Hangar Complex
Rosamond, CA

29 May 2010

Gary Aldrich, Presiding

The May meeting was held at **High Cay** at **Rosamond Skypark**, **Kommandant Aldrich** presiding. **Doug "Houdo"** and **Gail Dodson** once again shared their home at High Cay to host our annual spring fly-in fund raiser, formerly known as the Scotty Horowitz Going Away party and fly-in.

Pre-event activities included a performance by the Precision Work Bench Relocation Marching Drill Team, the One-Armed Banner Hangers, and the Scottish Banquet Chair and Table Corps. Perhaps you have been fortunate enough to see them in the Doo Dah Parade.

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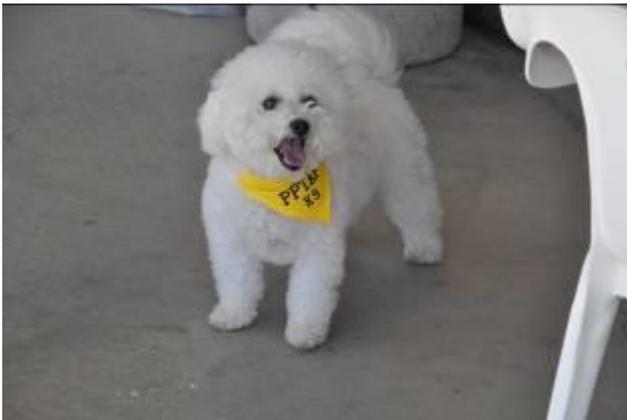
Thirty five members and guests were in attendance, including six and $\frac{3}{4}$ aircraft. As Doug's **Glasair** nears completion, it gets additional credit (last year was $\frac{1}{2}$). Visiting aircraft included a Pietenpol, C170, Giles 202, RV-8, Bonanza and a Bearhawk. The latter two merely had to be rolled out of the hangar and relocated from next door respectively.

The traditional spot-landing contest was dispensed with this year due to a lack of interest. **Grillmeister "Knife" Gennuso** was TDY to Alaska, so the **Chief Deputy Assistant Undergriller** (yours truly) filled in. There were no reported complaints, but I attribute this primarily to the threat that anyone who did complain had to do the grilling next time.

Most of this is true.



Gail Dodson with host dog Ridley, showing off the latest in PPTAF gear. Stormy Weathers serves his namesake purpose as a mobile windsock.



First Dog Pixel kommanding the K9 corps



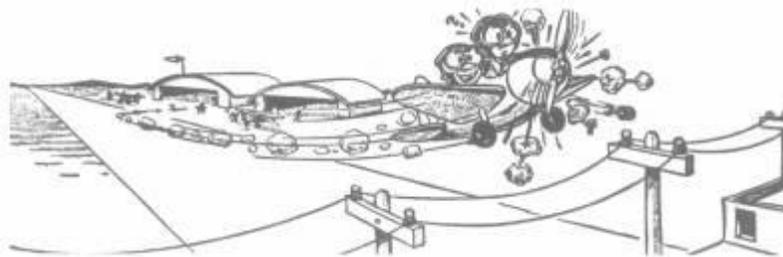
Showing off the work of the One-Armed Banner Hangers



Scott Liefeld's Pietenpol with another one-armed banner



The Combat Bearhawk on short final above the F-35 Banana Raptor





"I counted three landings on that approach. How many did you get?"



Official Landing Graders Stormy, Tuki, and Erbman



"Hey, you know, there's an app for that."



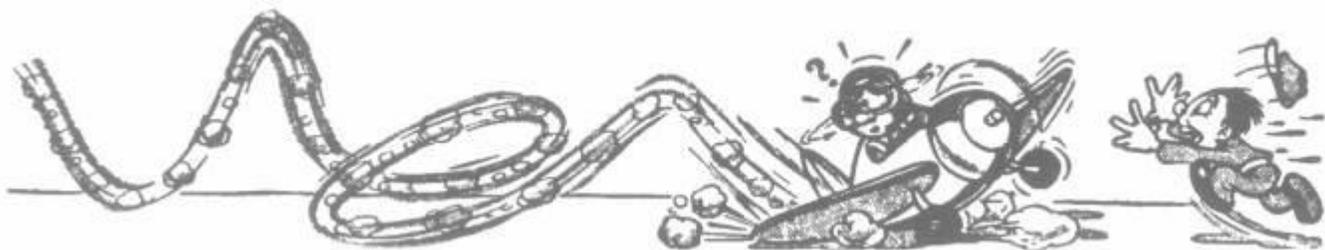
Ignition in progress. Please alert NORAD.



"Actually I prefer to use a ladder to check the fuel cap"



"Hey, don't tell me my business. I am the Chief Deputy Assistant Undergriller after all."





Taxiing in the brakeless Pietenpol



Houdu takes his turn piloting the mighty Pietenpol



Some of the diners enjoying their 30mm steaks



Cobra and Erbman inspect the Banana Raptor landing gear while Raven and Bushman walk toward Miles' Cessna 170



Dave Vanhoy and his daughter Jade flew a high-altitude aerobatic practice routine before landing



Murry Rozansky drove up from "Down Below" to see Three Sigma again



Mike Grimes' Crosley with the Mooney Mite engine shows that Stormy's Big White Ford (BWF) isn't the only propeller driven land vehicle



The Crosley reflects on the Combat Bearhawk



The ladies' section with Karen Bowen, Anne Aldrich, and Gail Dodson

- Kent "Cobra" Troxel
Minister of Propaganda

Kommandant's Korner

So, there I was, knee deep in Skywagon when I heard that insistent little triple beep from the iPhone perched on the workbench. It



could only mean one thing...Zurg's whipping boy was exercising his considerable thumb muscles to remind me that I was late with this month's column. Siiiggghhh. At least I have a good excuse, e.g. working on the airplane. She's fresh from her yearly physical and, once again, ol' **Doc Irvine** has pronounced her fit. Now all that remains is to reassemble the interior and wipe off the accumulated dust and grime from her period of inactivity.

It was a really nice day to fly, but that meant it was also pleasant in the hangar and, except for the numerous cuts and scrapes that accompany working on an assemblage of sharp aluminum and steel, I enjoyed immersing myself in the inner workings of an air machine. I've got to get the beast back on the front line to support the numerous missions being scheduled by **Mrs. Kommandant**. We'll be winging our way up to far northern California again in late June with **Anne's Dad** when he comes out to see the family. Then, in early July it's the annual trek to the back country of Idaho to commune with nature and a few dozen **Quiet Birdmen**. August promises a trip to the San Juan Islands where we hope to spend a week of time-share vacation. Ever since we made a quick stop in **Friday Harbor** on the way back from **Victoria, BC** we've wanted to spend some more time in those beautiful, green islands off the coast of Washington. Of course, I'm sure there will be more than one short excursion in betwixt and between the big trips. After all, I consider it a personal mission to support the local (and not so local) airport restaurants.

I hope you had a chance to stop by the annual **Chapter 1000 BBQ** and non-fly-in last weekend. The weather could hardly have been more cooperative and **apprentice grill-meister Cobra** earned high praise as he turned lowly tubes of processed meat into delectable hangar cuisine. The **Knife**, who had some lame excuse about flying to Alaska with his brother, had best watch his six as the student is threatening to surpass the master. Despite the de-emphasis on fly-ins, we had a good showing of Chapter aircraft and the mighty **Bearhawk** chalked up a first by actually flying during the event! Once again, we owe a debt of gratitude to **High Cay** proprietors **Doug and Gail Dodson** for the hard work and logistical efforts required to pull off such a pleasant and successful event. Check out the picture pages for a view of what you missed.

Fly Safe and Check Six,

- Gary Aldrich
Kommanding

Web Site Update

As of 6 June 2010, the hit counter showed **132703**, for a hit rate of 15 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

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 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

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

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

Oct 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 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.

Contact our officers by e-mail:

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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 15 JUN @ TPS
SPANISH AIR FORCE AIR SHOW
AIRPORT BBQ REPORT
FIGHTIN' SKYWAGON GETS CHECKUP**



The Leader In Recreational Aviation