



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 2011

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:



HOMEBUILDERS DOWN DAY

You
Tuesday, 21 June 2011
Whenever
Your Workshop

By order of the **Kommandant** and your **Board of Directors**, the **Project Police** of EAA Chapter 1000 are hereby directed to meet individually in groups for the regularly scheduled meeting/gathering/event on the third Tuesday of the month. Yes, you are empowered to figure out for yourself how to entertain yourself from 1700 to 1900 on 21 June 2011. Hey, you can't expect the **Schmoozemeister** to take care of you every month!

So why are you being presented with this precedented opportunity to choose your own destiny for a night? Quite simply we already "met" this month on 7 June 2011 at "The Hangar" to watch the Lake Elsinore "Storm" defeat the Lancaster "Jethawks" in spectacular fashion 24-4. If you missed it you'll have to wait until next month to read about it.

So be creative, and figure out something worthwhile to do with your time, even catch up on your *Sport Aviation*.

- Erbman

Subbing for the **Schmoozemeister**

Last Month's Meeting

EAA Chapter 1000

High Cay Hangar Complex
Rosamond, CA
21 May 2011

Gary Aldrich, Presiding

The May meeting was held at **High Cay**, the high desert estate of our hosts **Doug** and **Gail Dodson** on **Rosamond International Airport** (L00 ~ ROX). The occasion was the Chapter 1000 annual BBQ and fly-in, or in this case, just a BBQ. Only two aircraft were present, and both of these comprised the resident High Cay fleet (Doug's newly airworthy **Glasair IIFT** which was prominently displayed for inspection, and my **Bonanza**). **Kommandant Aldrich** has dubbed the **Glasair** to be henceforth known as the "**Glamorous Glasair**", or **G²** for short.

Twenty three members, guests and the Kommandant's dog **Pixel** attended our soiree, the number obviously affected by the well-publicized but apparently inaccurate prediction of Judgment Day. We are pleased to report that the high-desert was unaffected, but then again, I'm not sure we would notice if it had occurred.

Lee Erb, father of **Russ "Erbdude" Erb** won the "travelled farthest to attend" award, coming from the **Republic of Texas** (it's like a whole 'nother country, afterall). We also welcomed new chapter member **Phil Beatty**.

Following **MARF** (Maintain Absolute Rigid Flexibility) protocol, we ignited the grill at approximately 1130, somewhat after the scheduled ignition of 1100. The BBQ featured the debut of the modified grill which now sports a mobility enhancement update (MEU). The update adds wheels, allowing the unit to be moved by one person, provided they have been taking steroids for at least 6 months. Prior movement required at least two persons and a good sized ape.

The undersigned tended to grill duties since our **Chief Grillmeister George "Knife" Gennuso** was on TDY to Sacramento involving the graduation of a family member. There were no complaints or reported gastronomical irregularities, so it appears that no one was harmed by the experience.

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Most, if not all of this is true.

- Kent "Cobra" Troxel
Minister of Propaganda



Prior to the arrival of the guests, there was a sudden flurry of activity to label all of the newly purchased EAA Chapter 1000 tables and chairs. I would have thought it easier just to put the table on its side, but Opie saw this as an opportunity to use his creeper, since the belly of the Glasair doesn't accumulate very much oil. Stormy acts as safety observer.



With the sudden flurry of activity, the cameras came out. Here the Kommandant takes a picture of...



...Tuki trying to outdo Opie on the table marking.



Stormy completes the statutory call to NORAD to warn them that the fire ignition is not an ICBM launch and clears Cobra to apply the fire starting accelerant.



Cowering behind the weak fire shielding properties of his hat, Cobra sets the high intensity carbon oxidation reaction into motion.



The host aircraft, the newly minted Glasair IIFT



The host aircraft stands guard over the hangar feasting area



The early arrivals. More people would come later, but by then we were having such a good time we forgot to take more pictures.



The cohost aircraft, the Banana Raptor, stands by the Chapter Grill Version 1.1, waiting for the other aircraft that never came.



Tim Brien and secret PPO attendee Lee Erb, solve all of the rotorcraft problems of the world, but in true Project Police fashion, fail to write any of the solutions down. PPTAF K-9 Kommandant Pixel supervises.



Crash suits up in her High Cay uniform to watch over the event.

Kommandant's Korner

Hot off the presses! Do they even have hot presses anymore? Anyway, this report just in from Kern Valley Airport (L05) on



International Young Eagle Day, 11 June 11. I'm pleased and proud to report that Chapter 1000 Young Eagle Coordinator, Dave "Sardot" Marten orchestrated a unique and completely successful deployed YE rally at this semi-remote mountain airfield at the northern end of Lake Isabella. I suspect a full report from Dave will ultimately grace these pages, but I thought the membership ought to know the over-the-top dedication of this relatively young Project Police Trooper. You see, Dave returned last night from a continent-spanning flight in his Mooney 231 where he had been visiting his severely ill father. He had been unexpectedly called to the East coast last week to attend to



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this serious family issue. Fortunately, Dave's dad is on the mend. Oh, and did I mention, his wife gave birth to his second daughter the day he had to fly east? The chapter owes **Dave**, and especially, **Theresa**, a big thank you for such an outstanding devotion to the effort (the rally, I mean, not the birth...though I guess they were devoted to that effort as well).

Four **PPTAF** aircraft departed separately, and semi-covertly from **KWJF**, **KEDW**, and **L00**. The **VC-180** launched first with the **Kommandant**, **Lyn "Sweet Cheeks" McNeely**, and **Stormy Weathers**. **Randy and Leigh Kelly**, in their **C-182** departed shortly after, accompanied by **Tim "Carny" Brien**. **Dave Marten** in his **Mooney** had preceded the group and was available to serve as ground control for the arrival. Enroute, we semi-joined with **Leslie Monforton** in her **A-36 Bonanza** as we approached the target area. We taxied in to the YE staging area and, in fine **Chapter 1000** tradition, sought out food and beverage. Almost as if we had planned it, former YE Coordinator, **Miles Bowen** and **Karen** arrived by ground assault vehicle in time to order breakfast with us.

After an outstanding pilot brief by **Air Boss Marten**...complete with mission card, we commenced Young Eagle-ing. Our ground volunteers brought order to the chaos of pilot and YE check-in and were ably assisted by local folks, including airport manager, **Rich Lach**. Rich had arranged for static displays by Kern County Fire and Forest Service assets including a neat helicopter. He also rounded up some Jerry cans of 100LL for those without the Skywagon's cavernous fuel tanks. Both local and visiting aircraft and crews participated. Augmenting the Chapter 1000 fleet were a Tri-pacer, a couple of RV-x's, and several machines of the Wichita persuasion. If you've ever been to Kern Valley you might recall that there is almost no level ramp space. Couple this with a somewhat constrictive taxiway and the result is almost as much fun in ground ops and parking as there was in flying the kids. We could not have succeeded as well without able ground crews who escorted kids and parents to their aircraft through the confusing jumble of maneuvering aircraft. With the professional efficiency of the ground and flight crews, an estimated 40 kids were flown (exact numbers to come from Dave) in just over two hours. Operations ceased when the winds and convective activity began to kick up. The assembled armada dispersed back to their home fields and returned L05 to its placid and scenic norm.

Personally, I flew 7 Young Eagles (plus one mom) in three sorties that consisted of a low-altitude tour of the beautiful scenery around Lake Isabella. I'm also proud to report that my second flight included **Ashley**, who was my **100th YE** flown. However, the highlight of my day was **Ian**, my last YE. **Ian** had been admonished by his mom for stalking and capturing a local reptile. Thus, when **Tim** was strapping him into the **Fightin' Skywagon** he had a pretty good case of the beak. I was a little afraid that, unlike my previous passengers, he might not enjoy the miracle of flight. I shouldn't have worried, though. As the 180's mains left the ground, a smile appeared on **Ian's** face that threatened to break his cheeks. Another successful mission and a great way to kick off the summer flying season.

Fly Safe and Check 6!



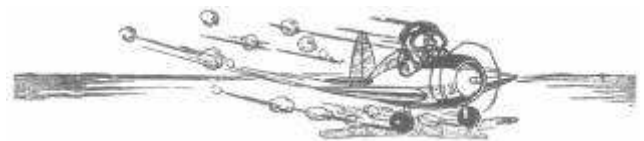
Kommandant's 100th Young Eagle



Filling out the Young Eagle logbook on the Skywagon's portable writing surface



Head chock wrangler Tim





Stormy attempting to prevent the VC-180 from seeking the river



Sardot's beautiful Mooney



Young Eagle Pilot Leslie Monforton with ground crew Leigh Kelly



Randy Kelly with a fresh load of Young Eagles



Miles and Stormy consult with RV pilot



The Kommandant invites you to submit your own caption for this picture of Lyn "Sweet Cheeks" McNeely and Randy "Kanard" Kelly

- Gary Aldrich
Kommanding

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The Dangers of Volunteering

Tony Unger, recently promoted to the rank of *Project Police Officer*, who is also director of the **Southern California Aviation Mentoring Program** (evidence that he was paid by the letter) has announced the he was honored to be chosen (read "sucked in to") as the Advisor for the new **Aviation Explorer Post** which had it's first meeting June 1st at Fox Field. For those of you who don't know where Fox is you can probably stop reading now.

The goal of Aviation Explorers is to provide experiences to help young people mature and prepare for their eventual careers. Although there are many possible careers in Aviation related areas, an initial survey of the youth seems to indicate a lot of interest in military aviation. Therefore the Post is soliciting the help of interested parties to speak within their areas of expertise, or without, either one.

Now we know that most of the members of **Chapter 1000** are **shy retiring types**, or are shy and should be retired, but we need a few good men and women to speak to the kids. We would like to have a different speaker at each meeting with a slightly, or largely, different areas of expertise. Or the ability to talk about something you know nothing about but can keep a room full of teenagers entertained.

Some areas we would like to see addressed are, military pilot, test pilot, engineer (planes, not locomotives) CFI, controller, A&P etc. etc.

If you would be able to help out, our meetings are the first and third Wednesday of each month. Please contact Tony at 661-510-6351 or email at Tonyatgenesis@yahoo.com. This is a great program but it will only be effective if we can get some good information to the kids. Please consider helping us out.

Jimmy Stewart's B-47 (sort of)

In the movie *Strategic Air Command* we saw some beautiful closeup shots of Jimmy Stewart saving the world by flying his B-47 strategic bomber across the Pacific to Japan.



You may have wondered how they got those pictures from inside the tight confines of the B-47. The answer, of

course, is they didn't. They built a complete mockup of the entire cockpit missing the left side for the filming. This mockup is now on display in the museum at March Air Reserve base.



This is the front cockpit where Lt. Col Holland sat.



The cockpit is a complete reproduction, so much so that it could be a part-task trainer. Note the size of the gear handle and the six throttles on the right hand side, just like a B-17 or B-24. That's where bomber pilots expect throttles.



The rear cockpit seat could swivel around to operate the radar aimed tail guns. Ejection was only possible from

the forward facing position. The large levers on the floor are the emergency landing gear lowering controls.



In front of the "front cockpit" was the bombardier-navigator position. Just like in the later B-52, this position was not deemed worthy of a canopy or even a big window, just a little day-night indicator on the sides of the fuselage. I can imagine **Stormy** or **Kanard** in here preparing to lay waste to a zillion Kommunistis.

Project Police Aircraft Spotters Quiz



Last month **Evil Editor Zurg** brought you a twist to the aircraft identification game. Not an aircraft, but an item seen at the March Air Reserve Base museum. As you know, **Zurg** doesn't make these things easy.

PPO Randy "Kanard" Kelly was the only one brave enough to take on the **Evil Editor Zurg** and make a submission.



Here is the original picture, expanded to show a few extra clues.

Kanard said "I believe that intimidating piece of AGE is an older air conditioning cart. Think I remember one of those on a SAC ramp when I first started flying B-52s." Nope. Try again. "Hydraulic 'mule'." Nope, still wrong.

The equipment shown is an AG-330, a start cart for the SR-71. The AG-330 was originally equipped with two Buick Wildcat 401 CID V-8 engines of 400 HP each. Each engine was connected to an automatic transmission, and together the two engines drove a single vertical shaft which rotated the jet engine up to starting RPM. Apparently two big block Buick engines at full throttle belching fire sans mufflers plus the sound of a giant turbine spooling up with Triethylborane exploding upon contact with the air made for quite an exciting visual spectacle, not to mention being extremely loud. And you though an F-16 starting up was annoying.

Later the engines would be replaced with Chevrolet LS-7 454 CID V-8s of 465 HP each. Eventually someone decided that the SR-71 could be started with Pneumatic Air starting like T-38s and F-4s and the AG-330s were mothballed.

You can see an AG-330 even closer to home at Blackbird Airpark in Palmdale right next to a non-descript FAA facility. Rumor has it you will have that chance at next month's meeting.

Kanard did better with the next one.



"The other console is the student navigator console out of a T-43. At least three of the large panels went with the Radar. There was also an INS control head, an integrated navigation panel, a combination Loran A/C, a doppler panel, intercom panel, and I seem to recall - a fake star tracker panel."

Zurg thought for sure that **Stormy** would respond with an equally correct answer to that one, but either he is still intimidated by **Zurg** or he has been a little too successful in "recovering" from being an Air Force Navigator.

Web Site Update

As of 11 June 2011, the hit counter showed **138395**, 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

Jun 21: No EAA Chapter 1000 Monthly Meeting. You should have gone to the baseball game on Jun 7.

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

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

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

Jul 25-31: EAA Airventure Oshkosh. Multiple **Project Police** missions are currently in planning.

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

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

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

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

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

Sep 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. The Airventure Death by Powerpoint Presentation. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

Oct 18: 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

C/O Russ Erb

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

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:
 NO THIRD TUESDAY MEETING
 NON-FLY-IN AIRPORT BBQ REPORT
 INTL YOUNG EAGLES DAY AT KERNVILLE
 JIMMY STEWART'S B-47**

