



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>

September 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:

The AirVenture Report

Tuesday, 20 September 2011
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Just when you thought it was safe to go back to the auditorium...It's the annual postmortem debrief technical report out brief of the Pilgrimage to Oshkosh. You'll laugh, you'll cry, you'll ask yourself, "How many more slides until we go to Burger King?" That's right, colleagues. It's **Death by PowerPoint**®. And, with the largest contingent to make the expedition in many a year, there will be more than enough "there I was" stories (all containing at least 6% truth as required by Chapter OIs) to satisfy everyone. So, come join us. Listen with rapt attention as we mesmerize you with tall tales of aviation (and Interstate highway) exploits.

If you made the journey yourself this year, come prepared to tell your side of the story. If you weren't there but think you are channeling someone who was, well, that could be fascinating too. We'll meet at the Test Pilot School for soft drinks and C³s. Then, we will proceed in an orderly fashion into the auditorium. See you there.

- Scott M. "Stormy" Weathers
Vice Kommandant

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium
Edwards AFB, CA
16 August 2011

Stormy Weathers, Presiding

The August meeting returned to the hallowed halls of USAF TPS for the first time since last March. This was the preview show for the big AirVenture extravaganza of September. It was too early to get the usual presentation together, but not so late as to miss a chance to hear from one of the **PPTAF** participants, **Greg Jones**. Greg normally resides in **Adelaide, South Australia**, in (you guessed it) **Australia**. A retired maintenance officer from the **Royal Australian Air Force**, he came to the exciting town of **Rosamond** to spend about 5 weeks with **Stormy Weathers**, which included the trip to Oshkosh.

Attendance was a little sparse, which wasn't helped by **Opie** being in Texas and the **Kommandant** and **Cobra** running off on their Castle and Distillery Tour of Bonnie Bonnie Scotland. After soliciting for assistance from passing TPS students with the C³s we were able to start the meeting.

Greg gave us a Powerpoint-less presentation of his experiences on the trip to and from Oshkosh. He produced a National Geographic map of the United States which was marked with other trips he had made through the states. **Erbman** may have finally found something he is good at, as he jumped up to take the role of **easel** to hold the map (though the **Kommandant** would probably make some joke about a "w" missing from that word).

Greg mentioned about how he had taken many pictures to document the trip, but there seemed to be several gaps in the pictures several hundred miles long. Greg finally figured out that these gaps corresponded to the times when he was driving.

Greg noticed as they approached Oshkosh that they could drive the Fisk Approach, the same route that all of our airplanes took to get to KOSH. To make it even more comical, due to road construction (of which there was more than enough), they were forced on a detour which circled Green Lake, thus faithfully recreating the Green Lake holding pattern.

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After AirVenture, they headed South to visit **Stormy's Mom**. After sharing several embarrassing stories about **Stormy**, they continued on back to California, stopping at Amarillo TX and Kingman AZ.

We then took Greg to the World Famous **BK Dead Kow Emporium** where we all made catty comments about the program showing on CNN.

If you missed the stories about Oshkosh there's a good chance you can hear them again at this month's gathering. Come watch the Minister of Propaganda try to count the slides.

Most, if not all of this is true.

- Russ "Erbman" Erb

Emergency Substitute Interim Deputy Minister of Propaganda

Kommandant's Korner

It's hard to believe that the busy summer flying season is starting to slow down. The entire **PPTAF** AirVenture operation (of which you will hear about in gross detail at this month's gathering) was successfully completed without loss of life or significant equipment damage...truly an accomplishment of which our rowdy bunch of aviators should be very proud. I was able to cram a couple of weeks of work in among my various aviation adventures and world travels with **Mrs. Kommandant** and the **Troxels**. After having put some 60+ hours on the **Fightin' Skywagon**, I'm looking forward to a slightly decreased OPS tempo as the cooler (and windier) weather returns to the Antelope Valley.

The decreased fly-rate will allow me to make a couple of changes to the **VC-180**...one a repair, and the other a replacement. The repair is warranted by a situation that occurred shortly after takeoff from Yuma, AZ (KNYL) a couple of weeks ago. As I was coordinating with Yuma Departure Control to negotiate one of the local Restricted Areas frequented by the local Marine squadrons, the trusty GNS530W presented the Garman equivalent to the "blue screen of death" by popping up a text box declaring that the aviation datacard had been removed and that the unit would be shutting down in, "three, two, one...". This was a bit disconcerting as the 530 also contained the radio upon which I was communicating. Thus, a flurry of CRM began in the cockpit as the fancy Garmin box went dark and silent. Ace copilot **JD3** loaded the active frequency in Comm 2 while I flew the airplane in the general direction of the last vector (good practice to always set the heading bug on the direction indicator). I also restarted the 530, using the "Microsoft Windows" approach to troubleshooting, but it continued to insist that there was no datacard in the unit...visual confirmation notwithstanding. After getting past the denial stage I concluded that the Garmin-proprietary RAM card had gone "tango-uniform" and I switched my focus to the Garmin 696 portable for primary nav reference. Unfortunately, I discovered that the



clever data crossfill feature that sends flight plan data from the 530 to the 696 caused the stupidity in the panel-mounted navigator to be sent directly to the portable navigator. Thus, the 696 dropped its flight plan info and refused to accept a re-input as long as the 530 was still breathing. I'm sure I could have solved that problem with some software switch, but at that point the easiest solution was to turn the 530 to the "OFF" mode, use the 696 for general SA on the restricted area and...horrors...look out the window to apply some of that "pilotage" stuff. Well, the rest of the flight was uneventful, though I had to use the autopilot in the "heading track" mode...siiighhh. Now, I'm awaiting a new blank datacard from Jeppesen... a 16 Mb (yup, that's an M, not a G...) chip for only \$195!

Oh, yeah, the "replacement" referred to above is to retire my 121.5 MHz ELT...the one that came with the airplane from the factory only 32 years ago, with one of the new ACK-E-04 406 MHz units. As you may be aware, this unit was introduced about two Oshkosh's ago at a very attractive (relatively speaking) price. Of course, it then took the ensuing couple of years to get through the FAA/FCC bureaucratic morass, completing certification only a couple of months back. Well, as can be expected a HUGE backlog of orders occurred. It didn't appear I would be able to score one of these popular units, but we are indeed fortunate in **Chapter 1000** to have some pretty influential folks among us. **Bill Irvine**, of "**Flying Dog Ranch**" fame was able to use his considerable influence on a large avionics supplier and has notified me that I can expect delivery by the time you read these words. Thanks, Bill...I won't ask what you had to threaten or promise. For a bit I was worried that I wouldn't be able to balance precariously on the bleeding edge of technology anymore!

So, what's on the horizon? Well, the Fox Airport Association's annual aviation event will very likely be history by the time you read this, but we are also flying a few **Young Eagles** on Saturday, the 17th of September. If you are interested in participating in that event or the Tehachapi Society of Pilots' event on 24/25 September, please let our crack YE Coordinator **Dave "SARDOT" Marten** know. Otherwise, I'll be looking to see you at the next Chapter gathering.

Fly Safe and Check 6,

- Gary Aldrich
Kommanding

General George S. Patton Museum Flyout 15 October 2011



What does General George S. Patton have to do with aviation? Other than being the recipient of airborne close air support, not a whole lot. However, the founders of the General George S. Patton Museum had the good foresight to build the museum right next to an airport.

The museum is located at Chiriaco Summit, the location of Patton's Desert Training Center from World War II. The museum "is a military history museum with exhibits ranging from World War I through the Iraq and Afghanistan Wars." You can read about it at www.generalpattonmuseum.com.



The museum is located just across the parking lot from Chiriaco Summit airport (L77). That's at N33 39.8933/W115 42.6000, about 40 nautical miles east of Palm Springs. There is no tower at the field, and the CTAF is 122.9. The runway is officially 4600x50 ft, and there is no parallel taxiway. To add to the fun, the FAA notes that there is "no line of sight between runway ends," so be extra careful when back-taxiing on the runway. The parking area is off the west end of the runway. Left pattern is prescribed for both directions. There is no fuel available on the field, so be sure you show up with enough to get to your next destination.

Colocated with the airport and museum is a Truck Stop, complete with a café and Foster's Freeze, so we should be able to get lunch while we are there.

The entrance fee for the museum is \$5. If you are 62 or older you get a 50 cent discount. Active military, American Legion, and VFW are free. No mention is made about veterans.

The museum opens at 0930, so I recommend we each plan our takeoff time to arrive about 0930. Of course, that means that **Opie** can watch me takeoff, go have breakfast, and still have time to takeoff and meet me in the pattern.

If you have an airplane and would like to participate in this adventure on 15 October 2011, please contact **Erbman** at erbman@pobox.com. Be sure to tell me how many open seats you have to offer to other **PPOs**. If you don't have an airplane but would still like to participate, contact **Erbman** at the same address so that you can be assigned to a passenger manifest. If you have already arranged to travel as a passenger on one of our aircraft, tell **Erbman** that too.

Any further updates to the schedule or plan will be distributed by e-mail to the declared participants.

- **Erbman**
Project Police Flyout Rabble Rouser

Operation Rubidoux Sundown XIX – 12 November 2011



I know what you are thinking..."Didn't we miss that already?" Nope, this year the Flabobians of EAA Chapter 1 have shifted their annual Open House to correspond with the

Veteran's Day Celebration and Display Day. Maybe it had something to do with the unfortunate luck of holding their Open House on a 100° F day in September last year. Or maybe they just moved the date to confuse us. Well, the **Project Police** are not that easily fooled!

We suspect the Flabobians have relaxed their defenses since last year we were only able to generate one **Aerial Assault Vehicle** to attend the Open House. That should open them up for a large force raid that we should be able to organize.

Your mission is to drag out your **Project Police Aerial Assault Vehicle** and plan to fly to Flabob (KRIR) that morning. If you don't have a **PPAAV** then contact **Erbman** to be assigned to a crew.

If you plan to participate, contact the **Erbman** by phone or e-mail to receive the secret OPPLAN for staging and mass arrival. Unless someone comes up with a better idea, we will probably revert back to the traditional rendezvous at Apple Valley (KAPV) for breakfast followed by a semi-coordinated departure for infiltration to the target area.

Of course, you could drive to Flabob if you prefer. We promise to link up the aerial contingent with the ground assault force.

Wearing of Chapter Bowling Shirts is authorized and recommended. It strikes fear into the hearts of Flabobians.

- **Erbman**
Project Police Flyout Rabble Rouser

West Coast Tailwind Fly-In

The West Coast Tailwind Fly-in, hosted by EAA Chapter 71, it will take place on Sunday October 2nd, 10:00 am at Bakersfield Municipal Airport (L45). All aircraft welcomed, Fly-in, Drive-in /walk in for this great event featuring Steve Wittman designs. Lunch will be available. Contact Joe Dendy for details 661-301-6461. PS: Fly-by would be great!

Web Site Update

As of 10 September 2011, the hit counter showed **139472**, for a hit rate of 11 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

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 15: Fly-Out to General George S. Patton Museum, Chiriaco Summit (L77). (661) 256-3806

Oct 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

Nov 12: Operation Rubidoux Sundown XIX, Flabob International Airport (KRIR). (661) 256-3806

Nov 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

Dec 20: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters. Quartz Hill CA. (661) 609-0942

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

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

Jan 17: 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**

**C/O Russ Erb
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Rosamond CA 93560-7692
<http://www.eaa1000.av.org>**

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:
MONTHLY MEETING 20 SEP @ TPS
KOMMANDANT'S REPAIRS
FLYOUT TO L77 PLANNED
OPS RUBIDOUX SUNDOWN XIX COMING**

