

# 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>

December 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:



## Project Police *festivus*

### Celebration

Tuesday, **13 December 2011**  
 1800 hrs (6:00 PM Civilian Time)  
 Kommandant's Kwarters  
 Kwartz Hill, CA

Learned colleagues,

I would like to take this opportunity to share with you some notes of significance regarding the 13th day of December. It is the 347th day of the year. On this day, only 18 days will remain in the year 2011. The sun will rise at 0650 and set at 1641. Here are some historical notes of interest:

In 863 A.D., Boudouin weds Charles de Kales' daughter Judith.

In 1294, Pope Coelestinus V resigns the papacy after only five months.

But wait! There's more:

1577 Sir Francis Drake sets sail from England to go around world.

1642 New Zealand discovered by Dutch navigator Abel Tasman.

1843 "A Christmas Carol" by Charles Dickens published, 6,000 copies sold.

1903 Italo Marcioni patents ice cream cone in New Jersey.

1903 Wright Bros make 1st flight at Kittyhawk, but not THAT first flight.

1913 Mona Lisa stolen in Aug 1911 returned to Louvre. Family issues press release that they're "just happy to have her home."

1919 Ross and Smith land in Australia from a flight from London. Luggage mysteriously shows up in Denver three weeks later.

1920 F Pease's interferometer measures 1st stellar diameter (Betelgeuse). Betelgeuse goes on to become one of 41 stars selected for celestial navigation by the Defense Mapping Agency.

1922 Charles Ebbets proposes putting numbers on players' sleeves or caps. Information technicians are aghast that numbering did not begin with zero.

1928 Clip-on tie designed. Sold thousands, even though everyone denies wearing them.

1936 Green Bay Packers win NFL championship. (Someone please tell Sherry I included this one.)

1938 Los Angeles freezes at 28 degrees F. (That's -2C, Doug.)

1950 James Dean begins his career with an appearance in a Pepsi commercial.

1961 Beatles sign a formal agreement to be managed by Brian Epstein.

1961 Jimmy Dean's Big Bad John album is country music's 1st million \$ seller.

1964 In El Paso, LBJ and Mexican President Ordaz set off an explosion diverting Rio Grande, reshaping US-Mexico border. One couple, startled by the noise, were surprised to find themselves in Mexico without a current passport.

1969 Arlo Guthrie releases "Alice's Restaurant."

1975 1st time Saturday Night Live uses a time delay - Richard Pryor hosts. (This was before he set himself on fire.)

1976 Longest non-stop passenger air flight (Sydney to San Francisco 13h14m) - and a meal was served!

1978 Susan B. Anthony dollar, 1st U.S. coin to honor a woman, issued.

1979 "Oklahoma!" opens at Palace Theater New York City for 301 performances.

1983 British Airways incorporates. Seat pitch reduced by two inches for profitability.

1983 Martha Layne Collins inaugurated as Kentucky's 1st female governor.

## THE LEADING EDGE

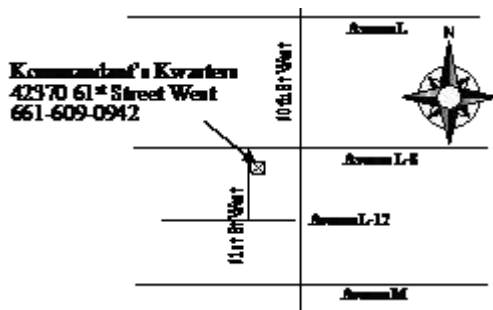
1993 Dow Jones hits record 3764.43.  
1993 Space shuttle STS-61 lands.  
1995 U.S. Federal Court votes that Cable companies must carry local stations. In response, local stations initiate weight reduction program.  
2000 Al Gore concedes presidential election, George W. Bush named President. But, Al Gore still invented the Internet - and "ManBearPig."  
2003 American forces capture Saddam Hussein outside of Tikrit. Hussein offers to negotiate terms of surrender.  
2010 In China, a 2,400 year-old pot of soup is discovered near the country's ancient capital of Xi'an. Scientists are perplexed by strange red and white label.  
2010 Russ Mittermeier and colleagues in northeast Madagascar, confirm a new species of fork-marked lemur in Madagascar. Lemur couples seek counseling to understand how this could have happened.

But, all that pales in comparison to the notable event that will occur this year. Yes, the annual Celebration of **Festivus** is upon us. Once again, our **Kommandant** has graciously invited us into his home. He even has permission from **Mrs. Kommandant** to extend such an invitation. There will be **food**. There will be the annual **Kommandant's Krap Gift Exchange**.



**Mrs. Kommandant** was heard to suggest gifts

from the aviation section at **Nordstroms**. Your future former Vice Kommandant will be loading the moving van before the festivities, so I might bring whatever doesn't fit in the truck. Rumor has it we will be initiating a brand new **Festivus** pole. So, come prepared to air your grievances in accordance with tradition. There may also be the annual chasing of **Pixel** through the neighborhood. It all begins at 6 pm, 1800 local, or 2600 Zulu at the House of Aldrich, on 61st, near Avenue L-8 (pronounced 'late'). I hope to see you all there.



*(Rumor has it that **Evil Editor Zurg** may make an appearance. In the Holiday Spirit he promises to not blast too many **PPOs**)*

- Scott "Stormy" Weathers  
Future Former Vice Kommandant

## Last Month's Meeting

### EAA Chapter 1000

High Cay Partyhaus

Rosamond, CA

15 November 2011

**Gary Aldrich**, Presiding

The April meeting was held at High Cay at Rosamond Skypark with about a dozen members attendance (in addition to guests), **Kommandant Aldrich** presiding. **Doug "Houdu"** and **Gail Dodson** once again shared their home at **High Cay** to host **Lt. Col Ryan "Rooster" Osteros** and 16 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:

Assemble at High Cay. Eat chips and dips. Cook, then eat cheeseburgers (except for Doolittle). Drink beer (except for Zurg). Belch. Tell jokes and stories to cadets and each other, observing minimum 10% factual content requirement rule, but rarely exceeding it. Eat cookies. Drink more beer. Declare "Victory!" when food and beer exhausted. Go home.

Most of this is true.

- **Kent "Cobra" Troxel**

Minister of Propaganda

## Kommandant's Korner

Seems like we've arrived at yet another holiday season here in the high desert. I hope everyone had a pleasant gastronomic experience while giving thanks last month...and that your credit cards survived the double onslaught of "Black Friday" and "Cyber Monday". Speaking of thanks, it's worth noting that despite the various "attacks" on our aviation freedoms in this country we really should consider ourselves lucky that average "Joes" like you and me can still navigate freely about this great land in air machines that belong to us (and/or the bank). The rest of the world is certainly not as fortunate. Take for example my latest overseas adventure in the United Kingdom. During almost two weeks in Scotland and England, **Cobra** and I were able to spot exactly two light aircraft in the skies. Obviously, this is a limited sample, but with their auto fuel prices at far more than what we pay for 100LL (who knows what the average Brit has to pay for avgas) and the legendary fees levied by a socialist government, it's no wonder that commercial and military aviation rule the skies in Britannia.



That is not to say that we should smugly sit idly by when some headline-grabbing Congress-critter declares that light aircraft are a menace to society and a tool of the radical Muslim extremist, or when federal/state/municipal

government seeks to fix a flawed financial plan by taxing our small segment of the population...or charging us whenever we call for radar advisories or even permission to land at a towered field. The latest assault is insidious, indeed. If you've been living under a rock in the last month or so, you probably haven't heard that the government plans to start charging companies like Jeppesen and Foreflight and Garmin and others for the navigation and charting databases that are paid for with our tax dollars and have been heretofore free. Well, who do you think will ultimately pay that expense? Do you think good ol' Jepp will eat that? Not on your life.

So, how do we keep our beloved hobby/sport from the fate of most of the rest of the world? Four simple letters...**A...O...P...A**. If I'm preaching to the choir, great. But if there is one of you out there who is reading this and isn't a member of AOPA...**SHAME** on you! Now, I don't work for AOPA, but they work for all of us and, like you, I benefit from every dollar the membership pays when their savvy lobbying team manages to get user fees scratched out of the budget bill or prevents some city council from erecting high rise buildings or towers at the end of your favorite runway. That's the way politics works in this country...and it takes money. When I first started flying the cost of AOPA membership was about the cost of an hour of flying and I selfishly chose to aviate. Now, membership is way less than that hour of flying; removing another excuse for not belonging. So, if you want the best chance of protecting the status quo, write that check.

{Stepping down off the soap box} Another thing for which I'm thankful is the mild weather we had on the Wednesday prior to Thanksgiving and the Sunday following. I can't thank AOPA for that one, but it sure was nice to be able to provide air transportation for daughter and son-in-law back and forth to KLVK without worry of icing, clouds, or heinous winds. Roughly eight hours went in the Skywagon's log for the two round trips...about equivalent to one way in holiday traffic on I-5. The trusty VC-180 just hummed along in the smooth and cool air of the central California valley. On the Sunday RTB the freeway was a river of red and white light for as far as the eye could see from 7500 feet MSL. Yeah, it was expensive...but as the commercial says, the experience was "priceless".

Now it's time to look forward to the string of holiday gatherings with family and friends (which is probably already in progress), and to reflect on the past year's adventures while planning for those in the future. **Mrs. Kommandant** hopes you will be able to join us at the **Festivus** party on the 13<sup>th</sup>. If you can't make it, consider this our wish for a joyous seasonal holiday of your choice and a happy and prosperous new year!

Fly Safe and Check 6 (and watch out for flying reindeer)

- Gary Aldrich  
Kommanding

## International Project Police Raid—Royal Air Force Museum, London, England

Recently **PPOs Kommandant Aldrich** and **Cobra Troxel** travelled at great personal expense to Bloody Ol' England to investigate the quality of historical depiction of significant military aircraft and equipment. Through the power of the **Kommandant's** Nikon D90 camera, we can all be transported there to enjoy it ourselves.

You can find more information about all of this at <http://www.rafmuseum.org.uk/>.



The Kommandant successfully locates the museum after a long ride on "The Tube"



Hawker Hurricane and Supermarine Spitfire guarding the door



Some might call it art, but it reminds me of a bending project gone horribly wrong

## THE LEADING EDGE



A Bleriot XI with an engine that spins. Behind it is a derivative of this design, a Eurofighter Typhoon with two engines that spin.



Sopwith F1 Camel. Is the pilot a “funny-looking dog with a big black nose”?



Sikorsky R-4B Hoverfly, the first operational helicopter for the USAAF and the RAF. The payload was just barely enough to carry the fuel and the pilot. Filling the second seat was almost an overload condition, sort of like the Bell Model 47.



The Hawker Hart was designed as a bomber, first flying in July 1928. Like the Martin B-10, it had performance superior to any fighter aircraft at the time.



This is a replica of the Percival Mew Gull. While the original never raced at Reno or even Cleveland, it did win the 1938 King's Cup, and then set a record (which still stands) for flying from London to Cape Town and back again.



Hawker Tempest V, designed during World War II incorporating lessons learned from the Hurricane and other aircraft. This aircraft was used to tow aerial gunnery targets. The funny paint scheme was to identify what NOT to shoot at.



The only Miles Mohawk ever built was built to order for Charles Lindbergh for transportation around Europe. Lindbergh flew it for this purpose, then turned it over to the British government in 1939. Someone else had an accident landing in Spain in 1949. It was later restored and donated to the RAF museum.



The Kawasaki Ki-100 1b was built in 1945 as a high altitude fighter, just before the surrender. This is the sole remaining example. It has since been moved to RAF Museum Cosford.



The Percival Prentice T1 was a two-seat side-by-side trainer built to replace the Tiger Moth. It was underpowered and fuel-guzzling compared to more modern American types.



This Handley Page Halifax II attacked the battleship Tirpitz on its first operational mission. After releasing mines, it was hit by ground fire and made a wheels-up landing on the frozen Lake Hoklingen in central Norway. Twelve hours later it sank through the ice, 92 feet down. Recovered from lake in 1973. Eventually it was decided to display it in the "as found" condition.



Once the camel gets its nose in the tent...Handley Page Victor K2 nose section. The Victor was a strategic nuclear bomber which was converted to a tanker, used during the Falklands campaign and Gulf War I. We're guessing the plate on the front of the door was for protection when scarpering (*look it up*).



The Fairey Battle was introduced into service as a bomber in 1937. It replaced the Hawker Hart. It was so advanced that it was declared obsolescent by 1939, and was withdrawn from operations by September 1940.

## THE LEADING EDGE



Ever say something you wished you hadn't? Displayed on an Avro Lancaster



The mostly wooden Heinkel He 162A-2, another German last-ditch effort to turn the tide of the war



This Focke Wulf Fw190A-8/U-1 was converted from a single seat to two seats for conversion training of pilots from slower ground attack units. I wonder if RAF Museum London is interested in the USAF TPS qual eval program...



The four-engined delta-winged Avro Vulcan B2 was a nuclear bomber modified to carry the Blue Steel nuclear stand-off bomb. It was last used in conventional attacks against the Falkland Islands in 1982.



While the Gloster Meteor was the only Allied jet to see combat in World War II, the F8 version was an upgrade to the original design in 1947. This one appears to be shown with an external battery cart.



The English Electric Lightning F6 was the RAF's first supersonic aircraft. The single inlet fed two turbojets stacked vertically. After 28 years of service the type was replaced with Phantom IIs. Note that Cobra is "pushing the boundaries" himself.



**The Hawker Tempest II was the last piston-engined fighter to serve with the RAF. The “II” was equipped with the Centaurus radial engine. Above it is the forward section of the control car for the R33 dirigible.**



**The Hawker Hunter FGA9 was a ground attack version of the Hunter fighter. Shown here is the cannon module.**



**The Hawker Hart Mk II was a trainer version developed from the bomber version. This shows the Rolls-Royce FX 1B “Kestrel” engine.**



**The Slingsby Type 38 Grasshopper was a primary glider for teaching cadets to fly. It was launched by a V-shaped bungee cord pulled by teams of cadets. All flights were solo and rather short in duration.**



**The Slingsby Cadet TX3 was a two seat training glider developed when someone decided it might be more effective than training cadets in single seat gliders.**



**The Bristol Beaufort VIII was designed for general reconnaissance and torpedo bombing.**

## ***THE LEADING EDGE***



**The Supermarine Stranraer was an all-metal development of the Southampton flying boat. They were withdrawn from operational service in 1941. Bonus points for anyone who can pronounce the name of the aircraft. It comes from a town in southwest Scotland.**



**The Westland Belvedere HC1 looks like an H-21 that went on a diet.**



**The Avro Rota was a license-built version of the Cierva C-30A autogyro. It's ability to fly very slowly made it very useful for calibrating ground radars.**



**The Westland Wessex HCC4 was a turbine-powered development of the Sikorsky S58. This helicopter was the British equivalent of Marine 1, providing aviation support to the Queen and Royal Family.**



**The Messerschmitt Bf 110G-2 modified with air-to-air radar for use as a night fighter**



**Representing the opposition, a Junkers Ju88R-1, a Messerschmitt Bf 109E-3, and a Heinkel He111H-20. The Ju88 was also equipped with an air-to-air radar to serve as a night fighter.**





A Junkers Ju87G-2 Stuka. The Kommandant says this is the only one he has ever seen in captivity. Looking at the pilot figure you can tell that this is not a small airplane.



The Short Sunderland MR5 was already in service in 1939, and stayed in service until 1959. It was the last flying boat operated by the RAF.



A German V-2 that we're guessing was never fired. Many panels are missing, presumably to show off the inner workings.



A German V-1 with its pulse-jet engine, a design that was never used on another operational design, but it still shows up in every book on jet propulsion.

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### Chapter Scales Weigh Another Airplane

Recently **Paul Rosales** borrowed the Chapter 1000 scales to weigh an RV-8A that he was ferrying for a friend that is moving to the Antelope Valley soon. We're told that the guy is military and coming home from "the sandbox" and moving to Edwards. In appreciation for use of the scales Paul made a donation to our chapter. Thanks, Paul!

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### New Member

Recently **Tom "Duke" Wayne**, possibly against his better judgment, joined up with the *Project Police* of EAA Chapter 1000. Apparently **Jim "JP" Payne** convinced him this would be a good idea. Duke and his wife **Lissa** live in Acton. His day job is with Northrop Grumman, and he lists his occupation as Flight Test Engineer and Pilot. He was formerly an F-14 Tomcat Radar Intercept Officer, and was part of the team that won the Collier Trophy for the Global Hawk. He has been a Young Eagles Volunteer and is active with Aviation Explorer Post 787 (isn't that a Boeing product? Hmmm...).

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### Web Site Update

As of 3 December 2011, the hit counter showed...well, nothing. Apparently there has been a change and the Webmeister needs to look into it.



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**

**Dec 13: 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

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

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

**Feb 21: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

**Apr 17: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

May 15: No Third Tuesday Meeting. Go to Airport Barbecue instead.

**May 19: Twenty First Annual Project Police Airport Barbecue**, Rosamond Skypark (L00), Rosamond CA. (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](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:**  
**FESTIVUS 13 DEC @ KOMMANDANT'S KWARTERS**  
**KOMMANDANT PONTIFICATES**  
**KOMMANDANT AND COBRA**  
**VISIT RAF MUSEUM**

