

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>

April 2012

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:



Cookout with the USAF Academy Cadets Plus Special Presentation

Tuesday, 17 April 2012
1830 hrs (6:30 PM Civilian Time)
High Cay Partyhaus
Rosamond, CA

One thing that we as aviators do extremely well is to follow procedures. Ever since the crash of the Boeing 299 because someone forgot to release the control locks, pilots and aircrew members have followed checklists to make sure they don't forget something important (http://en.wikipedia.org/wiki/Pre-flight_checklist).

Referring to the unpublished *Project Police Secret Need To Know* checklist, in April we host the visiting cadets from the US Air Force Academy. You've seen this before—the cadets are here as part of their Flight Test Course (where they secretly hope to learn enough to eventually become like the **Kommandant** or **Opie**) so they can fly a high performance jet sortie with TPS to collect data for their final report.

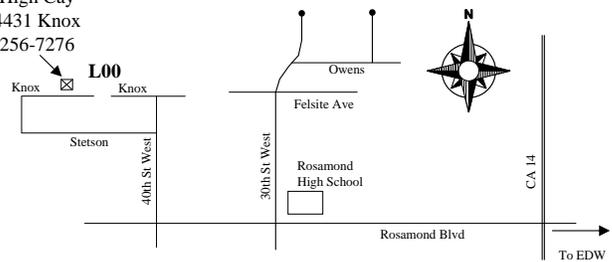
Of course, we use this as an excuse to get together at **High Cay** for another scrumptious grilled dinner from our own **Master Grillmeister**. You won't want to miss that.

While you're at it, be sure to engage the cadets in some conversation. I know we're all introverted

engineers, which means we look at our shoes while talking to someone. The extroverted ones in the bunch will look at the other person's shoes. It's easy to start—simply ask the cadets a broad question like “Where is your first assignment?” or “What mission did you have to design for in your Aircraft Design course?” My personal favorite is “What is the latest stupid rule to come down?” Trust me, there is always something.

During the evening there will be a special presentation. No, I'm not talking about **Opie** telling the cadets the story of **Jeremiah Weed**, the fighter pilot's favorite high proof whiskey (though he will probably do that too). **PPO Mike Machat** will be here to make the presentation, so you won't want to miss it!

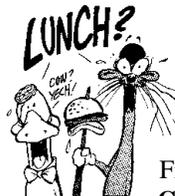
High Cay
4431 Knox
256-7276



- Erbman

For the Vice Kommandant, currently on travel

Twenty-First Annual Project Police Airport Barbecue 19 May 2012 at Rosamond Skypark



Imagine **Opie's** excitement to learn that EAA Chapter 1000 is finally old enough to drink! The chapter was formed in 1991. In 1992 we hosted the first Airport Barbecue event at Fox Field. We billed it as the “**Scotty Horowitz Going Away BBQ**” because **PPO Scott Horowitz**, recently graduated from Test Pilot School, was on his way to NASA to be an astronaut. We had so much fun that we continued to call it the “Nth Annual Scotty Horowitz Going Away Fly-In” for many years thereafter until hardly anyone remembered who he was and he stopped returning our phone calls.



Chapter 1000 at the May 1992 Scotty Horowitz Going Away Party and Airport Barbecue, as shown in the August/September 1992 issue of *Air & Space*. In this picture are current members Brian Martinez, Russ “Erbman” Erb, George “Knife” Gennuso, and Doug “Opie” Dodson. Still in the area are Bob Waldmiller, Steve Rainey and Tony Ginn. Behind the prop are Scott “Doc” and Lisa Horowitz. The airplane is Doc’s Tri-Q 200.

The event has been held every succeeding year, and this is the 21st event. Be sure to come early and see the Precision Work Bench Relocation Marching Drill Team, the One-Armed Banner Hangers, and the Scottish Banquet Chair and Table Corps.

The best part will remain—there will be food! Expect food to be available around 1000.

The big event will still happen at the **High Cay Partyhaus on Rosamond Skypark**, so you can still fly in if you so choose. Hosting will be **Ridley and Crash**, along with **Opie's Glasair II-S FT** in the position of honor this year. That's the benefit of being the host aircraft. 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 **Fighting Skywagon II**, or **Russ Erb** with the **Combat Bearhawk**. If you ask **Dave Vanhoy**, be prepared to fly upside down.

Clear your calendar now! More details next month.

Last Month's Meeting

EAA Chapter 1000

Martinez Estate, Kommandant's Kwarters
Quartz Hill, CA
20 March 2012
Gary Aldrich, Presiding

Last month a No-Notice **Project Police** Raid of **Brian Martinez's** workshop was announced in this newsletter. About a dozen **PPOs** gathered at the appointed location (some after a mild round of confusion). Our last inspection of this project was in November 2005. We were able to tell that there had been some progress in the intervening 6-1/2 years, but there is still much to go before

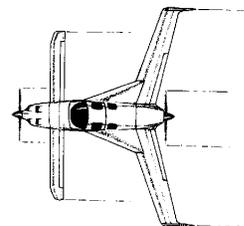
we are reporting a first flight. There was some talk that **Brian** was trying to break the **Glamorous Glasair's** record for gestation time. Then again, Brian has a flying Q-200 and a Cessna 172, not to mention plans for a Bearhawk, so we can only fault him so much for seemingly slow progress. There was also talk that the canard on display seemed to have a greater span than the **Glasair**.



The forward firewall. One engine goes here. Also visible are the pivot for the retractable nose gear and the slot for the canard spar.



An instrument panel, but not necessarily THE instrument panel. When you spend over 12 years building an airplane, the toys available for the panel tend to change. It was heard that the Minister of War and Finance (Arlene) has insisted on “screens” for this airplane. Maybe a nice G1000? G2000?





The canopy is not held up by the disconnected gas strut. Brian says the one installed here is too strong and it is difficult to close the canopy.



The solution to the overgrown gas spring is the over-engineered canopy prop. It is beautifully fabricated with a fancy handle, but we suspect this is not flight-weight hardware



The area behind the front seats includes a back seat that folds down to make a flat floor. It is a very impressive design, looking better than most cars with folding seats.



Two engines need two fuel selectors, cleverly arranged fore and aft



The other (rear) firewall. Place other engine here.



On top of the storage bins is the very long span canard. On the other wall was a nice collection of blue Styrofoam blocks, but Brian didn't seem ready to part with them yet.



The wing outer sections in storage



Brian explains an important concept to Helmut, while Mike Machat explains an important concept to JDIII



Stormy finds the ballast storage facility while holding his paper Coke® shot cup

By decree of the **Kommandant**, the assembled mass (there was only one) loaded up in the unorganized convoy and moved North about half a mile to the **Kommandant's Kwarters**. There we were greeted by **Mrs. Kommandant** who had prepared a wonderful dinner of salad and the best pizza Domino's had to offer.

There was a lively discussion of topics ranging from airplanes to iPads to electronic book readers. After a bit of a thrash to produce a copy of the last newsletter, **Mike Machat** led us through a delightful guessing game as we tried to fill in the names of aerospace company founders. In case you missed it, here are the answers.

1. Wilbur and Orville Wright
2. Glenn Curtiss
3. Elmer Sperry
4. Sherman Fairchild
5. Claude Ryan
6. William Boeing
7. Lloyd Stearman
8. Donald Douglas
9. Glenn Martin
10. James McDonnell
11. LeRoy Grumman
12. Larry Bell
13. Igor Sikorsky
14. Chance Vought
15. Clyde Cessna
16. Frank Piasecki
17. Al Mooney
18. Walter Beechcraft
19. John (Jack) Northrop
20. Bill Lear
21. Eddie Stinson
22. Stan Hiller
23. William Rockwell
24. Ernie, Larry, and Paul Schweizer
25. George E. Weaver (Weaver Airplane Company)
26. Earl D. Osborne (EDO)
27. Geoffrey de Havilland
28. Giuseppe Bellanca
29. Anthony Fokker
30. Andre Tupolev

Tie Breaker: Republic's name was derived from that of its company founder, Count Alexander de Seversky. Voted out by the Board of Directors during a heated corporate dispute, Seversky's name was replaced by a word that had to meet two criteria: convey a sense of national pride, and contain eight letters so they didn't have to change all the company signs!

The evening was brought to an amicable end without wrestling the host to the ground or chasing Pixel around the neighborhood.

- **Erbman**
Faux Minister of Propaganda

Kommandant's Korner

Storm fronts...the bane of the little airplane driver.



These "discontinuities" in the air mass can make travel in general aviation difficult, sometimes hazardous, and occasionally impossible. We were faced with a frontal situation last weekend when the mission was to transport **Mrs. Kommandant** in the **VC-180** to Oakland International Airport (KOAK) accompanied by the **Dodsons** of **High Cay** in the **Glamorous Glasair**. The weather along the route, specifically in the target area, looked...well... "sucky" to use the vernacular. High wind warnings abounded and there was a reasonable chance of thunderstorms with heavy rain.

Well, about the only good thing about a storm front is that it moves with time (most of the time). The Sunday forecast looked dramatically different with light winds and clear skies. After fretting about the trip a bit, **Doug** made the inspired decision to beat the nasty stuff to the punch (and to KOAK) with a departure early Friday PM. I quickly followed suit and was able to launch around 1530L. At about 1730L, after a pleasant flight at 8000 feet MSL, we slid down the RNAV (GPS) 27L LPV approach, punched through a thin layer and greased it on the mains. Thereupon we parked at Landmark Aviation, next to the resting **Glasair**, and accepted the short ride to the Coliseum BART station. The train ride to the Embarcadero station took about a half hour and deposited us across the street from our hotel where we found the **Dodsons** ensconced in the lobby bar. We celebrated our early travel decision with a decent seafood meal at a local bistro.

If you recall from last month's episode, the purpose of the trip was to attend the "World of Whiskies Expo" being held on the *San Francisco Belle* paddle wheeler alongside Pier 3 of the Embarcadero. As promised by the weather guessers, Saturday morning dawned gray, gusty and moist, with a steady light-to-occasional-moderate rain. Undaunted, our intrepid travelers donned wet weather gear and trolled the tourist-rich Embarcadero/Pier 39 area for souvenirs and beer. Lunchtime found us at Pier 23 Seafood Restaurant where we met up with our other whisky-explorers **Debra** and **Mike Charest**. Here we ravenously attacked whole Dungeness crab carcasses...once again wondering what brave or drunken soul first discovered such tasty morsels inside such an ugly container. Subsequently, we repaired to our lodgings to prepare for the evening's festivities. I won't go into detail on the actual WoW experience except to say that the acronym aptly described the event. If you want more details we can chat at the next meeting or you can read my article in the local whisky club newsletter (kidding).



We awoke on Sunday with the plan to connect with first daughter Rachel, who was in town attending a friend's baby shower, and take in a brunch before BART'ing back to KOAK. Well, they don't call them weather "guessers" for nothing. The TAF for KWJF for our arrival time was heinous...winds 30035G45 with areas of BLDU. Time for more ORM discussion. In this case, the answer was a no-brainer. We simply invited ourselves to Debra and Mike's home in nearby Mountain House. That involved a quick 20 minute flight to Byron Airport (C83). At the Charest residence we were "wined and dined" and put up for the night. I recommend we all put C83 on the "preferred alternate" list in the Bay area. The boring conclusion to this story is that Monday dawned clear and calm with a nice tailwind at altitude for the trip back to SoCal.

If there's any aviation point to be made from my ramblings it's that the old adage "time to spare, go by air" is alive and well and that "get-there-it-is" can be easily overcome by good food and drink and patience.

Happy Easter/Passover to you and yours and...Fly Safe and Check 6!

- Gary Aldrich
Kommanding



Teaching Aviation -The Miss Tuki Way

When not at the airport or attending classes at Antelope Valley College, I spend my time as a Teacher's Assistant at the Antelope Valley College Preschool. As I spend more time with some of our unique geeky friends of EAA 1000, I have become aware that I naturally start to explain to the children the technical terms pertaining to aviation. Most children want the simplest explanation of things. So, needless to say I don't explain aviation "things" like most of you would. The following has taken place over several weeks, condensed here into a few words and expressions.

My teachable moments with children started over some simple plastic/rubber airplane toys that are in the bin used during play time. One day, two boys started to make the "Airplane Road" with the mats with lane designs on them, and they started to just shoot out airplanes from the top of the cubby. I came over to warn them about the safety hazards of just simply throwing toys around, then I mentioned to them that there is a specific way airplanes fly, and that the airplanes don't just shoot out to nowhere. One boy handed me a toy airplane and said, "Show me", so I told them that it needs to start at the end of the runway, and then the airplane will slowly take off and gain altitude.

After the initial exposure to the basics of flight, the children were interested in what the airplanes would do in the air. The children were demonstrating how they think airplanes act in the air, which consisted of mostly crazy movements that almost looked like Sean D. Tucker's aerobatic routine performed by hyperactive 4-year olds. I decided to show them a clip from YouTube showing what actual aerobatics look like. The boys were so amazed that they decided to make up their own routine and move the airplanes along with the song of their choice, which was "Squiggly Fish", very much an ocean/water wave-like song with fishy lyrics.

The children were also interested in the composition of the airports. I explained to them that at most BIG airports they have a tower, where men and women are looking over many airplanes and use their microphones to tell each airplane when they can take off, hold short, or don't move until I say so. They pointed out to me that "Oh, so it IS important to follow directions even when you grow up!" (insert laughing moment here) After this brief explanation, the children were interested in flying their airplanes in a towered airport, so I had to be the "tower guy" and granted permission for each child to take off and land their airplanes.

Several days later, the children asked me if I had pictures of airplanes that looked like the toys we have in the classroom. Oddly enough, the high-wing airplane toy looks very much like the Bearhawk (the toy is even yellow and red). The low-wing (or in preschooler way of saying.. Wo-win') airplane looks like a T-6 with the sliding canopy open. The other two airplanes look very much like any airliner you would see at "big" airports. So, I automatically started looking through my phone trying to find some pictures of the airplanes that looked like their toys. I

showed them the pictures I took at Oshkosh 2011, the B-17 event at Fox, several fly-ins, and of our very familiar airplanes of EAA 1000. The children were SUPER excited that these things existed for real! Even the girls were excited about the picture of the PINK airplane that I took at Oshkosh built by a lady in Florida. Both the boys AND girls were showing so much interest in airplanes that every day for 2 weeks they wanted to see the pictures of the airplane during free play time.



After they spent enough time looking at the pictures, they were curious to see where the airplanes "sleep", or "eat" and get gas (or as they call it, POWER). I asked them to express their ideas of where the airplanes "sleep", and the children worked together to build this "airport", where the main function was not so much for flying, but for parking and sleeping until the next flying day comes.



Where the airplanes "sleep"

The children then became interested in what the "airplane houses" would look like, so the girls took over the building of the house portion, and asked me to take a picture of their creation. Of course, their main focus was to build this castle for the pink airplane to live in. They told me that the world would not be complete without a princess and a castle with pink airplanes.

Over the next few days I focused on bringing in pictures of airplanes and had the children identify which picture was high-wing (homebuilt or certified), low-wing (homebuilt or certified), military aircraft, and jets. They mastered their little quiz after 2 days of practicing. Since then, whenever the topic of airplanes would come up with children from other classes during outdoor play, this particular group of "my children" would rush over to

explain and express their knowledge of aviation, and it's actually quite cute.



The Pink Airplane's Castle

Expanding from these activities held in class, I was able to use other resources while we were playing outside. Some time ago, two helicopters flew over the preschool playground. As I looked up, I said to the kids, "Who can tell me how many helicopters are flying over the playground?" The kids responded, "TWO!!!" I continued with, "Ok, hold two fingers up, and (as I hear more helicopters approaching) let's add these helicopters here to see how many helicopters just flew by our school!" The kids replied (as they double checked to make sure they had the right answer) "FOUR!!!!" Then shortly after, "Hey! You just made us do math! That was tricky." Yes, 4-year-olds are just shorter version of 13-year-olds, and some of the things they say are absolutely hilarious!

One important thing that is highly encouraged in every classroom where I work is to foster creative expressions. To take advantage of the fact that we (my children and I) often see large aircraft flying over our playground, every day I try to incorporate little bit of aviation to our learning experience. When I saw two airplanes far away that looked like they were going down towards the ground, I asked my children to describe what they saw. This is what they said:

"Those airplanes are going to hit that tree over there. They are going down because they forgot to stop at the gas station to fill up their tank, and now they don't have enough gas to land at the next airport. When those airplanes hit that tree, it will make a big BOOM sound, and then we're going to have an earthquake. THEN we have to do rabbits in the hole, and go back inside. Either that or the airplanes will crash into that tree and it'll explode and we can see the fire trucks going by our school. That would be cool."

Immediately following, I asked, "Why do you think that those airplanes are out of gas? How would you know?"

One child responded, "I know it's running out of gas, because I feel down when I'm getting hungry. I think the airplane eats gas, so when they are not getting enough gas, they get hungry and start acting grumpy. My mommy said that she needs to feed me before I get grumpy. Either they chose not to get gas at the gas station, or that airplane just did not listen to its mommy before it left and forgot to eat. Their mommy won't be happy when that airplane crashes."

Conversations like that happen more often than not since children started learning more about airplanes. Children now want to know more about "how-to" do certain tasks, like how to lift the airplane off the ground, how to land, how to make it go around in a circle (vertically), and especially HOW TO become a pilot. Children often say, "I can't be a pilot because I'm little. I was told I can't be one", at which point it gives me great pleasure to preach about how they should drink milk with their snacks every day to gain muscles and grow!

Just 2 weeks ago, I was trying to bring more materials to the children to sustain their interest, and that's when I remembered that I had purchased a children's book at Oshkosh titled *Penelope Pilot*. Technically, that book was not written for 4 year olds to read, but for them to be read to. That book had so much aviation vocabulary that even the teacher and I were learning more stuff about aviation! Along with the book, I decided to print out some pictures from Oshkosh AirVenture 2011 and other occasions, and put those pictures through the laminating machine in order to create individual "liquid proof" cards for children to share during the reading of *Penelope Pilot*. Our famous **Bearhawk** and **Glasair** were featured, along with other non-EAA 1000 related aircraft pictures. The children were amazed that people can MAKE airplanes, that they don't just come in a box with couple of candies.

These were the thoughts from the children.

Bearhawk: "This one reminds me of summer! Does it glow in the dark?" "It's like crayons! Bright colors! I like it!" "It looks very big."

Glasair: "I like this blue going across, it's vewy (no it's not a typo) elegant" "It's tiny! Are you sure people can get into this one?" "I like the little feet. It's cute." "It needs more color. Maybe we can take our markers and draw something on it!"

After this unique exposure to the bits and pieces of aviation, now I can't even make a paper airplane. Not that I can't make one, but the children are now requesting specific types of airplanes that I'm pretty sure I'm not capable of making. Just this Friday, I got several requests for low-wing paper airplane (and the requests go on). I am at the point where the children are having a hard time getting enough information about aviation from other teachers when I'm not around.

I guess I've got to keep on spreading the insanity of general aviation!

- Miss Tuki

Web Site Update

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

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

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

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

May 11-12: Oceano Airport Celebration, 9:00 a.m. to 3:00 p.m. Oceano Airport L52. (805) 709-6619 http://youtu.be/3fM_xUE4gVo

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

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

Jun 8-10: Golden West Regional Flyin, Yuba County Airport (KMYV)

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

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

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

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

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

Jul 23-29: EAA Airventure Oshkosh

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

Aug 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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MUROC EAA CHAPTER 1000 NEWSLETTER**

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

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:
MONTHLY MEETING 17 APR @ HIGH CAY
DEFIANT INSPECTION REPORT
NAME QUIZ ANSWERS
TEACHING AVIATION THE MISS TUKI WAY**

