

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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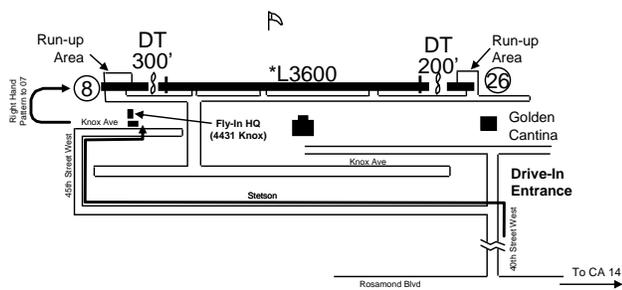
May 2012

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.



Twenty First Annual Project Police Airport Barbecue

Saturday, 19 May 2012
High Cay Partyhaus
4431 Knox
Rosamond, CA



Yes, the *Project Police* have been fabricating a reason to party for twenty one years. While that means the event is old enough to drink, there will be no alcoholic beverages as long as there is flying going on.

Once again the pre-event activities will include a performance by the Precision Work Bench Relocation Marching Drill Team, the One-Armed Banner Hangers, and the Scottish Banquet Chair and Table Corps. The Spot Landing contest and People's Choice airplane judging will continue to be eliminated due to lack of interest.

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



The ceremonial torching of the fire



PPOs and PPDs are equally welcome!

The big event will still happen at the **High Cay Partyhaus on Rosamond Skypark (L00)**, so you can still fly in if you so choose.

As always, you can get there by flying, driving, walking, bicycling, or any other form of transportation you deem appropriate. Just be there! Aloha.

Last Month's Meeting

EAA Chapter 1000
High Cay Partyhaus
Rosamond, CA
17 April 2012
Gary Aldrich, Presiding

The April meeting of the *Project Police* was quite the extravaganza with three special guests in attendance.

The first to arrive was **Brady Lane**, our own Multimedia Journalist from **EAA Headquarters**. Brady was “down below” at Perris Valley doing a story on the Canadian Skyhawks parachute team (part of the advertising for their debut at **AirVenture** this year). The timing just happened to line up without any actual planning (the way the *Project Police* like it!) for **Erbman** to pick up **Brady** at Flabob International Airport, the cradle of EAA Chapters, and transport him via **Combat Bearhawk** to **High Cay**. Besides being an outstanding photographer, **Brady** is also a Bearhawk builder (<http://dreambuildfly.com/>). All photos in this report are courtesy of **Brady**.



Brady and Erbman in the Combat Bearhawk

After arriving at **Rosamond Skypark** and inspecting the fuel pumps, **Brady** set about taking a slew of artsy photos of the **Combat Bearhawk** (suitable for framing) on the **High Cay** ramp.



One of many Combat Bearhawk portraits

The second guest (actually a set of guests) were the USAF Academy cadets who visit us semi-annually or at least twice a year. You’ve read about them before in these pages. Well, not them specifically, but those like them who have come before. They were at Edwards to fly T-38s with TPS as the final project for their Flight Test Techniques course.

Traditionally it is considered proper to feed your guests first, but since they were delayed, we had a tight schedule, and the food was ready, we went ahead and ate first. Once again, **Master Grillmeister George “Knife” Gennuso** accomplished his magic of turning frozen Costco hamburger patties into a gourmet feast for all. When it was time for **Knife** to join us in eating he was relieved by **Grillmeister-In-Training Satoka “Tuki” Hanaoka**.



Empty plates and happy bellies

As soon as the cadets had eaten, **Doug “Opie” Dodson** and our third special guest **Mike Machat** gave a presentation with the grand unveiling of the latest **Machat Meisterwerk “High Cay Departure”**. The rest of that story is elsewhere in this newsletter.



Mike Machat explains the intricacies of the “Glasair Curve” to Ryan “Rooster” Ostersoo, Lyn “Sweet Cheeks” McNeely, and Jim “JP” Payne

As always, this event gave the cadets a chance to see general and amateur-built aviation up close. It’s easy to get the **Combat Bearhawk** up the hill to the **High Cay** ramp when you have six eager cadets pushing.



Opie shows the cadets around the Glamorous Glasair and the Twinkie



“And the propeller is this big.” Okay, I have no idea what I was talking about, but it is an interesting experiment in forced perspective.



Cadets inspect the interior of the Combat Bearhawk illuminated by the aircraft's dome lights



When the ramp lights weren't enough to make easy Bearhawk viewing possible, Opie turned on the hangar interior lights and opened the door

- Erbman
Faux Minister of Propaganda

Kommandant's Korner

"The time has come," the Walrus said, and thus spake **Stormy** as well. Having accepted a job offer in the great state of Texas, he will likely be engaged in a power struggle for control of Chapter 34 in Arlington before the next issue of the "Edge" rolls off the virtual printing press. Many of us remember a wide-eyed and innocent youth who magically appeared at a Chapter 1000 meeting many years ago, armed with a late-80's version of a PDA. He knew not what he was in for when he spoke those cryptic words, "What can I do to help?" About a nanosecond after the incredulity faded from the Board's faces, he found himself appointed **Vice Kommandant** of the chapter "with the most zeroes". It probably wasn't until much later, when we explained he was responsible for soliciting/arranging/scheduling meeting programs, that he realized he'd been "had". **VK-Emeritus George "Knife" Gennuso** still delights in telling the story of how he escaped the yoke of command by "dumping it on the new kid".



Well, **Stormy** (whose betrothed and Mom call "**Scott**" for some reason) maintained his irrepressible optimism and performed the job admirably...even when confronted with choruses of "I dunno, what d'you want to do" from the assembled Board members every month. I suppose he held a secret hope that he would ascend to the exalted position of **Kommandant** eventually...and he would have if only he'd been crafty enough to dump the VK job on another unsuspecting soul. Yeah, even with his previous experience as president of the SLC chapter, we were able to bend him to the ways of the **Project Police**. Thoughts of committees and bylaws and meeting minutes and elections

quickly faded from his paradigm and he was soon heard to mutter, "The meeting's not until tomorrow night...I've got plenty of time to find a program."

I'm told he intends to maintain his "citizenship" in Chapter 1000 while he resides in the land of "steers and...well, you know", joining the previously established Arlington Detachment of the **PPTAF**. Thus, we will still be able to read "rivet count" reports and hear about the continued development of the carbon-fiber wrapped, pure titanium, solar powered day planner. Of course, he may have to modify the design to include latigo, conchos and a buckled cinch. We'll truly miss **Stormy's** sparkling personality and, shall we say, "unique" sense of humor around these here parts. If you were looking for another excuse to attend the Annual Chapter 1000 BBQ and non-fly-in, come on out to slap **Stormy** on the back and thank him for all he's done to make life in the **Project Police** more enjoyable.

Fly safe, my friend...and Check 6

- **Gary Aldrich**

Kommanding

With apologies to Lewis Carroll

High Cay Departure Unveiled

As many who have gone before me can attest, a homebuilt aircraft is never really finished. However, my **Glasair II-S FT** turned from a project into a **flying** project on January 23, 2011. Having spent most of my professional life in the flight test business, the first flight was conducted with only the minimum crew and no fanfare. The weather that day and for the next 4 weeks was uncharacteristically good for the Antelope Valley so I was able to fly almost every day, sometimes even twice per day. Also, every day, there were data to review, repairs or alterations to make, inspections to perform, and the next test to plan.



First Flight briefing

By mid-February, I had satisfied the FAA requirements to exit Phase I. More importantly I had also satisfied my own somewhat more stringent requirements. How fast this happened far exceeded my expectations but the aircraft was ready for its first long trip – from

Rosamond, CA to Galveston, TX where my wife **Gail** and I joined other family members for a cruise. The trip went very well, with great weather both ways. Note the lack of wheel fairings on my "flying project!"



First Flight takeoff

Having proven the aircraft was ready for prime time, **Gail** and I hosted a **Rollout Party** at our Skypark home for the airplane on April 23, 2011. It was there the aircraft made its formal debut to the local flying crowd, our neighbors, and our friends. We host many such parties including many EAA events here. **Gail** and I are rather proud of the place, so proud we have given it a name that seems to have stuck-**High Cay**. Cay is pronounced "key" making the name a play on words giving a tropical flair to an aviation concept.



Glasair Rollout Party

I had several other flying adventures in the following months but the next big event was **AirVenture**. I had last been to AirVenture in 1989. That isn't exactly true, it wasn't even called AirVenture back then. The official name was **The EAA Annual Convention and Fly-In** (most of us still just call it Oshkosh). My dad and I went in a rental C-172. It was the first time I had flown far enough to need to re-fuel just to get where I was going. I learned a lot about flying on that trip but the point here is that was the year the **Glasair III** was the really big buzz (along with some ungainly thing called **Voyager**). Just

lowly renters, Dad and I drooled over everything there, but we both liked the **Glasair** the best. Dad asked in all seriousness “shall we get the III or just a II-RG?” Sheesh Dad, who is going to build it? I live in a condo in Oklahoma, you live in Texas. I certainly was the airplane freak but he had “the fever”... and a checkbook! I felt silly talking him out of it but it wasn’t really practical given our situation at the time.



Early days with the Glasair wing

Well, things happen and I was able to start building my Glasair just 3 years later. You can see the first days in the September 1992 issue of Sport Aviation on page 50 (available in the Members Only section of www.eaa.org). I was still working on it in June 2011. The wheel fairings were painted only 5 days before leaving for **AirVenture**. Funny thing about that, they were the very first parts to be assembled in 1991!



Starting the wheel pants in 1991

After 19+ years of building, the plane had moved 3 times with me to different houses in different parts of the country. I am now the age my Dad was when we made that first trip to Oshkosh, and my Dad can barely get into and out of the airplane. I didn’t care much, for there was no one else I wanted in that seat for this trip. **Gail** really deserved that seat, having seen me through the long build, but she understood the significance of returning after so long with Dad. So I departed **High Cay** mid-morning on

July 22 to get him in Waco, TX. Just to see if I could, I made the trip non-stop in 6:47 from engine start to shutdown, and it took only 50 of my 69 gallons of avgas.



Ready to launch to AirVenture

We got to Oshkosh without much to remark about. It was hot, there were clouds to dodge, I hit my dot, all standard stuff. Having gotten lots of positive feedback from my clan back home, I had the aircraft judged. I got lots of good feedback from them too but no trophy. It is tough to stand out in the big leagues. A really good plane won’t trophy at Oshkosh; it has to be way better than that! Still, I was pretty pleased with myself since this is my first airplane and I really did build it all myself, including finish work. The plane is solid, looks pretty good, maintenance is easy, and everything works as I intended. I know I could have made the plane look better, but I am sure I would still be working on the finish instead of sitting with my friends in **Camp Scholler**. It was a great trip, thanks for coming Dad!



Dad and me at AirVenture

The trip home was also pretty easy. Between that and a few other trips, some of them pretty long, I racked up 240 hours in the first year. Seems pretty worth it all now!

Sitting around inside one cold evening, I realized I needed to update the framed pictures in my living room.

Along with the usual rogues' gallery of family photos, we have a gallery of the planes we have owned through the years. The only picture of the **Glasair** was before it had an engine or even windows. Having spent 19+ years of my life creating a prized possession, I began to think that a simple photo would not properly illustrate its prominence in my life.

Several friends had desktop models made of their aircraft. These models were very accurate including the proper paint scheme, antennas, and even small decals on the windows or cowling unique to their airplane. I had planned to have one made as well, but that still didn't have the impact I wanted.

Then, at our Chapter 1000 meeting, I knew what I wanted. **Mike Machat** is a well-known aviation artist and I am a big fan of his work. I have numbered editions of two of his paintings on the wall in my living room, and an artist's proof of a third. He is a member of our chapter and has given us several fun and interesting presentations. Our meetings are on Edwards AFB and Mike lives in Woodland Hills, about a 2 hour drive away. Often, one of our members will provide air transportation for Mike. This time it was my turn and I ferried him in the **Glasair**. He always enjoys the free ride and loves every airplane, so I didn't let it go to my head the way he gushed over my ride. Mike had been out of the painting business for a while but I asked him anyway if he would accept a commission to paint my **Glasair** as it was when it was departing Rosamond for Waco.

It was a minor surprise when he accepted. It was a major surprise when he got really excited about the project as we began discussing the details. I got home that evening to an e-mail scheduling a meeting at Rosamond to begin the background work.

Mike's artwork takes on many forms and formats, but my favorites have always been the historical pieces such as the X-1 returning from the first supersonic run and the Space Shuttle separating from the carrier aircraft for a test flight at Edwards AFB. Those pieces get extensive research to make the subject aircraft look technically correct and in the proper context of background and lighting. We began that effort for my **Glasair** on January 9, 2012.

Mike drove out to Rosamond Skypark and we discussed the concept. He first showed us his portfolio and talked about basic art concepts. We also discussed pricing and how artists are paid. Then, I told him the story about my Dad and **Airventure** and how I had flown to Waco non-stop. He began to sketch, and in only a minute or two, had a pencil drawing that reflected very closely what I wanted. He pointed out a few things about the various elements that would be important to the final product to make it visually appealing. Then we went outside.



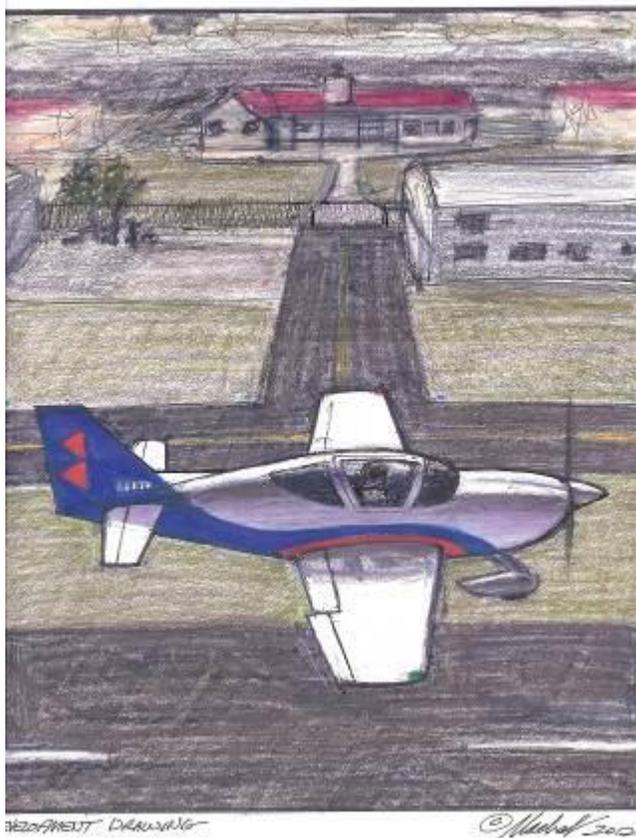
The original pencil sketch

There he took dozens of photographs of the **Glasair** in the hangar. He also took photographs of High Cay as it appears from the runway. We shook hands and made plans for the next step.



Air-to-air photography

The next step included air-to-air and air-to-ground photography. My friends **Gary Aldrich** and **Scott "Stormy" Weathers** assisted. Gary flew the photo plane and Stormy spotted. Mike had a color pencil sketch that was pretty good already! Looking at that, we briefed the mission and did our best to set up that point of view. Mike got a lot of shots of **High Cay** from the air, as well as of the **Glasair** in flight. Of course, the time of year was wrong, so the shadows wouldn't be quite right, but his artist eye could correct that. We landed and planned the next meeting where Mike would have a full sized detail drawing for Gail and me to review.



Development drawing

It was March 3rd when we again met and had a nice lunch in the Airtel at Van Nuys airport. The detail drawing was a black line drawing with an amazing amount of detail, more detail in fact than the final work would have, but it was there for layout and correctness. Still, there were a few missing or incorrect elements and those were discussed. Some were outright mistakes, others were intentional to improve the impression in the final work. He left us a full sized copy of that drawing that we hung on the wall. We looked at it for days and arranged the rest of the pictures on that wall to give it a real gallery feel.



Mike finishing the details

By March 20, he was ready to show us the under painting and get more photographs of the background landscape detail. He brought the partially completed work over and toured the area yet again. He added notes for details that were difficult to get from the photos and asked more questions about the details of that day last July.

Mike was finished with the painting in mid-April and agreed that it would be a good topic for the program at our next Chapter 1000 meeting. For many years, our April meeting has been at **High Cay** because the Chapter hosts a few visiting **Air Force Academy cadets** to a simple burger-burn and let them get a picture of general aviation, homebuilding, and aircraft ownership. The program is normally just hangar tours at the Rosamond Skypark, but this year we would unveil **High Cay Departure**. After feeding the hungry guests, I told the story of what the painting depicts and why I had it commissioned, followed by Mike telling the story of how the painting was actually created. After the presentation, two mobs sort of broke out, one went outside to see the actual airplane (and a few others in the nearby area). The other mob gathered around Mike and his creation and began with questions.



“High Cay Departure” unveiling

The final result is spectacular. Even if we made 69 passes down the runway on the same day of the year, we would never get a photograph as perfectly composed as Mike fabricated with his skill and talent. That is exactly the point of having the painting made. The painting has elements of reality, combined with imagination, so that it depicts what really happened but also how I felt when it did. No photograph can do that. I now own an original piece of art from a well-known artist, of a well-known pilot in an original creation of his own. It is another prized possession, prized for the process of its manufacture as much as its existence. Thanks Mike!

- Doug “Opie” Dodson
Glasair II-S FT N6940P



Adelanto Residential Airpark Invitational Fly-In

On 28 April 2012 **PPO Hellmuth Steinlin** invited the **Project Police** to come visit his new hangar at 52CL.



Where is everyone?

Hellmuth sweetened the pot by offering a bottle of fine wine to the aircraft commander of each aircraft that flew in, under the following conditions:

1. AC was a paid up EAA member
2. AC was a paid up EAA Chapter 1000 member
3. AC was over 21 years of age
4. AC agreed not to open the wine until after landing at home base

Hellmuth should know his wine, since his day job is as a wine distributor. The only problem was that he showed up at the hangar without said wine bottles, and had to leave to fetch them. Meanwhile, his guests showed up.



Crews of the Fightin' Skywagon, Glamorous Glasair, and the Combat Bearhawk

Eventually **Hellmuth** returned and made good on his offer.



Pilots and Ground Volunteers Needed For Kern Valley Young Eagles May 26th!

Fellow EAA members and area pilots,

Based on last year's success we've been invited back to Kern Valley for Aviation Day on May 26th! We flew 50+ kids last year.

Wanted: YE pilots and ground crew!

I'm looking for a couple eager AV area pilots and ground volunteers to assist with Young Eagles at the Kern Valley Airport L05 the morning of Saturday May 26th from 0800-1200.

FREE PANCAKE BREAKFAST FOR YE VOLUNTEERS! 0730-0830

If you can spare your Saturday AM to fly-in and help out please contact me at 605-390-8044 or dandtmarten@hotmail.com.

Here's the timeline:

Pancake Breakfast (FREE to volunteers) 0730-0830

- Pilot briefing 0830

- YE registration start 0830

- Fly window 0900-1200

Static display participants include: NFS chopper, SAR chopper, NFS trucks, Kern Valley Fire, RC model airplanes, HS booster clubs, etc.

There is no fuel service at L05, however the airport manager is making arrangements to have some fuel available for YE pilots (enough to get you home safely). Please inform me if you will require fuel at L05.

Thanks,

- **Dave Marten**

EAA1000 Young Eagles Coordinator

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

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

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

Sep 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!

THE LEADING EDGE

MUROC EAA CHAPTER 1000 NEWSLETTER

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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

21st AIRPORT BBQ 19 MAY @ HIGH CAY

SPECIAL GUESTS AT MEETING

"HIGH CAY DEPARTURE" STORY

YOUNG EAGLES RALLY 26 MAY 12

