

# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

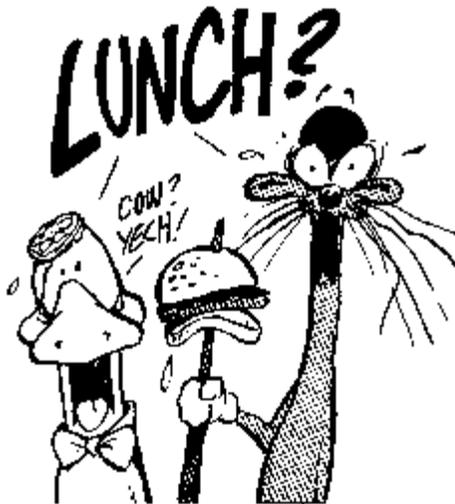
Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition

<b>President</b>	<b>Gary Aldrich</b>	<b>661-609-0942</b>
<b>Vice-President</b>	<b>Scott Weathers</b>	<b>661-317-9453</b>
<b>Secretary</b>	<b>Kent Troxel</b>	<b>661-947-2647</b>
<b>Treasurer</b>	<b>Doug Dodson</b>	<b>661-256-7276</b>
<b>Newsletter Editor</b>	<b>Russ Erb</b>	<b>661-256-3806</b>

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

June 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.



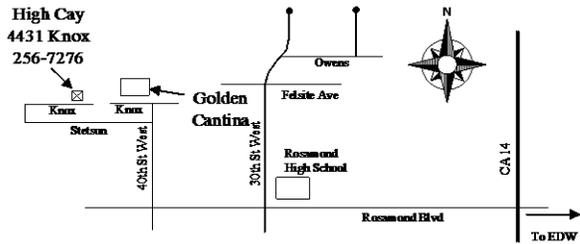
### Project Police Fly-In Excess Inventory Reduction Exercises

**Tuesday, 19 June 2012**  
**1700 hrs (5:00 PM Civilian Time)**  
**High Cay Partyhaus**  
**Rosamond, CA**

The June meeting will involve hangar flying, project reports, and all other sorts of lies. Remember, a well-crafted story need include only six percent truth. We will also consume sausages and cookies and whatever else is left, so come hungry. Fly in or drive in. We will meet at **High Cay**.

Modified spot landing rules apply. In other words, if you land successfully within the first 2000 feet of the runway, you may taxi to parking. If your landing gear collapses upon landing or after rolling off the departure end, you will be required to walk the remaining distance to the cookout. Just follow the aroma of burnt lighter fluid floating on the (hopefully) gentle breeze.

For the one or two **PPOs** out there who can't remember how to get to **High Cay**, the following convenient map is provided. Maybe next month we'll remember where TPS is.



### Last Month's Meeting

**EAA Chapter 1000**  
 High Cay Partyhaus  
 Rosamond, CA  
 19 May 2012  
 Gary Aldrich, Presiding

The 21st Annual **Project Police** Airport Barbecue was held with great success and attendance. According to the treasurer's report, the gross revenues were \$220 with a net profit of \$62. This was the highest gross since 2004 and the 8th highest ever, with the 7th highest net. Not so careful analysis suggests that the high attendance was of people coming by to bid farewell to **Stormy**. Well, it's as good of a guess as any other. Maybe we should have **Stormy** back every year so that visitors can bid him farewell again.



After an initial flurry of setup activity, the Kommandant, Stormy, Tim, and Opie take a much needed break. At least that's what they claimed.



The ceremonial starting of the fire after a courtesy call to NORAD. To increase safety this year, the fire was started by remote control so that everyone could keep their distance.



Miles Bowen arrives from Tehachapi in the mighty Cessna 170B



Right behind the Cessna 170B, Erbman taxis in for the second time in the Combat Bearhawk



Erbman walks away from the Combat Bearhawk with Paul Minnicks, his original primary flight instructor. Fortunately no mention was made of Erbman busting this no-notice checkride. Maybe that's because he had just been out flying with Knife Gennuso.



The Combat Bearhawk was displayed with its new in-process wing strut fairings and wheel pants, along with Mallard keeping the Pitot tube clean



The Piper Twin Commanche "Twinkie" was parked across the ramp from its usual hangar



**The Project Police Canine Corps was on duty led by Officer Pixel**



**Officer Pixel, aided by expert handler Mrs. Kommandant, detains a suspected foreign infidel. Stormy moves in to point out it is just our own Helmut, but not until the Kommandant tries to negotiate a bottle of wine for ransom**



**Local Project Police Canine Corps Agent Officer Crash watches security on the flight line**



**Command Grillmeister George "Knife" Gennuso preps the grilling surface of the Chapter Grill**



**Local Project Police Canine Corps Agent Officer Ridley maintained security over the tables and cash box**



**Expert Handlers Anne "Mrs. Kommandant" Aldrich and Chapter Logistics Officer Gail Dodson tend to the Project Police Canine Corps**



**The Kommandant oversees an inspection of the Glasair IFT**



**The assembled PPOs swoop in for the usual bad jokes like “Did you have to fly all night to get here? How do you do that without lights?”**



**Regular BBQ attendee Scott Leifeld arrived from Fox Field in the Pietenpol Air Camper, the slowest airplane on the field but still carrying a high cool factor**



**At last! The grill is ready for cooking! Knife steps to the grill with the first batch of dogs**



**The brake-less Pietenpol comes to a stop at the low spot of the taxiway**



**Survival training at its finest—always seek out the shade**



**John Manduca's Glasair I RG on the near taxiway. Behind it is Paul Valovich's RV-8A from Inyokern painted in the colors of the USS Ticonderoga that he served on**



**Paul Rosales' classic RV-6A—still looking good after more than a decade and more than 3000 flight hours**



**RV-8A front cockpit**



**The rest of the RV formation**



**RVs are very social creatures and are rarely seen singly in the wild. Here the local formation of RVs arrive, led by Paul Rosales and including PPO Gary Sobek and Mercedes Eulitt**



**Bun Up! The call goes out**



**Lunch! The gathered throngs enjoy the fruits of Knife's fabulous cooking**



**This RV-10 is registered to William Souza of Rosamond, so we assume it is a local aircraft**



**Miles Bowen's classic Cessna 170B**



**This Harmon/F1 Rocket flew up from Torrance by Wes King to escape the LA Basin and check out the action**



**This RV-7A is owned by Theodore Gablin of Calimesa**



**Mercedes Eulitt's RV-6A**



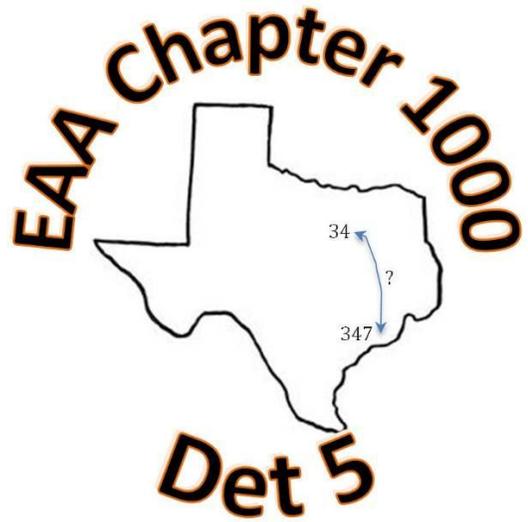
The uniformed *Project Police* Officers gather ‘round the grill. Apparently the K9 corps are protecting their identities...or is that just their good sides?



Doug “Opie” Dodson makes a presentation of “flair” to Scott “Stormy” Weathers in recognition of his imminent departure



Stormy studies the campaign-style button trying to figure out what it means



This was on the button presented to Stormy



If you thought the Kommandant was all-powerful, this may change your mind



Scott and the Pietenpol leave early so as to get back to Fox before dark. Though he taxied to the runway, a helipad would have been sufficient for all the runway that he used.



**John Manduca, sensing a possible disturbance brewing, taxied the Glasair back to the hangar and drove over in this British armoured reconnaissance car**



**When the PPOs were asked to identify the armoured vehicle they were successful 4 out of 6, for a disappointing score of 67 percent**



**The Kommandant wonders if the vehicle is equipped with a Garmin 796 or ADS-B**

- Erbman  
Faux Minister of Propaganda

## **Kommandant's Korner**

Wind...the magical force that keeps gliders aloft (according to a fair share of the non-flying public) and keeps others firmly planted on the ground.



Today is another of those days here in the Antelope Valley when discretionary aviators keep their trusty air machines swaddled in chains...or, better yet, behind closed doors. And by "discretionary" I mean those with discretion...you know, as in "the better part of valor". For, as we all know, there are folks that will fly in virtually any combination of gust, magnitude, or direction. Some have to do this for their jobs or want to challenge the zephyrs for some personal reason. Hopefully, those individuals possess the skills and aircraft to accomplish their missions without mishap. I remember an acquaintance who was supporting the Test Pilot School's (unsuccessful) assault on the glider altitude record. He dispatched in a PA-18 Super Cub to retrieve the glider from a local airport. The winds were, fortunately, aligned with the runway...at over 40 knots. He required the assistance of several local heavy dudes to hang on the wing struts as every time he tried to stop and lower the tail of the aircraft he lifted off! The combination of his skill, and some lucky ground assistance, allowed mission accomplishment despite the woefully inadequate airplane.

I remember a personal experience, also related to that high altitude project, when I had to use some luck...and ground assistance. I had returned to KEDW after launching the project glider and taxied my PA-25 Pawnee, with some difficulty, up to the east door of the massive Hangar 1600 in hopes of getting it dragged inside before the wind got even stronger. Being a Saturday, there wasn't much activity on the base and the gigantic doors were firmly shut. I thought I was pretty clever by picking the "downwind" door for entry...until I discovered that the 30+ knots of wind I had been fighting during taxi were whipping around the hangar causing a turbulent vortex that had me firmly in its grasp. Every time I released the brakes to dismount, the buffeting started to move the aircraft in a most uncomfortable way, threatening to place the aircraft in the hangar without the benefit of first opening the door. I was, quite literally, trapped in the aircraft. I was pondering my fate when a couple of Airmen peeked out of the hangar to see what fool was flying on a Saturday...and in that wind. With bemused grins, they opened the doors just enough for the Pawnee's wingspan and then seized my bucking bronco by the wings and tail so I could quickly jump out and assist in scooting the plane into the welcome calm of the massive building.

As I type this, the METAR at KWJF is "28027G36KT". Let's see, subtracting about 14 degrees from the direction (METARs are in true, remember) still leaves more than 20 degrees of difference from Rwy 24 to account for. According to my iPhone crosswind calculator app, the trigonometry says greater than 12 knots

perpendicular to my runway. As the “maximum demonstrated crosswind component” listed in the Fightin’ Skywagon’s POH is, you guessed it, 12 knots the answer is simple...the airplane remains in hangar 703. If you were following along with your E6B you probably noted that I used the “gust” number for my calculations. You could use the “sustained” number and get a more attractive result, but this is where judgment (you know, the stuff you get from experience...especially a bad one) figures in. Probably the last places I want to be when that gust turns me into an envelope-expanding test pilot is right after the tail has come up on takeoff or in the flare on approach. Chicken? Yeah, you bet. I’m closing in on 5,000 hours of PIC and I hope to add many more in the future. Not a good day for VC-180 flying.

See you at the meeting, where we can complain further about the nasty AV winds...

Fly safe (if you fly) and Check 6!

- Gary Aldrich  
Kommanding

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## Flabob Flying Circus 27-30 Sep 12

Dear Vintage Aircraft Owner and Enthusiast:

The Flabob chapter of the Antique Airplane Association is happy to announce the first of what we intend to become the West Coast’s premier event for Antique and Vintage aircraft, *The Flabob Flying Circus* and we’d like you to be part of it.

The details of the event are much more than can be covered in this mailer, so we’ve created a website at [www.flabobflyingcircus.com](http://www.flabobflyingcircus.com). There you can find all the information such as how to pre-register, where to stay, what to expect, etc.

Briefly, it’s a Fly-In from Thursday September 27<sup>th</sup>, through Sunday September 30<sup>th</sup>. Unlike many fly-ins however, there won’t be a lot of judging or awards. We’re not even going to have a banquet, but what we will have on Saturday is a Cavalcade of Flight. We’re organizing a parade of flight totaling over 70 aircraft that will be launched in groups based on their vintage. Balloons, Gliders, Wing Warpers, WWI, 30’s Racers, etc. You get the picture. It will be a chance to see some great antiques up close and in their element. No aerobatics, but plenty of fly-bys showcasing the history and pageantry of flight. We’re trying to educate the non-flying public and share our passion for flight. We want to invite them into the world of aviation, not scare them away.

Saturday is the day that advertised as open to the public and we’re expecting a large turn-out. We’ll have vendors selling Hot Dogs and Cotton Candy, a real Carnival Atmosphere. Remember the air show from the movie *The Rocketeer*? Something kind of like that. It will be a great chance to show off your airplane, have a lot of fun and be an ambassador for aviation.

We ask that you email us at [info@flabobflyingcircus.com](mailto:info@flabobflyingcircus.com) if you are interested. We will then add your email to a list that will receive updates and additional information.

We’re really looking forward to this event and hope you’ll join us.

Don Newman  
President, Flabob Chapter AAA



**THE FLABOB**  
**FLYING CIRCUS**  
HISTORY IN THE AIR

**ANTIQUE AIRCRAFT FLY-IN**  
SEPT. 27<sup>TH</sup> SEPT. 30<sup>TH</sup>  
**AERIAL CAVALCADE**  
HISTORIC FLABOB AIRPORT  
4130 Hennes Avenue • Riverside, California 92509 • [www.flabobflyingcircus.com](http://www.flabobflyingcircus.com)



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## 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**

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

Sep 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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

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

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

**Oct 16: 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:  
 President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com  
 Vice President Scott Weathers: flynw@pobox.com  
 Secretary Kent Troxel: kenttroxel@sbcglobal.net  
 Treasurer Doug Dodson: houdu@pobox.com  
 Technical Counselors: Gary Sobek: Gary@rvdar.com  
 Bill Irvine: wgirvine@yahoo.com

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<b>George Gennuso</b>	pulsar1@sbcglobal.net	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@aol.com	661-943-5379
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
<b>Bill Irvine</b>	wgirvine@yahoo.com	661-948-9310
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<i>Electrical Systems</i>		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	gary.aldrich@pobox.com	661-609-0942

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**  
 C/O Russ Erb  
 3435 Desert Cloud Ave  
 Rosamond CA 93560-7692  
<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:**  
**LEFTOVERS COOKOUT 19 JUN @ HIGH CAY**  
**21st AIRPORT BBQ REPORT**  
**KRAP IT'S BEEN WINDY!**  
**FLABOB FLYING CIRCUS ANNOUNCED**

