

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>

July 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.



Bearhawk Drag Reduction Exercises

Tuesday, 17 July 2012
1730 hrs (5:30 PM Civilian Time)
4440 Knox
(Across the street from High Cay)
Rosamond, CA

In yet another of his many aphorisms, **Opie** has stated that a homebuilt aircraft project is never completed, but merely transitions from a non-flying project to a flying project. **Erbman's Bearhawk** made that transition back in 2008 or 2009 depending on how you do the accounting. To keep from delaying the transition any more than necessary, several possible drag-reducing fairings were not constructed before the first flight(s) (much like the **Glamorous Glasair** first flew without wheel pants and is still waiting on the wing extensions).

After working out most of the other bugs and making the **Bearhawk** a reasonably reliable flying machine, **Erbman** enlisted the help of **George "Knife" Gennuso** to fabricate fairings for the wing struts, shock struts, and wheel pants. This was truly a "from scratch" project, as there were no drawings for these parts, and in fact no one had ever made fairings the way that **Erbman** wanted them. **Knife** did much of the foam carving, and **Tuki** was excited to learn how to do fiberglass layups.

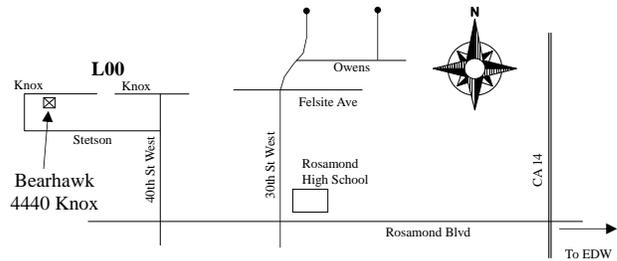
All of the fairings are structurally complete and have been flight tested, though there is still one more

modification to the wheel pants (inspired by **Tim Brien**) that **Erbman** wants to make. After everything is complete the fairings will be filled, sanded, and painted.

The meeting will be at the Bearhawk hangar behind **Roger Tanner's** house, across the street from **High Cay**. Go to 4440 Knox, park on the street, walk through the gate to the back yard and on to the hangar.

Erbman will make a brief presentation (okay, it probably won't be brief, but there won't be any Powerpoint®) on the design and building of the fairings. **Knife** will then correct all of the things that **Erbman** remembered wrong.

After we can't stand standing around the hangar anymore, we will proceed to the establishment designated by the **Kommandant** for sustenance and libations. Solving aviation's problems optional.



Last Month's Meeting

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

The June meeting was held at "High Cay", the Rosamond Skypark residence of hosts **Doug "Houdo"** and **Gail Dodson**, **Kommandant Gary Aldrich** presiding. The venue was simply to get together and have a BBQ to use up the leftovers from last month's Airport BBQ. **Grillmeister "Knife" Gennuso** was in action at the grill.

Note that I, the designated **Minister of Propaganda**, have returned after five months of absence spent in the pursuit of filthy lucre and the attempt to sway the minds of our youth (I am an adjunct professor and my class schedule conflicted with the chapter meetings. Yes, seemingly

inexcusable, but I solemnly swear that all proceeds have gone to the care and feeding of the Bonanza). A note of recognition and thanks to **Russ** and others who did yeoman's work to cover for me.

This meeting also marked the departure of our **Vice-Kommandant Scott "Stormy" Weathers** who has moved to the Fort Worth area. Best wishes to **Stormy** who will be missed.

There were no scheduled events or presentations. Little else was accomplished aside from swilling beer, eating BBQ'd brats, etc. and the usual amount of vocabulation, which was somewhat more restrained than usual due to the high number of spousal units in attendance.

In summary: Assemble at **High Cay**. Eat and drink beer (except for **Zurg**). Belch (in a restrained and gentlemanly manner). Tell jokes and stories to each other, observing minimum 10% factual content requirement rule, but rarely exceeding it. Eat cookies. Drink more beer. Declaration of "**Victory!**" made when food ran out. Go home.

Most, if indeed not all of this is true.

- **Kent "Cobra" Troxel**
Minister of Propaganda

Kommandant's Korner

Happy Independence Day everyone! I hope you all had a safe and sane holiday. For my part, I celebrated my independence in this great land by exercising my right to "the pursuit of happiness"...in the form of a **Skywagon** expedition to the land of the low clouds. Yup, once again I challenged the condensation gods with a trip to far-northern California. On the first of July **Mrs. Kommandant**, the first dog, and I departed KWJF in strong, but steady winds for a pleasant flight to Byron Airport (C83). There, we spent the afternoon with daughter **Debra** and son-in-law **Mike**. The winds at Byron were also brisk...about 20 knots, pretty much down the shorter runway at the field. After lunch and conversation, we loaded up on (relatively) cheap 100LL at \$5.25/gal as well as stowing a half-case of vino, courtesy of our wine-connected daughter.

The takeoff was short due to the strong north-westerly breeze. As we left, a Cirrus was practicing his cross-wind technique on the long runway...about 17 knots direct cross by my calculation. Ahh, the advantages of "un-conventional" landing gear. Anyway, the winds aloft actually favored our path and about 1.6 hours later we were searching for a hole in the low overcast in Humboldt County. The Arcata (KACV) ASOS was reporting 900 OVC and 10 miles. With no weather reporting for KEKA, I loaded up an RNAV approach for the airport that would get me down to 800 AGL. It was then that I noticed that the



cloud cover ended a few miles off shore in Humboldt Bay so, with plenty of gas in the tanks and clear skies above I ventured seaward to look the situation over. As it turns out, we were able to descend under the cloud deck and proceed back inland in "VFR-ish" conditions for an uneventful touchdown on Murray Field's runway 30. The ceiling over KEKA was just barely legal...that's my story and I'm sticking to it! I was quite pleased with our defeat of the cloud-monster, but my good mood was slightly diminished when I noticed that, in a repeat of our last visit, the **VC-180's** tailwheel tire was woefully under-inflated. I don't know what evil spirit resides at this small airport that sucks the air out of little tires, but this time I was better prepared. An attempt to resuscitate the little guy with the aid of a borrowed air compressor failed when an audible sigh was heard to emanate from the vicinity of the valve stem opening in the wheel. Proceeding to plan B, son-in-law **Greg** donated the services of his Suburu jack and in short order the airless wheel was replaced with the built-up spare unit from the Fightin' Skywagon's aft baggage compartment. During trouble shooting the next day, the offending tube revealed a sizable leak through a sidewall seam. Attempts to patch the hole with a bicycle tube repair kit only slowed the air's escape. Fortunately, the spare performed as planned and the tail of the airplane was standing proud when we returned to the airport on departure day.

Friday's return adventure began with an 1800 hours (L) departure in mostly scattered cloud conditions. A sizable hole was quickly negotiated and a climb to clear blue skies ensued. We had hoped to make a non-stop jaunt to WJF, but the brisk northerly winds on the ground petered out to a paltry 5 knots of headwind at our 9500 feet MSL cruising altitude. After about 2.8 hours the entire crew voted for a potty stop and a letdown to Fresno Air Terminal (KFAT) ensued. **Pixel** barely made it to the grassy spot before relief was achieved. The fine folks at Signature Flight Services provided a quick-turn with 61 gallons of precious fuel, cheerful greetings, clean and comfortable rest rooms, a bowl of fresh dog water...and a couple of chocolate chip cookies. I paid a premium for the gas, but the amenities were worth the extra cost. With all our physical needs satisfied, the 1.4 hours or so it took to cover the remaining miles to KWJF seemed to "fly" by. The trusty **Skywagon** was secure in her hangar by about 2200L and the crew retired to the Kommandant's Kwarters with a declaration of victory.

I doubt that there's another place in the world where this adventure could have occurred at the same cost and with a near-absolute lack of soul-crushing bureaucracy. We need to remind ourselves daily to remain thankful for the liberties we enjoy and the freedom to pursue them...and happiness, to the fullest extent.

Fly Safe, Check 6...and God Bless the USA!

- **Gary Aldrich**
Kommanding

Working Vacation at The Cub Inn

It's been a while since either **Joe Riley** or **Charleen Beam** was at a Chapter 1000 meeting, but they have remained members after moving out of southern California to pine-forested **Groveland, CA**. They now run a bed and breakfast called the **Cub Inn** nestled between the town and the **Pine Mountain Lake Airport (E45)**, just 25 miles from the main gate to Yosemite National Park. **Gail** and I are among the longtime members that knew them personally and have been looking for an opportunity to visit them in Groveland and have a stay at the **Cub Inn**. Such an opportunity finally presented itself in early May, 2012.

I have two partners in my **Twin Comanche, Fred Bivetto** and **Mike Young**. The plan all along was for Mike to get his Multi-Engine rating in this airplane, but he wanted to get his Commercial Single Engine certificate first, then add MEL to that. He was making good progress and wanted to get the Multi-Engine rating added without delay. We planned an immersion type program the week of 14 May 2012. None of the examiners in the local area could do the MEL add-on, so I did a search of the FAA directory in the surrounding FSDOs. I came across one name that was based in Groveland. Huh...why do I know Groveland? On a hunch, I clicked on the shortcut for the **Cub Inn** that had been cluttering my Windows desktop since Charleen sent in her dues last year and there it was... Groveland!

So, I made arrangements for Mike's practical test, and reserved a couple of rooms at the **Cub Inn**. **Gail** and **Katya** (Mike's girlfriend) would fly up with me and **Mike**. Mike would take his test while the three of us enjoyed the Inn and the local area. It was a great plan.

It was a great plan. The first thing to go wrong was the 14th came and Mike had not only failed to finish his Commercial Pilot practical test, but he had not even taken the knowledge test. No problem, he would just add MEL to his Private. Training went well and Mike studied hard. He was ready on Saturday, 13 May. Right after the cleanup for the Chapter Airport BBQ, the four of us piled into the airplane and headed towards E45. We did a practice ILS at Modesto on the way, which we were told to expect on his practical test, then landed at E45.

This airport is a residential skypark similar to Rosamond. The runway is sloped and bowed in the middle making for a difficult illusion on final. Despite changing our intended runway late in the arrival, and despite the illusion, Mike did a decent job getting the near max gross weight airplane onto the pavement and stopped. There was no undue excitement, so I was confident he would do well the next day.



As **Mike** refueled the aircraft, I unloaded our luggage and prepared the cabin for his practical test. We also pulled 4 beers out of the cooler and celebrated our successful journey. Meanwhile, **Gail** called **Joe** for a pickup and **Katya** located the restrooms.

We were not done with our post-flight procedures when up comes the familiar Porsche Boxster **Charleen** was so proud of when she lived down south followed by the somewhat vintage yellow Jeep Rubicon that is featured in many of the comments on AirNav. I had two more beers, so they joined us for a little party right there on the ramp!



Once we found a suitable disposal facility for 6 empty bottles, we piled our luggage into the vehicles, then ourselves. Before we could Roshambo for shotgun in the Porsche, **Gail** and **Charleen** had sped off. **Mike** and I shared the diminutive back seat of the Jeep with one of our suitcases while **Joe** drove us to the Inn with **Katya** riding shotgun. **Katya** did get a chance to try the Porche on for size!





It only took about 10 minutes to get to the Inn, 10 minutes to unload our stuff into our rooms, and 5 minutes to get offered an adult beverage. **Gail** and I stayed in one of the new rooms **Joe** added for this year, Lauren's room. I thought we had scored since it was upstairs and had a great view of the woods. **Mike** and **Katya** were downstairs...and the deer were just outside their window while we fed them carrots from the deck on the mid-level. No bad rooms as far as I could tell!



There was no sign of **Mike** or **Katya** for an hour or so (watching the deer?), but **Gail** and I had a great time

catching up on everything with **Joe** and **Charleen**. We did this on the deck with beer, wine and cheese... and homemade sourdough bread. Apparently this is world famous homemade sourdough bread, according to **Joe** who makes it at home. I can't confirm its celebrity, but I can confirm its good!



There was no wind. I didn't know there was such a thing as no wind, but there it was. The temperature was perfect; the deck was shaded by pine trees all around. The quiet was deafening... except for the parts where we were loudly laughing and story-telling.

The **Cub Inn** is named after the airplane, not a baby bear. Charlene owned one for a while and it still has a prominent place in her heart...and on her ankle...and on Joe's ankle.

After some of that, we piled back into the cars and went to a little restaurant down the hill a few miles called the **Priest Station Café**. Here they are known for their hamburgers, so **Gail** and I ordered the special, **Pasta Romano**. While we enjoyed our meal, we watched the sun set over the California's Central Valley far below, which could be seen from the outdoor patio. The prices at this place were something I didn't expect. Including a glass of house wine for everyone, the bill for 6 was under \$90. Can't complain about that!



Joe and **Charleen** have 4 cats and a dog. This may not be the best place to stay if you don't like animals, but if you do, then it's even better. The dog, a bull terrier named Cubby, is friendly and fun. Three of the four cats (Farley, Rocket & Jet) presented themselves for petting. Farley

slept in the bed with us as we were warned would happen if **Gail** left the door open which **Gail** did. The 4th cat, **Tinker**, was just a rumor.

The next morning, **Joe** prepared breakfast for the house. Every room at the Inn was full, so every place was set, 12 in all on one ginormous table. **Mike** had to get to the airport for his test at 0900, so **Joe** accommodated by starting breakfast a bit earlier than normal. By the time **Mike** and I had finished eating, the table was full of interesting people including one couple from New England, and a trio from Germany. Too bad I had to drive **Mike** to the airport, the stories were getting interesting.

I used the Jeep to take **Mike** to E45 along with all of our luggage. We got there about 0845, so I hung around long enough to meet his examiner, **Linda Monahan**. She is a resident at the airport and owns 2 Twin Comanches, one of which has 200hp IO-360s and 115 gallons of gas.

Back I went to the Inn where **Gail** and **Katya** piled into the Jeep with cameras and a cooler. We were off to **Yosemite**. It was a spectacular drive. Cell phone coverage for AT&T was good at the airport, but not at the Inn or along the drive into the park. So it wasn't until about an hour and a half into Mike's test when I got the message...he was missing an endorsement required to do the flying portion of his test. Great...we were most of the way into the village at the valley floor in Yosemite. We decided to drive on in and look for a fax machine. I would write out, sign and fax the endorsement to Linda. We found a large public parking lot and began our search. Everything in the village was pretty spread out. None of the park offices (the ones that were open on Sunday) would let me use their machine. We saw directional signs to Yosemite Lodge, but it was a much farther walk than expected. After about an hour since the phone call, I did locate a fax machine at the Lodge for \$1 per page. I got the fax sent and the nice lady at the desk waived the fee. By this time **Mike** had breezed through the oral portion of the test and went straight to the airplane.

A quick snack, and back to the Jeep. Let's do something fun! The phone rang and now **Mike** was having airplane problems. I talked him through some troubleshooting and he thought he was good to go, but I was afraid to move since I would likely lose phone coverage. The vacation was nice but the primary purpose of the trip was for **Mike's** practical test. We did go on a short hike to the base of **Yosemite Falls** but then decided to head back. Whether or not he got airborne, he would be done by the time we got back to the airport.

It was a long drive back for me, wondering if **Mike** was just stuck on the ground waiting for us to get into cell phone coverage, or if he flew and passed, or if he flew and failed. The timing worked out such that we just passed the airport to go to town. We had to re-fuel our courtesy car and get a driver to retrieve the Jeep from the airport. After buying sandwiches for the trip, we stopped back at the **Cub Inn**. **Joe** was working hard getting everything ready for another full house, so we said goodbye and thanks. **Charleen** drove us back to the airport.



Just as we made the turn up the driveway to the gate at the airport, **Mike** called with news. He was now MEL rated! **Katya** wasn't at all excited about the news; apparently she wasn't at all worried about his preparation. I knew he was prepared, but she obviously didn't get the rest of what was happening...or do I just worry too much? No matter. It was a good plan...and all of the important parts worked out. We did get a fun vacation, we did catch up with **Joe** and **Charleen**, we did get **Mike** qualified in his airplane. The **Cub Inn** is a wonderful place, and even

better if you are a pilot. The Jeep is generally available to fly-in guests for touring and they will get you to and from the airport.



- Doug "Opie" Dodson

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

Jul 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., 4440 Knox Ave, Rosamond CA. (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

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

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

Nov 20: 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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<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
MONTHLY MEETING 17 JUL @ L00
BEARHAWK DRAG REDUCTION
KOMMANDANT BLOWS TAILWHEEL--AGAIN
VACATION AT CUB INN

