



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>

October 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:



The Matty Laird Story

Speaker: Chuck L. Laird
Tuesday, 16 October 2012
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

This month's meeting should be a real treat for you aviation history buffs. Our speaker **Chuck L. Laird** is best known as **PPO Hellmuth Steinlin's** neighbor at the Adelanto air park. Rumor has it that Chuck is the grandson of **Matty Laird** who designed the **Swallow** (pictured above), one of the early successful light-plane designs. In fact, the Swallow pictured above is owned by **Chuck and Charlie Laird** (come to the meeting to sort out why they have similar names). Matty Laird also created several famous race airplanes, such as the **Laird Super Solution**, which was piloted to victory by one **Jimmy Doolittle**.

If that's not enough to interest you, consider that three of Matty Laird's employees were named **Clyde Cessna**, **Walter Beech**, and **Lloyd Stearman**. Perhaps you've heard of them?

Hellmuth tells us that Chuck will be accompanied by **Charley L. Laird** and **William L. Laird**.

- **Erbman**

For the non-existent **Vice Kommandant**

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium
 Edwards AFB, CA
 18 September 2012

No one in particular, Presiding

The September meeting was held back at our "normal" location at USAF Test Pilot School. Schmooze time was hosted by **Satoka "Tuki" Hanaoka** featuring Cokes and fresh-baked chocolate/peanut butter chip cookies. In consideration of the reduced number of attendees and the large number of cookies provided, **Erbman** (creator of the "no meeting until the cookies are gone" rule) moved that in order to limit the overall EAA Chapter 1000 gross weight the rule be waived. There was no response from the sugar-induced coma of the group, so the motion was arbitrarily passed.

Moving into the auditorium, **Doug "Opie/Houdu" Dodson** regaled us with a Powerpoint® presentation covering in gross detail his recent trip to EAA AirVenture 2012.



This picture of Doug and Doug is from their first trip to Oshkosh in the late '80s when they decided on building a Glasair II-FT



Doug and Gail with their luggage. The orange and blue bags are custom made by Gail to fit in specific locations in the Glasair



Opie shows that shade can be found under the horizontal tail of a low-wing airplane. Of course, there is only enough shade for one



Doug and the Glasair after arriving at AirVenture. Gail was dropped off at a family reunion in Milwaukee.



Opie inspects the Icon A5 amphibious Light Sport aircraft, currently being built and flight tested in Tehachapi CA



Arriving at the campsite with *Project Police* Officers Nathan Davis, Steve and Laura Stants, who are also members of EAA 235, Kokomo IN



A Yak 50 covered in hand prints, advertising for the Make A Wish Foundation



This Bonanza came to AirVenture from Cascavel - Paraná, Brazil near Sao Paulo. This proves that Bonanzas are capable of flying longer distances than Fox Field to Bakersfield



Back in the RV Park Opie found these aircraft from Paul Rosales and PPO Gary Sobek



He said "Meet me at the Yellow Piper Cub"...



A little more searching found PPO Gary Sobek himself



Gail drove up from Milwaukee for the last few days of the show



Paul and Victoria Rosales were advertising their plans for 2013, including a trip around the Caribbean. Rumor has it they will be rehearsing anti-piracy measures at Disneyland®



Following in Stormy's footsteps, Opie spent some time volunteering at KidVenture. Here he is explaining the magnetic compass to a future aviator



The South Africans even took time to decorate the Ladies Room



Next to the campsite was the camp of the South Africa contingent, complete with matching tents



Mandatory in the AirVenture bylaws are at least one rain shower during the week. This provides the opportunity to catch a shower without standing in line.



Opie said the South Africans really know how to put on a party. This was their Karaoke bar



No trip to AirVenture is complete without a Thursday night visit to the EAA Chapter 439 Schwinefest. Two rotisseries cook two pigs for the event



We're not really sure what is with the redneck satellite dish...



Gail gets some pointers on butchering a pig



How do you pull pork from two pigs in a timely manner? Using power tools, of course!



Found: World-Renown Test Pilot Eric Hansen



This year's theme was Barnstorming



Sometimes along with rain comes microbursts and other nasty phenomena. The contents of this dumpster were a display tent the day before. Tie your airplane down securely!



A fixture at AirVenture for 26 years was Jerry Slegler's One Man Band. He had a sign announcing that this would probably be his last year



Visiting the Seaplane Base



Opie claims this is a picture of a camera crew that interviewed him for a half hour or so. I think he just wanted another picture of a Bearhawk



Opie doesn't go the AirVenture without visiting the Bombshells Calendar girls



Dinner one night was at the Oshkosh landmark Ardy & Ed's Drive-In



PPO Chuck Rider hasn't missed an Oshkosh in a few decades. This year he & Judy were moving into a new home, so they stayed behind. In his place, Flat Chuck conquered Oshkosh, here at Ardy & Ed's. See <http://www.laurastants.com/funflying204.htm>



This year the group moved to the flightline for the night airshow



On the way home, Doug and Gail flew over Lake Michigan down the coastline of Chicago. They were refused permission to land at Meigs Field



How often to you stop at a GA airport and find yourself sharing a ramp with a CV-22?



On the way home, Opie presented his father with a “John Wayne Gun” procured through Nathan Davis. This was no replica, but an actual firearm from the late 1800s. Doug Sr is a long-time fan of John Wayne movies.

Most, if indeed not all of this is true.

- Russ “Erbman” Erb
Emergency Standby Minister of Propaganda

Kommandant’s Korner

Have I told you how much I detest airline travel? I seem to remember I have... more than once. I suppose we general aviation flyers have an extra dose of disdain for the crowds and the “security theater” that goes on because we know a better, more fun way to travel with an airplane. Sadly, we can’t always use our fun machines when schedule, distance, cost, or weather makes the airline hassle the only rational choice. But, let’s not dwell on the negative, shall we? I awoke this morning to another of our balmy fall days that fairly begs for an aviation experience. I don’t know if I’ll actually drag the VC-180 out into the sunshine, but it’s a sure bet that I’ll be puttering around the hangar. And, yes, “puttering”, sometimes known as “stirring the shop” is for me...and I suspect many of us...as much of an aviation event as flying your machine to some cool destination. Being in the presence of your airplane, and other self-proclaimed “wingnuts” around the aerodrome brings as much satisfaction as a greaser of a landing or the glint of a beautiful sunset off the wing. This “hangar effect” is, likely, the genesis of those time-honored gatherings of old-and-bold pilots at airport coffee shops where aviation is spoken and problems of the world are solved over hearty breakfast plates and plenty of caffeine. Pity the poor airport without one of these gathering spots.



Hanging around the home ‘drome is also good for general aviation. It shows non-aviators, some of whom

would like to tax or regulate us out of existence, that we are not all about mahogany-clad bizjets stuffed with corporate fat-cats or Hollywood celebs. It shows the world that despite the challenges we face with the economy and politics, that America is the place where "average" folks can experience the joys of personal aviation without soul-crushing bureaucracy or ridiculous fees. Finally, it shows us that there are others with similar passion for flight. So, spend a little time this weekend with your airplane...or if you are not fortunate enough to own one yet...grab a bite at the local airport café where you can identify with, and support your fellow wingnuts.

Speaking of wingnuts gatherings; look for a report in a future 'Edge on the goings-on at next weekend's AOPA Aviation Summit in Palm Springs. Cobra and I will be checking on the latest gadgetosis-nervosa producing germs that will be lurking in the exhibition hall.

We have a pretty full slate of interesting meeting topics coming up. This, despite the loss of our crack program-getter **Stormy Weathers**. This month's presentation on one of the seminal aircraft designers and pioneers of aviation should be awesome. November will bring the return of the bright, young USAFA cadets to High Cay where we will consume grilled beast and look on with interest as **Opie** and **Erbman** try and relive their youthful exploits at that small Colorado university. Stand by for puzzling stories that start with "Back in the day..." and involve "chins" and "tours" and other mysterious topics. If you have an obscenely large school ring, wear it and you'll fit right in! In December we will, of course, celebrate **Festivus** in our usual manner so start shopping for the perfect "**Kommandant's Krap**" gift and generate a list of grievances to be aired at the pole. After the first of the year celebrated **PPO Mike Machat** will venture north from his Woodland Hills residence to once again enlighten us on a fascinating aerospace topic...and maybe even a report of a near-space experience. Lest you think **Stormy** is not missed, there are plenty of meetings upcoming that don't have programs, so continue to float your suggestions and ideas to the Kommand staff for consideration. Those with the most cool ideas will be entered into a raffle with the first prize being an appointment to the vacant **Vice-Kommandant** position! Second prize will be appointment to the **Kommandant-For-Life** spot.

Fly Safe and Check 6!

- Gary Aldrich
Kommanding

An Update From Det 5

Greetings from the Land of Zip Codes that Begin with Seven! I am happy to report that progress on the RV-8B has begun to inch forward. The Total Rivet Count (TRC) has been moving with glacial speed for far too long. The current value stands at 4533. That is only slightly higher than the last reported value. (There are two tooling holes in end ribs of the fuel tank that received rivets to plug them.) The bigger news, though, is that my tanks are

sealed. These tanks have plagued me since before **Operation: Extract Stormy**. I complicated the project by electing to incorporate the **Bill Irvine** "You're gonna want access panels!" modification to the original Vans design. I also moved the project three times. But, on 11 Sep 12, as my last tube of Pro-Seal sputtered to a stop, I sealed the last leak and pronounced the tanks complete. Actually, the tube sputtered to a stop a few minutes earlier, and I had to resort to scooping globs of sealant from places that clearly showed excess to places that were still hissing. But, despite this behavior, I am not becoming a Democrat. So, with my last tube of sealant expended and yet another pair of blue gloves resting at the bottom of the trash can, I happily report that I have experienced, if not major visual progress, most certainly significant emotional progress in the construction of the flying machine. With barely contained jubilation, I tell you that Rivet Number 4534 will be installed dry. With any luck, most of the 9000 rivets that follow will also go in dry. And, one can only hope they find their homes at a faster pace. Perhaps I should report the TRC along with a new metric - Rivets per Fortnight (RPF).

Scott M. Weathers
Defense Contract Management Agency
Fort Worth Engineering Team
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So where are you doing this work? I assume you now get to work on the airplane week nights?

Do you have any intentions of attending AirVenture 2013? So far it looks like the Fightin' Skywagon, Combat Bearhawk, and Glamorous Glasair.

Go pound some more rivets!

Erbman

The RV-8B development project is taking place in a clandestine facility know by the code name "Hicks Field." It is further identified is some circles as T67. I have negotiated a contract for 50% of the structure known as Hangar 773. I learned that determining the parametric value that gives me 50% of the floor surface area of a trapezoidal hangar yields a quadratic equation with a non-real solution. But, that's another story.

I do harbor intentions of attending AirVenture 2013. Realistically, that will be in either Flame or Betty. Flame is the most likely candidate. I have not yet made reservations for the blessed event.

OK! At the earliest opportunity, I will get back to smashing rivets. Work complete = (four thousand someodd/nine thousand someodd) times "F" where "F" is the project efficiency factor, typically 1.80, derived from the 90/90 rule of projects: The first 90% takes 90% of the time allotted. The last 10% takes the other 90% of the time.

Did I mention that I miss you guys?

Regards,
Stormy

Betty? That's a new one. Explain.

Erbman

Oh, Sherry never liked the reference to BWF. She said it made it sound like a personal ad for a female. Anyway, she finally christened the thing 'Betty.' She says it's after Betty White. I think it's after Betty Ford, because she likes to drink - 4.4 gal/hr.

EAA Chapter 1000 Fiberglass Fabrication Facility Reopens

With the completion of the recent **Erbman-Tuki** wedding, work has restarted on finishing the finishing on the various Bearhawk fairings.



Master Fiberglass Fabricator George “Knife” Gennuso visited the workshop to show Tuki how to mix up the filler for the wheel pant. The wheel pants were fairly rough because of their complicated layup and required more filler than the other fairings.



Tuki was heard to say that this process wasn't that different from frosting a cake, except that the fiberglass didn't roll up like a cake and the cake frosting doesn't get hard



Time to make snow!

Lyn McNeely, Randy Kelly Earn Commercial Pilot Certificates



On 24 September **PPO Lyn “Sweet Cheeks” McNeely** successfully completed the Practical Test for her Commercial Pilot Certificate with Glider rating. She is now working on getting checked out in the other gliders and making the big move to flying from the rear cockpit.

Earlier in the month **PPO Randy “Kanard” Kelly** also completed the Practical Test for his Commercial Pilot Certificate with Glider rating.

Both of them will next be working toward getting their Flight Instructor Certificate.

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

Oct 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 10: Veterans Day Celebration. Flabob International Airport (KRIR). <http://www.flabob.org>

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

Nov 27: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Dec 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942 Cancelled

Dec 11: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

Jan 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

Apr 16: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., High Cay, 4431 Knox Ave, 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

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 16 OCT @ TPS
 THE MATTY LAIRD STORY
 OSHKOSH 2012 REPORT
 PPOs EARN COMM PILOT CERTS**

