

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>

December 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:



Project Police *festivus*

Celebration

Tuesday, **11 December 2012**
 1800 hrs (6:00 PM Civilian Time)
 Kommandant's Kwarters
 Kwartz Hill, CA

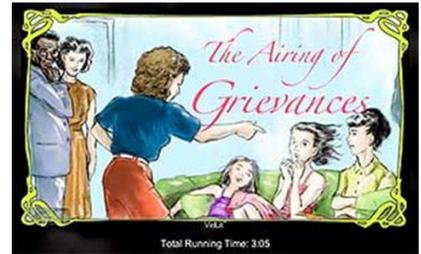
Festivus is early this year to make up for when we had it late before. Bring your appetites and your fabulous treasures to the **Festivus** dinner and **Kommandant's "Krap"** (that means wondrous treasures) Gift Exchange on **Tuesday, December 11 at 1800** at the home of **Pixel** and her Executive Officers **Kommandant** and **Mrs Aldrich**. The address is **42370 61st Street West** in Quartz Hill in case you've forgotten since last year.



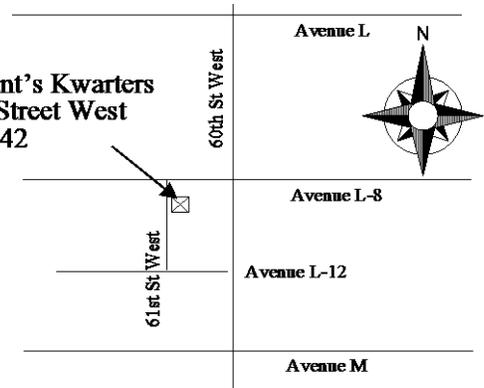
Your evening will begin with hostess **Pixel** greeting you at the door. You will then be offered a libation of your choice to consume while you greet your fellow Festivus celebrants. Be sure to check out the **Kommandant's** "new" mantle clock that was already 100 years old when he was born.

On the command of **Mrs. Kommandant**, we will all line up for the serving of the traditional

Festivus Dinner. After dessert, the **Festivus Pole** will be in place for the traditional airing of grievances. Think ahead—this has been cited as a weak area for the **Project Police** in the past. Feel free to criticize the way the **Kommandant** has run the chapter for the last year. However, be forewarned that any such complaint may result in the **Board of Directors** summarily appointing you as the new **Kommandant**. It's a risk you take.



Kommandant's Kwarters
 42370 61st Street West
 661-609-0942



Following The Airing of Grievances (AOG), we will depart from the traditional Festivus Checklist for the **Kommandant's Krap** gift exchange. Please note that word "Krap" is used to satisfy our poetic urge to be alliterative and is not a description of the quality of the gift (unless you have a finely tuned sense of irony, which is not the study of how to make steel.) Please bring a wrapped, unmarked gift that you think someone will want. Feel free to also include a piece of true krap that you want to get rid of. You may rest assured that if you draw a gift containing alcohol that you won't have to keep it, as someone will steal it from you.

After the gift exchange, we will engage in the Feats Of Strength (FOS). **Sweet Cheeks** has suggested her favorite, the **Hundred Meter Glider Push**, but the logistics of getting a glider to Quartz Hill may prevent this.

The perennial favorite FOS is the **Neighborhood Pixel Chase**, though to date no one has managed to catch her.

Traditionally the celebration is ended when the head of the household has been wrestled to the floor and pinned. However, since no one has been able to catch Pixel, this activity has usually been waived, replaced by a hearty declaration of "**Victory!**".

Come hungry and happy. As always, a good time is promised.

- **Pixel**

Project Police First Dog

Your Festivus Host

(as told to **Evil Editor Zurg**)

*(Rumor has it that **Evil Editor Zurg** may make an appearance. In the Holiday Spirit he promises to not blast too many PPOs)*



Last Month's Meeting

EAA Chapter 1000

High Cay Partyhaus

Rosamond, CA

27 November 2012

Gary Aldrich, Presiding

Doug and **Gail Dodson** once again shared their **High Cay** Estate on beautiful **Rosamond Skypark** as the locale for the November meeting to host **Lt. Col Jacque Joffrion** and 15 visiting Air Force Academy cadets from the Aeronautical Engineering 456 course. Chapter 1000 is pleased to feed and water them twice a year. **Grillmeisters George "Knife" Gennuso** and the undersigned, along with **Schmoozemeister Tuki** prepared mass quantities of cheeseburgers which the cadets inhaled as only metabolisms of 21 year-olds can, along with swilling beer from Doug's tap.

Doug and **Erbdude** entertained the troops by touring them through the hangar, exposing them to a collection of general aviation's finest.

Lame jokes were told, well-embellished stories were sworn as truth, and out-right lies were asserted as fact with straight faces, no less. And the cadets were gracious enough to laugh, ooh and ahh and bow in reverence at the appropriate time, all in the name of free food and beer.

Good times were had by all, a process which we'll do again in about 6 months.

And for those who know about such things, the cheese is still standing. And alone.

But what do I know about cheese? Two things. One: in Italy, cheesemakers are like rock stars. And two: if you can't cut the mustard, cut the cheese instead.

Somewhere towards the end of the evening, the **Kommandant** staggered to his feet, just sober enough to

declare that "**Victory!**" had been achieved, and that the Air Force, if not Washington, was in good hands.

Most, if not all of this is true.

- **Kent Troxel**

Minister of Propoganda

Kommandant's Korner

As the song goes, "The weather outside is frightful..." and I am sitting in front of my computer composing this missive instead



of winging my way with **Mrs. Kommandant** to the middle and northern kingdoms of California. The plan, as detailed last month, was to load up the **VC-180** with some bulky gift cargo, pick up **Debra** and **Mike** in Byron (C83) and continue on to Eureka (EKA) for a weekend visit with **Rachel** and **Greg**. Unfortunately, a triple-header storm system has brought heavy rain, high winds, and copious amounts of the "freezy skid stuff". Just for grins I checked the excellent Icing Severity chart at <http://aviationweather.gov/adds/icing/> and it showed moderate to heavy ice widespread from the Fresno area north to Juneau with the threat of "SLD" or super-cooled large droplet icing. Not a very good place to be in a light aircraft whose only icing defensive systems are the Pitot heat and the good sense of the PIC.

The cancellation of this weekend's aerial adventure did not dim the enjoyable memories generated by our Thanksgiving weekend trip to Byron, where the same group of people mentioned above gathered to express our thanks and to stuff our faces with traditional foods. The weatherman was really cooperative for this trip, perhaps knowing that he would be (literally) raining on our plans for the Eureka excursion.

The trip up on Wednesday provided some low scattered to broken clouds in the target area that precipitated (no pun intended) my request for the RNAV (GPS) Rwy 30 approach into Byron. While I probably could have sneaked my way around the moist puffies I took the opportunity to get a bit of IFR proficiency. This neat little approach is an "LPV", meaning it provides a GPS-derived glideslope and near ILS minimums. As always, the VC-180's S-TEC 50 autopilot tracked the pseudo-localizer with excellent precision while I maintained glideslope tracking with the throttle.

The return trip on Saturday evening presented calm winds and clear views of the stars. I watched the long lines of headlights and taillights marking Interstate 5 while we streaked along at 140 KGS. Also, I'm pleased to report that the cargo manifest did not have to be scrubbed as both bikes, a large pan of **Mrs. Kommandant's** excellent brownies, and several big bags of holiday gifts and luggage all fit nicely into the Skywagon's baggage area. All it took was a bit of creative puzzle-making to nest all the stuff

securely behind the crew seats. Of course, the removal of the rear bench seat forced first-dog **Pixel** to make the trip in **Anne's** lap but we think she actually enjoyed the opportunity to study the instrument panel and see how "Daddy flies the plane".

Now the time is near for our annual Chapter **Festivus** bash. I hope you have all marked the day on your calendars and have gathered your "**Kommandant's Krap**" exchange gifts! (Disclaimer: **Mrs. Kommandant** would like to remind you that the use of the word "Krap" is for alliterative purposes only and not to be construed as a measure of the quality or desirability of said gift to be exchanged.) We will be having all the requisite seasonal foods and frivolity as well as the opportunity to express your grievances at the un-adorned aluminum Festivus Pole. There will be libations of all sorts and the casual camaraderie for which Chapter 1000 has become famous over the years. Weather permitting, the fire pit will be active on the patio. Wear your holiday finery and come prepared to have a good time.

Happy Holidays, Fly Safe, and Check 6!

- **Gary Aldrich**
Kommanding

What Should I Put In My Survival Kit?

Previously in *The Leading Edge*:

We covered how you got into a survival situation without severely injuring yourself. You managed to get to the survival kit without the airplane bursting into a big ball of flame. Then to compound your already bad day, you just happened to crash in the one area of the country that doesn't have cell phone coverage, rendering your primary rescue device moot. We then covered preparing for your medical needs, and then turned to water and food...and that which follows.

Firecraft

At some point during your survival situation, you will probably need to build a fire. One of the biggest benefits of building a fire is that if you build a fire in a location where it is illegal to build a fire, the fire police will come immediately to arrest you. When they show up, you've been rescued!

Don't believe that? Well, here are some other well documented benefits of a fire:

- 1) Fire can provide warmth if it is cold
- 2) Fire can be used to dry clothes that have gotten wet
- 3) Fire can be used for cooking food. Of course, you would have to first find some food to cook and fashion some way to hold the food near the fire.
- 4) Fires can be used as a signal, either producing smoke in the daytime or light at nighttime.
- 5) Fire is the "Survival TV". For reasons not well understood, it is easy to be entertained by simply staring at a fire. Just ask **Opie**. What else would explain selling DVDs with nothing but two hours of staring at a fireplace?

We will assume that any combustible materials to fuel the fire will be "locally procured," be that pieces of wood or dead sagebrush. What you will need is some method of igniting the fire. Of course, you could take matches, but I'm not a big fan of this approach. First, you would need a waterproof case to carry the matches in to keep them dry. Most of these cases I have seen are rather small, only carrying something like a maximum of 25 matches. While I was taught in Boy Scouts to build a fire that only takes one match, in a survival situation I would like a little better odds than that. For instance, if it is raining it might be difficult to light the match. Having any more than a small amount of matches starts to raise the question of the safety of having a large amount of highly combustible material buried in the survival kit of an airplane. Strike-on-box matches are safer than strike-anywhere matches, but they require you to bring the striker section of the box with you. Woe be unto you if you should get the striker wet.

Instead of matches, I decided to go with a flint and steel type approach. The best implementation I have seen of this is the Blastmatch (REI #775076). It is a little pricey at \$24.95, but it works really well. It works so well that the Air Force packs these in its survival kits. The flint can



be used with any knife to produce an impressive (and blinding) shower of sparks. The case also has a striker built in to allow one handed operation (which could be important if one arm is injured). The Air Force recommends striking with a knife, as one handed operation has a tendency to snuff out the tinder you just lit if your technique is faulty. If the BlastMatch gets wet, simply wipe it off and it's ready to work again. You can watch a demonstration video on the REI web site.

So now that you have a BlastMatch to produce sparks, you will need some tinder to light with it. Certainly you could try to find some dead, dry grass (tricky when it is raining) or any other naturally occurring tinder, but this is a survival situation, not a camping trip. Therefore, you should probably bring your own. If you wish to make your own, you can take cotton balls and impregnate them with Vaseline. Then you will need to store them in a plastic bag of some sort. Another option is to purchase some pre-packaged emergency tinder (REI #631077) which appears to be similar but has the advantage of not being quite so messy and is conveniently pre-packaged for storage. To use, be sure to pull the piece apart so as to expose the fibers to make lighting easier. Don't confuse these with your yellow foamy earplugs.



Another tinder option you may not have considered is super-fine steel wool (000#). You can light it with a match, sparks, or even by shorting it across a battery. I

don't know if a AA battery will ignite it, but a 9 volt transistor battery certainly will. Just don't let it get wet and rust. Burning is an oxidizing process, and if the iron is already oxidized by rusting it won't burn.

Since this is a survival situation and we aren't interested in the challenge of building a fire strictly from found materials, we can further stack the deck in our favor. We can use fire starters to help get the fire lit after lighting the tinder. There are many types available. The ones I use are Lightnin' Bug Fire Starters (REI #407149).



Shelter and Equipment

Let's make this very clear right from the start—if you are in a survival situation, you will not be comfortable. This ain't a weekend camping trip. However, there are a few things you can pack in your survival kit to make life suck a little less.

One piece of equipment that is very useful for the space it takes up is a "space blanket." (REI #407104, \$3.95) The space blanket is a very thin, durable film substrate coated with aluminum on one side. It is so named because it was developed by NASA for the space program in 1964. Similar materials were used to cover portions of the Lunar Module (the sections that look like gold foil).



To keep warm, the space blanket is wrapped around you with the metallized film toward you. Traditional blankets form an insulator by trapping thousands or millions of little air pockets between their fibers. Since air is not a very good conductor of heat, body heat is retained inside. A space blanket traps body heat by three methods. The airtight plastic stops the motion of air, preventing heat loss through convection. With no air movement, heat loss through evaporation (sweat) is minimized. The reflective foil reflects back any heat loss through radiation.

If the space blanket is not needed to keep warm it can be used for any purpose where a sheet of plastic would be useful.

Something else that could be useful in a survival situation, possibly not in the desert but in other locations, is a raincoat. You probably would not want to pack one in your survival kit, but you probably would have brought one along in the plane with you. Be sure to grab it out of the airplane when you pull out your survival kit. One model that I have been very happy with is the



Trail Model Rain Jacket from L.L. Bean (www.llbean.com), #TA268316, \$79. It is made from TEK2.5 ripstop nylon, which is a breathable water-resistant fabric similar to Gore-Tex. The rain stays on the outside, but your sweat goes through from inside to outside. Until getting this jacket I pretty much avoided rain coats. I think I can trace this raincoat-aphobia back to 1967 when my mother dressed me in a yellow plastic-coated slicker suit that was absolutely 100% waterproof from both sides. The jacket kept the rain out, and it kept all of the hot, sweaty, humid air from my body on the inside. It was so miserable inside the raincoat I decided it would be better to just wear normal clothes and get wet. After all, on rainy days Mom would typically drive us to school, so the time spent in the rain was very minimal. To be fair, I don't blame my mother a bit—the raincoat she offered me was the best technology available at the time. Now I wish I could have explained to her why I refused to wear the raincoat, but I didn't understand well enough myself to explain it. I just didn't like it.

The big difference I found with the L.L. Bean jacket was the breathability. I had occasion to wear my rain jacket at AirVenture 2011 (after all, it always rains at least once at AirVenture). It kept the rain off of me but never felt hot or humid. It made me wish I had tried this years ago. One other feature that I liked about this model of jacket is that it can be turned in on itself and stuffed into one of the pockets. This makes an 11x6x3 inch package that is easy to carry on your camelback or throw in the airplane.



Another essential piece of gear that you'll want to have is cord. There always seems to be a need to tie something together or lash something up. Of course, there are many different types of cord available from many sources. Any trip through an REI store will usually net a bin of cord skeins at a sale price.

Personally I have always been a fan of "550 cord" which is the material used in the suspension lines of a C-9 High Speed Ejection Canopy (parachute) that we used in Air Force survival training. After about 31 years I finally stumbled across one source for actual 550 cord. Search Amazon for "Rothco 550lb. Type III Nylon Paracord." A 100 foot skein sells for \$10.64, available in a wide variety of colors.



I don't think I need to convince you of the utility of duct tape for repairs or construction. The only issue is packing efficiency. That big roll you bought at Home Depot or Karl's takes up a lot of room and has that big hole in the middle. I addressed these shortcomings by packing a partially used roll (less outside diameter) and stuffing a bunch of little stuff in the middle of the roll. Another solution is to buy duct tape



packaged for backpackers, such as REI #813510 (\$4). This is 100 inches (just over 8 feet for the units challenged) of duct tape rolled with no center core to minimize volume.

Of course, you will need some sort of cutting tool. When it comes to knives, there are probably more to choose from than aircraft to see at Oshkosh. Therefore, feel free to follow your own desires. The knife that I carry in my survival kit is a Buck Revolution XT. This knife is 6 inches long when folded and weighs a measly 4 ounces. When closed it has an exposed carabineer to easily hook to your gear. The knife blade is half traditional edge and half serrated edge. It was designed as a knife for climbers and is thus lightweight and strong. The blade locks in place and can be unfolded with one hand. Prices vary, but at this writing one is for sale on Amazon for \$53.95. I don't carry a sharpening stone, hoping that I won't need to use it long enough to get it really dull. If I get desperate, I figure I will find a suitable rock to use. Remember, this is a survival situation, not a camping trip.



Another good tool to have is a multitool, commonly referred to by the popular brand name "Leatherman". While no multitool will be as good as any of the individual tools it represents, it brings a lot of utility compared to the volume and weight it represents. These are readily available from many sources at varying levels of sophistication and price. One of my favorite sources is the displays in the aisle at Home Depot around the holiday season.



Another simple but potentially high utility item is a simple sewing kit. Your clothes cannot provide you good protection if they are ripped or have holes. Tramping around out in the wilderness will probably bring you face to face with an errant Joshua tree or other hazards. You don't have to be able to sew like **Gail Dodson**. You just need to be able to return your clothes to a serviceable condition. Available in all sorts of places, including your local Wal-Mart.

You will want to have some sort of flashlight available. Of course, you probably already have a flashlight in your airplane for preflighting or other uses. If so, you don't necessarily need another flashlight for your survival kit. Unless, of course, you are the **Kommandant** who claims you can never have enough flashlights. My favorite is a Mini Maglite that takes two AA batteries. It is a reasonable size that is easy to handle, and the anodized aluminum construction is durable and resistant to corrosion. It can be used as a flood light, a spot light, or set on a level surface like a candle. Even smaller Maglites are available that use one AAA battery if you want something very small to pack away. Plastic flashlights are easier to break and tend not to be as reliable. Two D-cell



flashlights may be required in certain instances of 14CFR, but they are larger than necessary and you probably won't get into a street fight during your survival situation.

Another option for light is a headlamp. Not the lights at the front of your car, but a flashlight that you strap to your forehead. These are very convenient while working in low light areas, because wherever you are looking seems to be lit up. These are available from many sources, including REI, Amazon, and even your local Costco. Power sources are typically AAA or AA batteries.



Another excellent source of light for survival situations is the Cyalume chemical light sticks or "glow sticks". These are activated by bending the plastic case, breaking the glass tube inside. This allows the chemicals to mix and produce light for up to 12 hours. The limited life is a drawback, but is offset by reliability. With a five year shelf life, there is no concern about batteries going dead, or "flat" as they say across the pond. Available from several sources, such as Amazon. A package of 10 is currently priced at \$10.22.



Of course, with several battery powered items in your survival kit, you'll want to have a supply of extra batteries. I like the AA batteries as having a reasonable amount of power in a small package. They also pack more densely than larger batteries. AA batteries are very common in flashlights and some GPS units. If you have equipment that uses AAA batteries, be sure to pack some of those too. Both are readily available in suitable quantities at your local Costco. Modern alkaline batteries have a shelf life around 5 years.

You may have noticed some common camping equipment that has intentionally been left off of this list. There are no blankets, sleeping bags, or tents on this list. These items are bulky and significantly heavy. Given the very low probability of ever being used, these items are not worth the weight and volume penalty to carry them around on a regular basis. Of course, if flying during the winter when the probability of needing these items is higher, you can always add them to your payload.

- Russ "Erbman" Erb

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

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

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

May 18: Twenty Second Annual Project Police Airport Barbecue, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

May 21: No Third Tuesday Meeting. Go to Airport Barbecue instead.

Jun 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 29 – Aug 4: EAA AirVenture. Oshkosh WI.

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

C/O Russ Erb

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Rosamond CA 93560-7692

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

FESTIVUS CELEBRATION 11 DEC@ KWARTZ HILL

REVIEW OF CADET VISIT

KOMMANDANT AVOIDS ICING DANGER

BUILDING YOUR SURVIVAL KIT

