

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

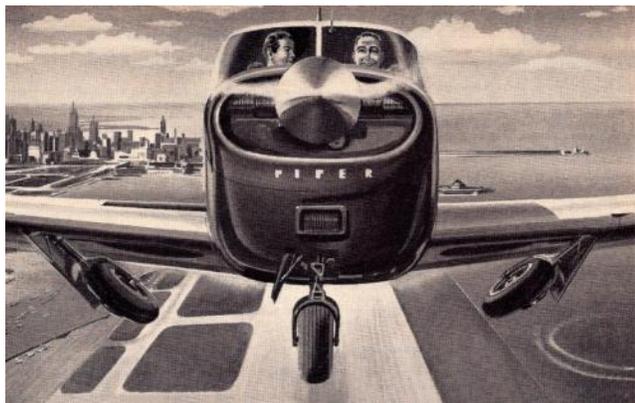
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<http://www.eaa1000.av.org>

January 2013

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:



General Aviation in Advertising and Artwork

Mike Machat

Tuesday, 15 January 2013

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium
Edwards AFB, CA

And the award for Favorite Speaker at an EAA Chapter 1000 Meeting goes to...**Mike Machat!**

Aw, come on...that really shouldn't surprise you. Way back in 2000 **Mike** made the mistake of walking in to the room where the EAA Chapter 1000 Board of Directors were meeting. On a whim, I asked him if he would be interested in speaking to our little group about the world of aviation art. He accepted the invitation enthusiastically, and has been our speaker or movie host in Nov 2000, Jan 2001, Aug 2001, Jun 2004, Aug 2005, Sep 2006, Jul 2007, Jan 2009, Mar 2011, Oct 2011, and Apr 2012. That's more often than anyone else, even **Erbman**. This month makes his twelfth appearance.

As before, you won't want to miss this one. Mike has researched how General Aviation has been used through the years by the enemies of Dilbert, the marketers. Just look at that drawing of a Piper Comanche above. See how happy the pilot and his passenger are? Doesn't that just make you want one? It also appears that he may be taking off from the now defunct Meigs Field in Chicago.



Your dues are due now!
\$20 to Houdu
See back of newsletter for address

If you prefer,

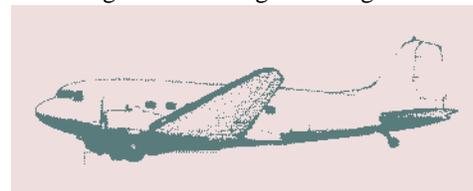
PayPal

you can pay online by **PayPal**® at the Join/Pay Dues link on the [EAA Chapter 1000 web site](#).

You may also qualify for the government sponsored EAA Chapter 1000 "Free Dues" program.¹

If that's not enough to excite you, Mike's opening act is **Mike Machat** talking about making the Douglas airliner

mural at the Museum of Flying at Santa Monica (SMO).



(We need to arrange a chapter fly-out to KSMO to visit said mural.)

The pre-meeting schmooze time will be brought to you again by the **Schmoozemeister Tuki Hanaoka**. Whatever she brings you know it will be yummy!

After the presentation you'll want to join us at the **BK Dead Cow Emporium** for sustenance and libation. We're sure that **Mike** will be authorized to Super-Size his meal.

- **Erbman**
Special Writing Assistant to the **Vice Kommandant**

¹Simply write your name on a government printed "Free Dues" coupon and hand it to any chapter officer. "Free Dues" coupons are available at any bank, ATM, and many businesses. Ask for it by the secret code name "Twenty Dollar Bill."

Last Month's Meeting

EAA Chapter 1000
Kommandant's Kwarters
Quartz Hill, CA
12 December 2012
Gary Aldrich, Presiding

The December meeting was held at **Casa de Aldrich**, residence of Mr. and Mrs. **Kommandant**, celebrating our annual **Festivus** party, the highlight of the Antelope Valley social season. Twenty two members and guests were in attendance.

The **Kommandant** had graciously provisioned ample amounts of libation, followed by serving of the traditional **Lafestivusagna**.

A generally festive atmosphere apparently put a damper on the **Airing of Grievances**, which was a disappointment to me personally. About the only complaint was by the **Kommandant** urging everyone to have second and third helpings of lafestivusagna.

I was also disappointed in the lack of dog-juggling as had occurred in previous years, or dog-chasing for that matter. **Pixel** was well attended during the evening.

After dessert, there was the much anticipated "**Kommandant's Krap**" gift exchange. I must admit that the "**Nordstromization**" of the exchange has improved the desirability of the gifts, but I still miss the old days of getting an old venturi, a broken headset or a box of old, oily sparkplugs. Ahhh, good times.

Best line of the evening: in selecting a rather large gift from the exchange offerings, **Pat Doolittle** exclaimed "**I like big packages!**". Husband **Jimmy** just smiled in a knowing manner.

K² was followed by the presentation of the cheesy chapter awards, certificates and pins. In a surprise move, the **Kommandant** produced a lithograph of **Mike Machat's The Golden Age Of Flight Test** for auction to add funds to the chapter coffers. There was spirited bidding between myself and **JP Kury**, with JP taking home the prize.

The **Kommandant** also revealed that a genuine **Festivus Miracle** had occurred, that **Hellmuth Steinlin** had volunteered to be the new **Vice Kommandant**, replacing **Scott "Stormy" Weathers** who recently left us for Texas. In appreciation, he was presented with a surprise gift—the long since retired Chapter 1000 electric stapler—a certified antique. I believe, however, that this was more craftiness on the part of the **Kommandant** who offered the miracle as a distraction to avoid the required "wrestling the head of the household to the floor" to signal the end of the party.

Most of this is true.

- **Kent Troxel**
Minister of Propoganda



Our hostess Pixel, dressed in her airplane costume. Opie gives Pixel an introduction to Basic Fighter Maneuvers



"Blah blah blah blah blah..." Bill Irvine, Karen Rovnak, and Jill Hoffman are courteous enough to feign interest in whatever blather Erbman is going on about



For some reason, in the Kommandant's Kwarters all of the guests tend to congregate in the hallway. A test plan is in the works to investigate this phenomenon, but inexplicitly seems to be tied up in the safety review.

festivus



The Kommandant holds the Festivus Pole and airs his grievance that people were not doing their part consuming the lafestivusagna



The TPS Commandant (sic) in his secret identity as Lars Hoffman uncovers a questionable hat, a Domingo's gift card, and a basket of bath products. He didn't have it for long either.



The Kommandant's Krap exchange started off with Gail unboxing a bottle of alcohol. In keeping with the rules of the Kommandant's Krap, she didn't have it for long



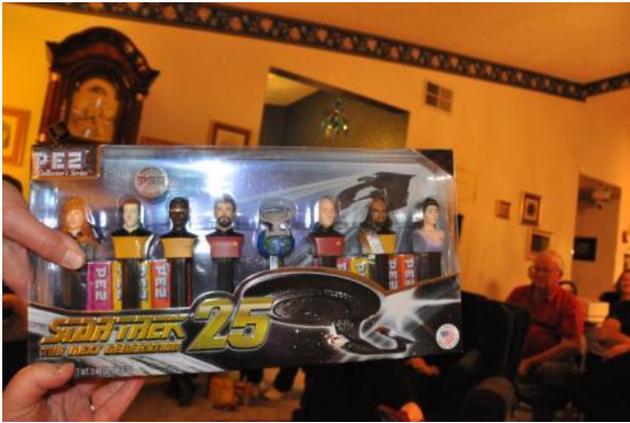
Aviation Gin? Isn't that a device to get the seeds out of your aviation?



The Peanut Gallery observes the action



Insert your own caption here



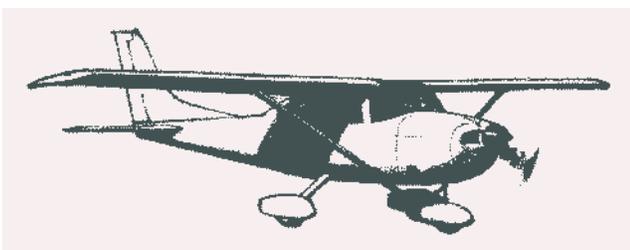
There was much excitement about a Star Trek TNG collection of Pez dispensers. You would have thought you were watching *The Big Bang Theory*



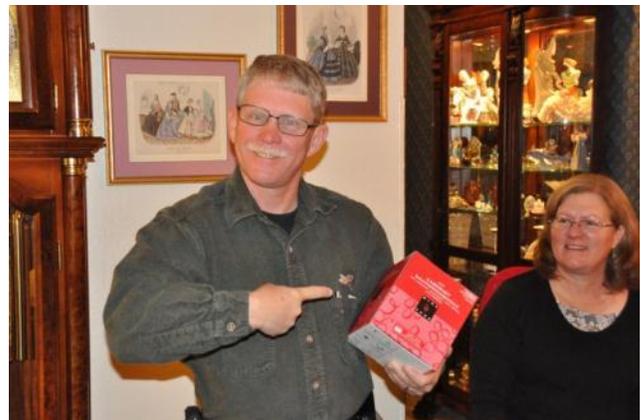
Somewhat predictably, Leigh Kelly stole the Star Trek TNG Pez dispensers



Hellmuth Steinlin unwrapped a Hallmark Cessna Skyhawk ornament. Hallmark has Cessna Skyhawk ornaments? I need to get to the Hallmark store!



We found it! Johnny Carson once posited that there is only one fruit cake in the world and people just keep passing it on and on. Well here it is, however briefly.



Opie points to a Wine Cube of 2010 Cabernet Sauvignon/Shiraz



Silke Eyles holds what was rumored to just be a double picture frame, but everyone's attention was drawn to the pictures of Mickey Mouse from *Plane Crazy*, his second animated feature



No, Opie. Pixel was not one of the Festivus gifts. You can't take her home.



Hellmuth Steinlin, in the "What was I thinking" department, has volunteered for the not-so-coveted position of Vice Kommandant. In recognition of this, he was presented with the retired chapter electric stapler, a genuine antique. It has stapled many a chapter newsletter in the past. Rumor is that the Kommandant found it in the storage area at TPS many years ago. We haven't seen a report of survey looking for it...



After distributing the cheesy Chapter recognition certificates to the usual suspects, the Kommandant produced a lithograph of Mike Machat's *The Golden Age of Flight Test*.



JP Kury won the spirited bidding war for the lithograph. Of course, he may spend just as much getting it framed now

Kommandant's Korner

If you're reading this the **Mayans** were **WRONG!** Just to be on the safe side your **Kommandant** jetted to the remote Sandwich Islands in the company of **PPTAF Minister of Propaganda, Kent "Cobra" Troxel**, award-winning aviation artist **Mike Machat** and, of course, our ladies. There, we were hoping to avoid the cataclysm altogether...or at least die happy with a Mai Tai firmly clenched in our hands. **PPO Dodson** executed a similar ploy to escape annihilation by booking passage on a large floating hotel. Perhaps he thought that the devastation would be limited to the land masses. In any event, he and **Gail** and the senior **Dodson's** rendezvoused with our hearty band of travelers in...what else...a brewery in the town of Kona. All too soon, however, we found it necessary to return to the AV to resume our mundane lives as minor aviation celebrities.



Now **Mrs. Kommandant** and I find ourselves in **Paris**...the Las Vegas hotel, not the city. We scrambled the **Fightin' Skywagon** this morning for a pleasant 1.3 hour flight to Henderson Executive (KHND). A van met us at transient parking and whisked us to the awaiting (free) shuttle to the fabled Strip. Julie, at the Executive FBO, was extremely accommodating and agreed to fill our fuel tanks with that precious elixir, 100LL, for about \$0.18 less per gallon than American Airport charges. In case you hanker to replicate this cross country, be advised that the shuttle runs just three times per day (1000, 1300, and 1600). I'm told a taxi runs around \$50. In case you are wondering about the purpose of the trip, my brother **Lary** and wife **Lori** are in Sin City this weekend on an anniversary celebration and we elected to take the opportunity to see them here instead of at their home in Delaware.

Tomorrow we make our way back to our high desert in anticipation of this month's meeting of the "Chapter with the most Zeroes". I got a bit of a preview of Mike's talk while we were sipping the afore-mentioned libations in paradise...and I'm betting it will be a terrific presentation...as is usually the case with **Mr. Machat**.

So, make your way to Scobee Auditorium and prepare to be entertained! See you there,
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. Last month we covered firecraft, shelter and equipment.

Signaling Equipment

The purpose of signaling equipment is to communicate with rescue crews. Much like the fire police, a commonly suggested signaling technique is to find a Desert Tortoise and touch it.

As these animals are endangered and protected, as soon as you touch one, the environmentalists will come over the horizon in their eco-friendly plug-in hybrid off road vehicles to arrest you. You may be in jail, but you've been rescued!



Since we assumed that we made our forced landing in an area of zero cell phone coverage, the best (but most expensive) signaling device is a 406 MHz ELT installed in your airplane. If it doesn't activate automatically during the landing, be sure to activate it manually. Most 406 MHz ELTs also transmit on 121.5 MHz, so you can use a handheld radio to verify that the ELT is transmitting your GPS location to satellites overhead.

Slightly less expensive is a Personal Locator Beacon (PLB). This device will send the same signal as an ELT to the satellites, with the difference being that it is not activated automatically—you have to turn it on. Given our survival scenario, that is still possible. You will certainly want to make sure that your PLB has a built in GPS receiver so that it can transmit your location to the satellite.

Another signaling device worth carrying is a handheld VHF radio. Besides being useful in a survival situation, a handheld radio has many other potential uses that make it worth keeping in your airplane. The handheld radio that I use is the Icom IC-A6 COM Transceiver, available from many sources including Sporty's Pilot Shop (www.sportys.com) for \$299. Most handheld radios come with a rechargeable battery, such as NiCd or NiMH. For a while they were



offered with Lithium Ion batteries, but these have been discontinued. Rechargeable batteries are okay if you use the radio frequently and keep it charged, but not if you just leave the radio in the airplane waiting for an emergency situation. The batteries will self-discharge and will be unusable after a few weeks. A better solution for an emergency radio is to order the Alkaline Battery Case (Sporty's \$19.95) for the A6 which holds six AA batteries. Alkaline batteries have a much longer shelf life than NiCd or NiMH. Even better than alkaline batteries are Energizer Ultimate Lithium AA batteries. These batteries have a shelf life closer to 15 years, and have a longer useful life than alkaline batteries. Of course, if the batteries run down during your survival situation you can replace them with the spares from your survival kit.



My favorite non-electronic signaling device is a signal mirror. Batteries are not a problem—it's solar powered. It is very effective over very long ranges. Of course, you can use it as a normal mirror too. I use a 2x3 inch signal mirror from REI (#630149, \$12.25).



If you would like to be able to send light flashes even when the sun cannot be seen you could use a strobe light. One option is available from REI (#800897, \$16). This strobe light uses four AAA batteries and will operate up to 10 hours. The strobe flashes once per second.



A signal mirror makes a great visual signal. An audio signaling device is as simple as a whistle. Any sort of whistle will do. REI has a very nice "Tri-Power Safety Whistle" available for a mere \$5 (#761180). Its three chamber design produces different pitches and blasts up to 120 decibels. It is made of high-visibility, non-corroding ABS plastic for durability.



Navigation

Earlier we assumed that our survival situation was outside of cell phone coverage. Likewise, we will assume that you did not come down near a regularly traveled road. If you were near such a road you might be able to flag down assistance, especially if it is obvious that you just had a forced landing (airplane is visible) and you don't look like some sex-crazed serial killer hitchhiker out of a cheesy B-movie.

There are a lot of reasons to stay put in a survival situation. If ATC has any radar records of your flight, these may be used to help locate you near your last radar

contact. The airplane is significantly bigger than you and therefore probably easier to see from the air than you. If your ELT is working it is likely to bring rescuers to your airplane, and it is easier to be rescued if you are standing next to the airplane holding your AOPA card. Okay, the AOPA card is not required, but the point is the same. Of course, if you are injured in any way that could be a reason to avoid traveling.

There are times, though, that travel may be warranted. You might be in a low area and are concerned about flooding. You might want to get to higher ground to get better range for your radio or ELT. You may have gone down in a wooded area where the likelihood of being seen from above or on the ground is very small.

If you do choose to travel, you will need to decide what equipment to take with you. If your ELT is removable and has a portable antenna you should consider taking it with you. My 121.5 MHz ELT has this feature, as well as the ability to insert a microphone to make a voice broadcast on 121.5 MHz. You can use a handheld microphone or the microphone on your headset. Unfortunately, you will be transmitting in the blind since the ELT has no receive function. Even if you have a handheld radio, the ELT might have a greater transmit range, especially if your handheld has the rubber ducky antenna which has a rather low gain.

How do you know which way to travel? Hopefully you have some paper aeronautical charts, such as sectionals or WACs, on board your airplane, and you were paying attention to your position prior to your forced landing so that you sort of know where you are. These charts have sufficient detail to get a rough idea of which way to travel. Don't try to pinpoint your way to a specific small location. Aim for something big and hard to miss, like a road or river. Once you find that, you can follow it to civilization.

Don't worry about carrying US Geological Survey topographic maps. The detail in these maps are great for hiking or backpacking, but it would be impractical and bulky to carry maps to cover all of the areas you will be flying over.

If you are like the **Kommandant** and have given up paper charts because you pay for the subscription to keep your GPS loaded with electronic charts, you could always have an emergency supply of paper charts in your survival kit. It would be okay to carry expired charts, since the dirt, towns, and roads tend not to move around between chart updates. Be sure to mark each expired chart "For emergency use only" so that the FAA Ramp Check Safety Inspector knows that you aren't carrying expired charts to use for aerial navigation. If your iPad has the charts in memory you can use those, but make sure the charts are stored locally and not downloaded on demand. Of course, you will need to manage your remaining battery charge appropriately.

Once you determine what direction to travel, you will need a way to determine what direction that is. It is well known that without something like a magnetic compass most people will walk in circles, or at least curved paths, while thinking they are walking in a straight line. The

compass app on an iPhone could serve this purpose, but continued use would deplete what little battery life you have left. A better solution is to just buy a magnetic compass. For example, a simple compass is available from REI (#727086, \$14.50). It works continuously, has an infinite shelf life, and doesn't require batteries.



If you want to spend more money, you could carry a portable GPS. In fact, you may already be carrying a portable GPS, such as a Garmin Aera, 696, 496, or various other models, assuming it has a battery. You could remove it from the airplane and use it to determine your location. A hiking GPS may also be useful, and may have a longer battery life than your aviation handheld GPS. A hiking GPS with a mapping function could replace the need for paper charts. Even a hiking GPS without a map that just told your location could be useful with a paper chart. You would want a GPS with replaceable batteries, such as AAs, instead of a rechargeable battery. A rechargeable battery would self-discharge in storage, and would have a limited life. Replaceable batteries will keep working as long as you have spare batteries.

Even with electronic devices, my recommendation in a survival situation would be to minimize use of the electronics. Use a GPS to determine your current location and find it on the chart. Turn off the GPS to save the battery life. Use your chart to determine the desired direction of travel. Use your magnetic compass to navigate in the appropriate direction. Only turn on the GPS if you need to verify your position.

My Survival Kit

I assembled the survival kit for the **Combat Bearhawk** according to the guidelines listed above. Most of the equipment is stored in a Rubbermaid container that slips under the copilot's seat in an area that is otherwise of little use for storage. A similar container is used under the pilot seat for the War Reserve Spares Kit (WRSK) containing emergency tools and critical spare parts. Both of these are close to the cg, so they do not aggravate an aft cg. The first aid kit, handheld radio, extra AA batteries, and flashlight are stored in other locations in the airplane. The remaining equipment and container weigh 8 pounds. This is a minimal weight penalty for a significant risk reduction in the unlikely event of a survival situation.

- 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

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

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

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

Jul 16: 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.

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**

**C/O Russ Erb
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<http://www.eaa1000.av.org>**

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:
MONTHLY MEETING 15 JAN @ TPS
PAY YOUR DUES NOW!
FESTIVUS PARTY COVERAGE
BUILDING YOUR SURVIVAL KIT**

