

# 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>

May 2013

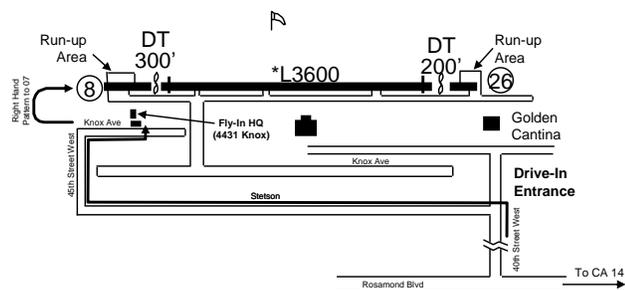
Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scobee Auditorium, Edwards AFB, CA at 1700 or 5:00 PM, whichever you prefer. Any changes of meeting venue will be announced in the newsletter. Offer void where prohibited. Your mileage may vary. Open to military and civilian alike.

## This Month's Meeting:



### Twenty Second Annual *Project Police* Airport Barbecue

Saturday, 18 May 2013  
 High Cay Partyhaus  
 4431 Knox  
 Rosamond, CA



Yes, the *Project Police* have been fabricating a reason to party for twenty two years. How many organizations have you been a part of that could keep anything going for 22 years?

Once again the pre-event activities will include a performance by the Precision Work Bench Relocation Marching Drill Team, the One-Armed Banner Hangers, and the Scottish Banquet Chair

and Table Corps. The Spot Landing contest and People's Choice airplane judging will continue to be eliminated due to lack of interest.

The best part will remain—there will be food! Expect the ceremonial fire to be torched around 1000.



The ceremonial torching of the fire



### PPOs and PPDs are equally welcome!

The big event will still happen at the **High Cay Partyhaus** on **Rosamond Skypark (L00)**, so you can still fly in if you so choose.

As always, you can get there by flying, driving, walking, bicycling, or any other form of transportation you deem appropriate. Just be there! Aloha.

**Last Month's Meeting**

**EAA Chapter 1000**

Flying Dog Ranch  
Rosamond, CA  
23 April 2013

**Gary Aldrich**, Presiding

Both a change of date and venue for this month's meeting. **Doug and Gail Dodson** were otherwise engaged flying "south of the border" (look for a report on their escapades). The location was switched to **Bill Irvine's** nearby **Flying Dog Ranch** (across the street, actually, so minimal chance of members getting lost).

Once again, it was our pleasure to welcome **Lt. Col Jacque "Strap" Joffrion** and 8 visiting Air Force Academy cadets from the **Aeronautical Engineering 456** course. Chapter 1000 is pleased to feed and water them twice a year.

**Grillmasters George "Knife" Gennuso** and the undersigned, along with **Schmoozemeister Tuki** prepared mass quantities of cheeseburgers and cookies which the cadets inhaled as only metabolisms of 21 year-olds can, along with swilling beer from Bill's multiple coolers.

**Knife** and I christened **Bill's** new **New Jenn-Air** gas-powered grill, and our evaluation was "**Wundabar!**".

**Erbdude** entertained the troops by touring them through the hangar, pointing out the latest speed mods to the **Bearhawk**.

Lame jokes were told, well-embellished stories were sworn as truth, and out-right lies were asserted as fact with straight faces, no less.

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 (*this is the type of training your tax dollars is buying you*).



**The gas grill requires no lighter fluid. However, Knife notices that apparently Cobra does require some lighter fluid...**



**If you see spots in this picture you may want to clean your monitor**



**Bun up!**



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

Most of this is true.

- **Kent Troxel**  
Minister of Propaganda  
Chapter 1000

*"We have more zero's in our chapter than any other!"*

**Kommandant's Korner**

Greetings from Omaha! Well, to be more precise, from 39,179 feet over Omaha. No, I haven't turbocharged the **Fightin' Skywagon**. Rather,



I'm crafting this month's column from seat 11c of a Virgin America A319 as we streak through the stratosphere at 501 mph (ground speed). **Mrs. Kommandant** and I are enroute to a family gathering in far-flung New Jersey to celebrate the 85th birthday of **Anne's** father, **Harry**. Thus far, the trip in the aluminum people tube has been relatively painless, save the crick in my neck from dozing off a time or two.

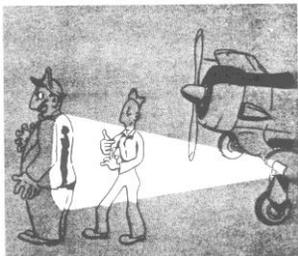
Regular readers of this column are aware of my disdain for this mode of travel, but, as you've heard me say more than once, there is wisdom in using the appropriate tool for the job. In this case, schedule and performance won over the enjoyment of manipulating the flight controls personally. To move Anne and me to and from the Garden State cost approximately the same amount as 100 gallons of 100LL. That would have gotten us all the way to Denver in the VC-180, if I remember my geography. Further, the 5 days allocated to this adventure would not have been sufficient to travel by Cessna.

The good news is that the degrading TSA gauntlet was mercifully short this morning at LAX and the Virgin Atlantic experience (my first) has gone well so far. The seat back in front of me contains an MFD that serves as TV/movie monitor, SkyMall catalog, moving map navigator, food/beverage selector, iPod, and text/chat device. I was just e-chatting with Anne in 11d after ordering us both a snack and a beer. I wonder if Spruce has a version of thing that will fit in the **Skywagon**?

Well, I should close as we're nearly to Chicago and likely to start our descent soon. But before I go, I want to extend my congratulations and a hearty "welcome home" to **Doug** and **Gail Dodson** after their incredible journey in the "**Glamorous Glasair**" to latitude minus 3 degrees. I suspect many of you were following their exploits via social media, but I've also heard that many more "trials and tribulations" of third world navigation in a homebuilt aircraft are waiting to be told. I know that **Vice Kommandant Steinlin** will be signing the Dodson's up for what is sure to be a fascinating "inside story" of their adventures. I especially want to hear the details of their Shellback initiation!

Fly Safe and Check 6!

- Gary Aldrich  
Kommanding



**We Flew To Hellmuth's!!**

On 27 April 2013 several hearty **Project Police Troopers** mounted up in their trusty **Aerial Assault Vehicles** and set course to 52CL Adelanto Airport for their annual Fly-in and Open House. Noticeably absent was the **Kommandant** who had received a Higher Priority Mission (HPM) tasking from Higher Headquarters (*and I don't mean EAA HQ*). This left **Vice Kommandant Hellmuth Steinlin** in the somewhat awkward and conflict of interest position of leading the raid on his own position.



The event started with Vice Kommandant Steinlin overseeing the ceremonial impaling of the duck



Leading the charge were a couple of Cessna 170s with Miles and Karen Bowen



**“The Kommandant sez a taildragger is not secured until the wheel chocks are in place.” Note the newly painted George Gennuso carved wheel pants and strut fairings**



**He did it! He’s in charge!**



**Karen’s happy to be here, Cobra and Knife are enjoying their breakfast, and Miles must be thinking “Geez, doesn’t Erbman ever shut up?”**



**The star of the show was the Laird’s Aeronca Champ, glistening in all of its shiny dope glory**



**Our illustrious breakfast cook. Note the beverage of choice – Tang. They treated us just like we were astronauts!**



**Just like I said, glistening!**



**Just like all Piper Cubs are yellow or olive drab, Champs that aren't olive drab look like this. I think it's in the FARs somewhere...**



**The open door beckons us to look inside**



**Now that's a simple instrument panel. At the far right is the airspeed indicator. I'm pretty sure the GPS mount on top of the panel was not factory original**



**On the left side is the tachometer, which winds counter-clockwise, backward from what we're used to. Next to it is a non-sensitive altimeter. The needle goes around twice to get from sea level to 20,000 feet. The oil pressure and oil temperature (not shown) gauges look like Aeronca picked them up at the local auto parts store! Also see the fuel gauge on top of the panel.**



**I understand heel brakes have been the cause of much colorful language in the cockpit. I've never tried them myself.**



**Nice auto-opening Pitot tube cover. Drag production is a secondary benefit**



**I'm not sure, but I don't think I see any shock absorbing in this landing gear other than the tires**



**And I thought the Bearhawk wheel pants were big—they're downright miniscule compared to these**



**"Yea, I flew helicopters like this one back in the Big One. Of course, ours were in better shape than these, but not by much..."**



**I'm glad they labeled the rudder gust lock. Those things can be so confusing**



**The 1944 Stinson Vultee V-77 is a big airplane, especially since it can only carry 5 people. The engine is a Lycoming R-680, which depending on the model is 225 to 300 HP**



**The aileron gust lock appears to be what the uninitiated would refer to as a "bungee cord"**



What do you do with a rotor mast missing its rotor? Use it to mount a fake owl to keep the stupid birds scared away. We're not sure what the smarter birds do.



Hellmuth's well-tended rock garden, where little rocks grow up to be big rocks. Some even dream of becoming wheel chocks



The F-35 Banana Raptor pulls chocks as Cobra and Knife prepare for departure



A rare sight was this Stewart Headwind, powered by a Volkswagon conversion



The high tech airspeed indicator – it works when your airspeed range isn't very big



The panel of the Headwind sports an airspeed indicator showing a  $V_{ne}$  of 100 mph (87 knots)

### 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**

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.

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

**Aug 20: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Sep 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Sep 17: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

**Dec 17: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill 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](mailto:erbman@pobox.com)

From the Project Police legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. Project Police reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

**THE LEADING EDGE****MUROC EAA CHAPTER 1000 NEWSLETTER**

**C/O Russ Erb**

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

ADDRESS SERVICE REQUESTED

**THIS MONTH'S HIGHLIGHTS:**

**22nd AIRPORT BBQ AT HIGH CAY**

**CADET VISIT REPORT**

**KOMMANDANT QUALS A319**

**PPTAF INVADE ADELANTO**

