

# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

President	Gary Aldrich	661-609-0942
Vice-President	Hellmuth Steinlin	760-963-5445
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

June 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:



## Glamorous Glasair Flies South of the Equator and Project Police Fly-In Excess Inventory Reduction Exercises

Tuesday, 18 June 2013  
1700 hrs (5:00 PM Civilian Time)  
High Cay Partyhaus  
Rosamond, CA

If you fly south of the equator, does your moving map flip over to South up? Do the drains really spin the other way? If the entire crew of the aircraft has never been south of the equator, who officiates the shellback ceremony?

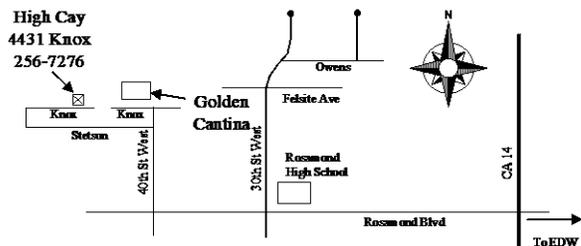
If these are questions that keep you up at night, then maybe you should see a psychiatrist. If, however, you have approached these questions with mild interest, you won't want to miss this month's meeting!

Recently **Doug** and **Gail Dodson** flew the extended-span **Glamorous Glasair** around the Caribbean and down into South America across the Amazon (*the river, not the online store*) into Brazil. He even flew past Suriname, which allowed him to ace the Suriname category in a recent game of Jeopardy!.

You'll want to come and hear all of the stories and see all of the pictures of the trip. We will also hear from **Paul** and **Victoria Rosales** and other participants in the trip. It promises to give you great appreciation for the gas-and-go at U.S. airports.

As they say in the infomercials "But wait! There's more!" In May, we held our annual airport barbecue where we served a bunch of lunches. However, we didn't serve all of them. We will be consuming whatever was left at this meeting. Bring your favorite \$5 bill to cover your meal, unless you can convince **Opie** that you participated in the barbecue set-up or clean-up.

Of course, to have our cookout, we will be meeting at **High Cay** (*the charcoal sets off the smoke detectors in the TPS Auditorium*). If you happen to be one of the few **PPOs** out there who can't remember how to get to **High Cay**, the following convenient map is provided.



## Last Month's Meeting

EAA Chapter 1000  
High Cay Partyhaus  
Rosamond, CA  
18 May 2013  
Gary Aldrich, Presiding

**Doug** and **Gail Dodson's** high desert estate "High Cay" was once again the site of the **EAA Chapter 1000 Project Police May Airport BBQ**, formerly known as the (pick a number) **Annual Scotty Horowitz Going Away Fly-in**, serving up a Polish dog, cold slaw, chips, soda and a cookie for \$5.

Twenty-eight people attended, along with six dogs (a record), and two fly-in aircraft from Adelanto, led by **Vice Kommandant Helmuth Steinlin**. While a pleasant spring day, direct crosswinds deterred the usually higher attendance count.

However, I feel compelled to point out that once again, **Scotty** was not in attendance. It was the elephant in the hangar that no one wanted to talk about. Sure, Chapter 1000 has changed the name of the event, but like the "artist formerly known as Prince" thing, we continue to refer to

## THE LEADING EDGE

the event as formerly known as the Scotty yaddy, yaddy, yaddah.

Perhaps none of you care, but just who is this **Scotty Horowitz** anyway, and why does he keep having these fly-ins and not showing up?

I've given this considerable thought (*time is heavy on your hands, no?*), and I suggest we change the name to the "Where in the World is Scotty Horowitz?" Fly-in. Kind of like the "Where's Waldo". We can give prizes for the most outrageous answer.

But I digress. **Kommandant Aldrich** pulled the plug about 1PM, declaring that "Victory!" had been achieved.

Most, if not all, of this is true.

- **Kent Troxel**

Minister of Propaganda

Chapter 1000

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



The first aircraft to arrive was this Cessna 182 owned by Chuck Laird. Apparently since we had a reasonable showing of PPOs at the Adelanto Fly-In, Chuck and Charlie felt motivated to return the favor by attending our fly-in.



Right behind the 182 was the second and last aircraft to arrive, with the call sign of "Project Police 2." This, of course, is the call sign when the Vice Kommandant travels.



The host Twinkie stands guard by the hangar to greet the airplane guests



The Glamorous Glasair stayed in the hangar sans cowling after its globetrotting adventure. It was being investigated for excessive oil consumption.



The reason for the lack of aircraft attendance. The fiberglass windsock was showing at least 15 knots of wind pretty much directly perpendicular to the runway



The early crowd gathers around the banquet table while awaiting the ignition of the ceremonial fire



Hellmuth takes his name seriously. He arrived in style in *Project Police 2*, and then very excitedly showed us all his new flying helmet. Actually we weren't sure if he was planning to fly the Pietenpol or if he was on the crew of the Rosamond Skypark tank



Chuck Laird experiences Erbman's legendary ability to keep his mouth moving for hours on end without really saying anything. Then again, Chuck had a very competitive series of stories himself



Charlie Laird showed off his own impressive patch jacket. The best patch was right at the top "Laird Planes"



Not to be outdone by the Vice Kommandant, the Kommandant shows off his latest camera acquisition to Cobra Troxel. What's that, you say? That's an iPhone in his hand? That's right. The camera is taking this picture, held by Tuki. The Kommandant is using an app on his phone to trip the shutter release.



The time to ignite the ceremonial fire has arrived. While Cobra notifies NORAD via text message, Knife applies the ceremonial accelerant.



**With great trepidation in anticipation of the massive fireball, Knife and Cobra protect their faces with their fashionable *Project Police* headgear**



**Knife and Cobra stand back, impressed with the fruits of their labors**



**Knife points out to Cobra that he was using a lighter, not a flame thrower. He would have to get it in closer to the charcoal pile.**



**Insert your own caption here**



**Finally Knife loses his patience, takes the lighter from Cobra, and goes in for the light**



**Knife adjusts the heat level on the EAA Chapter 1000 Grill using the non-patented temperature adjusting procedure**



**The extensive collection of airplanes on the ramp**



**Mrs. Kommandant Anne and First Dog Pixel visit with Mrs. Irvine, Bill's mom**



**Tuki stands by, ready to greet the throngs at the serving line**



**The Kommandant assumes the seat of power and prepares to do some kommanding. Secretary Cobra stands by ready to record any amazing pronouncements the Kommandant might pronounce.**



**The contingent from Adelanto Residential Airpark (52CL), aka the Vice Kommandant's entourage, were all bedecked in their stylish home field uniforms**



**Anne and Tuki serve the lunch guests with a smile**



**First Dog Pixel supervises the drink supply**



**Hellmuth addresses the troops, who expected a stirring Patton-esque motivational speech. Instead they were welcomed, thanked for coming, and reminded that the next month's meeting would return to High Cay for a review of the Brazil trip**



**The chapter sign welcomes visitors. Either that, or it is a sail trying to move High Cay to the south**

**Mojave Experimental Fly-In (Plane Crazy)  
19 April 2013**



**The Caravella is another project to develop a roadable aircraft. You can find out more about it at <http://www.caravella.aero/>**



**Nemesis NXT was present, presumably coming from its home base in Tucson AZ. According to [www.nemesisnxt.com](http://www.nemesisnxt.com) Jon Sharp retired from racing on 3 August 2011**



**Scott Liefeld's Pietenpol, which didn't make it upwind to our barbecue in May**



Corey Bird's Symmetry, an airplane purported by Burt Rutan as "This airplane has no drag!"

---

### Kommandant's Korner

HOT! Yup, summer is nigh with 106.5 degrees F indicating on the Kommandant's



Kwarters weather station. Just like always, we've gotten our wish and the heinous winds have subsided just in time to spike the temperatures. Of course, we aviators have the luxury of seeking the lower temps aloft...if we can get there before the oil temperature enters the red zone and the sweat stains appear on our flying togs. The other benefit...or bane... of flying in these temperatures are the massive thermal updrafts resident in the local flying area. A benefit if you are relying on moving air currents to conquer gravitational pull on your air machine. A bane, of course, if you are trying to convince a passenger or non-aviator spouse of the efficacy of private air travel. From the size and frequency of the dust devils I just witnessed on our return from the gun show in Bakersfield, I could have easily shut down the mighty Continental on the nose of the Fightin' Skywagon and soared to any destination in the desert.

That would be the only way to go anywhere by VC-180 today as she is sitting in hangar 703 without a propeller. This year's annual costs were pretty reasonable, so I elected to research the small, but annoying leak emanating from the vicinity of the prop hub after every flight. This "runny nose" as I had dubbed it, began a bit more than a year ago and was vexing in that the leak did not have an obvious source. Well, after conducting the requisite compression check last week, "Flying Dog Ranch" Chief Pilot, **Bill Irvine**, and I pulled the big McCauley airscrew off the crankshaft and discovered not only the source of the leak (a cut o-ring) but also a half-pound or so of a disgusting black goo coating the inside of the crank end...and presumably the interior workings of

the prop hub. Thus, last Monday I slid the plastic-wrapped propeller in the trunk/back seat of the BMW and we took a ride to Shafter-Minter Airport (KMIT) to find Johnson and Sons Propeller Service Co. This outfit had overhauled the prop on N61691 back in the day and I was confident that they would do a good job in making the prop on N2705K new again. The logbooks revealed that the propeller on the VC-180 had been performing yeoman service for about a thousand hours...much less than the 2500 recommended for TBO in the McCauley service bulletins. However, it had performed that service over 15 years which was significantly longer than the six-year overhaul cycle recommended by the manufacturer. Since Mrs. Kommandant and I are planning to span the Continent this summer I thought it wise to up my confidence in the prop through a thorough overhaul and update to the latest configuration.

Yesterday, (Friday) the **Erbman** and I returned to KMIT to retrieve said airscrew device, in exchange for a not-insignificant wad of \$100 bills, and it should be hanging back in its proper position by the time you read this. **Erbman** was kind enough to accompany me on the tedious and boring drive to Shafter after a long and grueling day at Mountain Valley Gliderport. Annually, the USAF TPS pays homage to the supporting spouses of staff and students by sharing the joy of motorless flight. This short exposure to the aircraft and Instructors flown in the TPS curriculum is but a small reward for the long hours of hard work and deprivation the staff and students AND their loved ones put in during their TPS training and, hopefully, gives the spouse an appreciation of their significant others' love of flight and flight test. While not as hot as the desert floor, it was unseasonably warm in Tehachapi, with light and maddeningly variable winds adding to the density altitude woes suffered by both towplane and glider. Nonetheless, nearly 40 sorties were executed safely and efficiently by the TPS glider staff and the crack Skylark North tow pilots.

So, with the VC-180 approaching code-one-ness and the weather getting better, future columns should again recount some aviation adventure. I'm sure the Vice-Kommandant for Fly-outs is feverishly planning the next operation for the famed and dreaded PPTAF. Watch these pages for reports of their (and your) adventures.

Fly safe, stay cool, and check 6

- **Gary Aldrich**  
Kommanding

---

### 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**

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 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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:

President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com

Vice President Hellmuth Steinlin: hellmuthsteinlin@hotmail.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer Doug Dodson: houdu@pobox.com

Technical Counselors: Gary Sobek: Gary@rvdar.com

Bill Irvine: wgirvine@yahoo.com

**EAA Chapter 1000 Technical Assistants**

<i>Composite Construction</i>		
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<b>George Gennuso</b>	pulsar1@sbcglobal.net	661-265-0333
<b>Brian Martinez</b>	brianmmartinez@aol.com	661-943-5379
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
<b>Bill Irvine</b>	wgirvine@yahoo.com	661-948-9310
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
<i>Electrical Systems</i>		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	gary.aldrich@pobox.com	661-609-0942

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**

**3435 Desert Cloud Ave**

**Rosamond CA 93560-7692**

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

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**BRAZIL REPORT 18 JUN AT HIGH CAY**

**22nd ANNUAL BBQ REPORT**

**KOMMANDANT FIXES RUNNY NOSE**

**APRIL PLANE CRAZY PIX**

