

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 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:



Red Bull Stratos Jump

Scott Loftin

Tuesday, 15 October 2013

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium

Edwards AFB, CA

Every year thousands of people travel to Pamplona Spain (where Spanish is spoken) to try to run in the streets and avoid being gored or tossed by an angry bull. But when that Bull is Red, the thing to do is to travel to Roswell New Mexico (where Spanish is also spoken, though maybe not as much), don your pressure suit and catch a ride on a humongous balloon to 128,100 feet. When you are done taking in the sights, step off the porch and free fall at supersonic speeds. Bonus points for going supersonic exactly 65 years after Chuck Yeager was the first person to do that, and he used a rocket powered glider.

On 14 October 2012, Felix Baumgartner did just that. Of course, we all know that nobody does something like that by themselves—they need a supporting cast. One of Felix's supporting cast was **Scott Loftin**, who has graciously accepted the offer of **Vice Kommandant Hellmuth Steinlin** to come a spend an evening with the **Project Police** and tell us about it. Come and find out more about this event than you have read on the web sites.

We'll meet at the Test Pilot School for more yummy treats from **Schmoozemistress Tuki**. Rumor has it there may even be some **Red Bull** available. At the kommand of the **Kommandant**, we will proceed in an orderly

fashion into the auditorium. After the presentation we will proceed to the **BK Dead Kow Emporium** to eat and pass around other forms of **Bull**. See you there.

But wait! This is important. **The TPS parking lot rebuild is still in progress at press time.** Pay close attention as you approach to determine if it is open yet. If you have to dodge orange cones to get to your parking place and you wonder where all of the other cars are, you probably shouldn't be there. If the parking lot is not open yet, park at one of the other lots near TPS, such as the AFOTEC building or Base Ops. Walk from your car to TPS. Think of it as your **EAA Chapter 1000 Exercise Program**. If the parking lot is not open, **enter the building by the Front Door**—that's the one facing Wolfe Avenue that normally no one uses. If you don't follow these directions, we reserve the right to point at you and laugh.

Finally, if we need to move the meeting venue because of ongoing **Gross Buffoonery** in Washington DC, you will be notified by the same means you received this newsletter.

- **Erbman**

For the **Vice Kommandant**

Kommandant's Korner

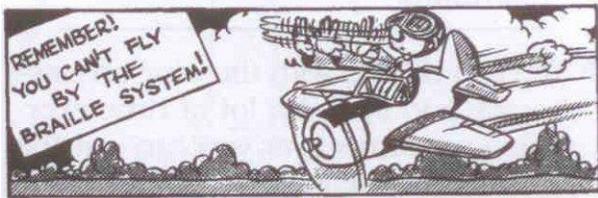
This is a difficult K^2 to compose. Given the dysfunctional circus playing out beneath the Washington Special Flight Rules Area, it would be too easy to fill **EE Zurg's** demands with a political rant. However, this space is not my bully pulpit to express frustration or disappointment in the political process. Rather, I will try and limit any reference to the currently on-going government "shutdown" (or "slimdown" according to Fox News) to its effect on our passion...sport aviation.



Presently, those effects are minor inconveniences compared to the potential loss of income by the furloughed government workers and unfortunate government contractors. Air Traffic Control facilities remain fully staffed by workers who aren't getting paid, but have a promise of back pay after this mess is over. That ensures our ability to exercise our wings...for the present...with the same level of safety as when the government is functioning normally. But, if you are among those seeking to take an FAA knowledge test for a certificate or rating...well, you're out of luck as that system has been suspended. I would also imagine that the folks that process medical waivers, airman applications, and such at FAA HQ in Oklahoma City are not working either so if you are waiting for that coveted new piece of plastic with Orville and Wilbur's portraits on it, don't hold your breath.

For our local band of aviators, the effects on our flying activities are not immediate, but are significant. A large proportion of our chapter members' income is tied in some fashion, directly or indirectly, to federal monies. Even though my contract with the Air Force is funded through the remainder of the calendar year, the mechanism for processing and paying my invoices is on hold so prudence would dictate that the **Fightin' Skywagon** remain idle for a while. And, I'm luckier than other folks whose contracts could not make the leap past 1 October without new funding.

If it's any consolation, the seasonal transition has brought the return of strong and gusty winds in the Antelope Valley. Despite the welcomed cooler weather the sound of blowing sand and rattling hangar doors is sufficient to damp the desire to aviate anyway...especially for the taildragger drivers among us. Better to hunker down and work on the list of squawks and issues discovered during the summer flying season and to prepare for future aviation adventures. The next "scheduled" trip for **Mrs. Kommandant** and me occurs in late November, though I hope to give the **VC-180** a bit of exercise before then. The Aldrich family gathering for the Thanksgiving holiday has rotated back to far-northern California and the land of IMC. I hope my proficiency doesn't degrade too much due to this self-imposed period of inactivity.



It's my sincere hope that by the time you read this we'll all be saying, "Boy, I'm glad that mess is over!" But whatever happens, remember "we" are responsible...the next election day is 5 November. Exercise your voice in the process and vote!

Fly safe and Check 6!

- Gary Aldrich
Kommanding

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

17 September 2013

Gary Aldrich, Presiding

The September meeting was held at the Edwards AFB Test Pilot School with 14 members in attendance. Following the usual requisite pre-meeting refreshments featuring **Tuki-Kukies**, we moved to the auditorium for a recap of the 2013 AirVenture by three of our intrepid aviator slash members who attended.



In all actuality, it seemed more like a "whine and cheese" party. **Russ, Doug** and **Gary** bitched and moaned about enroute weather, the lack of any military flight demonstrations due to sequestration, brazen FAA abuse, and enroute weather. Did I mention they were particularly disappointed with enroute weather?

Kommandant Aldrich was particularly displeased about being cut-off in the pattern by a Lockheed Ventura that appeared out of nowhere, and the personal interference with his vacation by the Vice-President.

Where is the cheese, you ask? Well, as we know from previous reports, the "cheese stands alone".

There were a few highlights of the **AirVenture**, which included the rare event of four **Bearhawks** at the same place at the same time, **Russ** actually flying his **Bearhawk** in the show, premiere of the Disney film "**Planes**", and appearance of the "**Jetman**" (renamed "**Speckman**" since he could barely be seen). Also, something that qualifies as "Weird stuff you see at airshows" was a Morgan powered by a motorcycle engine (part Harley, part Morgan- a "Hooligan").

Despite any supporting or collaborating evidence, the **Kommandant** regardless claimed **Victory!** and closed the meeting. All in attendance met again a short distance away at the Burger King/Dead Cow Emporium for dinner. Once again, the government in general and the FAA in particular were demonized for conspiracy against private aviation, but we concluded that we were probably safe for now due to their collective incompetency.

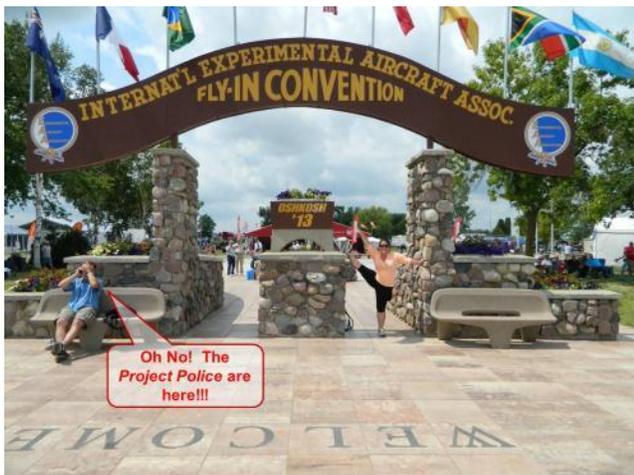
Most of this is true.

- Kent Troxel

Minister of Propaganda

Chapter 1000

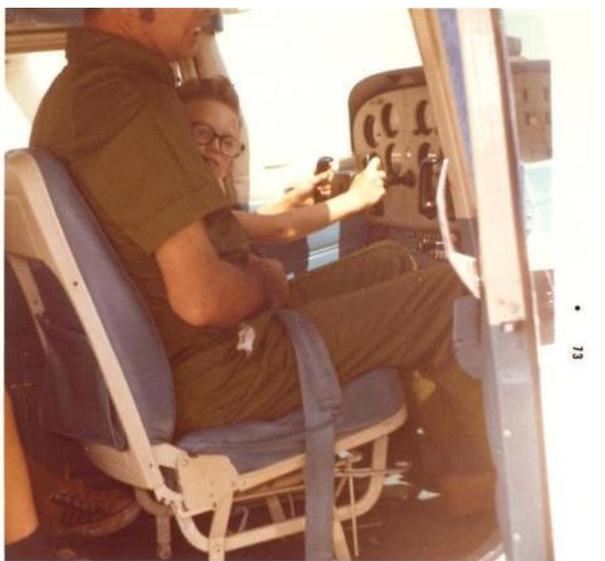
"We have more zero's in our chapter than any other!"



Tuki introduces our Oshkosh coverage, while one of the participants laments our arrival



Seen at the Durango Airport. So just how long would it take to get around the curve if we obeyed the recommended speed? Cobra would say "about as long as it took to suffer through this meeting presentation"



Erbman on his 12th birthday, 3 August 1973, taking his "Young Eagle" flight with Tom Hamblet at KGPM



Erbman with Tom Hamblet in the mighty Combat Bearhawk 23 July 2013 (11 days short of 40 years later) at KGKY (3 nm from KGPM)



Staff Assistance Visit of EAA Chapter 1000 Det 5. Erbman checks up on Stormy while Greg Jones looks on



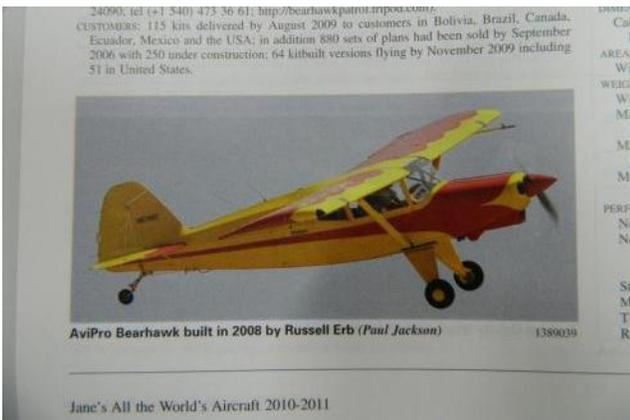
Stormy demonstrates the functional aileron pushrod in the RV-8A wing



Greg assembled the RV-8A fuselage mockup. Stormy and Erbman gave it a test run



No job is complete until the paperwork is done. Duly deputized by the Kommandant, Erbman presents Stormy with his Cheesy Chapter Certificate (C³) for his sentence served as Vice Kommandant



Rumor had it that the Combat Bearhawk had appeared in Jane's All the World's Aircraft. Here it is in the 2010-2011 edition. By the publication date and the "VFR" placard in the windshield, we determined that this photo was snapped on departure from Oshkosh 2009



Doug Dodson and Doug Dodson in the Glamorous Glasair



Hey, wait! How do I get a waypoint named after me?



Scud running into KOSH. For about an hour's flying into KOSH, clouds were about BKN010 but visibility was unlimited. Did we mention the weather was an issue?



Landing on runway 27. EAA Multimedia Journalist Brady Lane was standing by the runway shooting another story, and noticed the Combat Bearhawk on short final. This still was captured from the video that he shot. Note the green glow from the Green Dot



The downside of having full coverage wheel pants is trying to put in the wheel chocks on unpaved surfaces. Here Erbman uses a tiedown stake to dig out a path for the chock



Standard required picture of driving in the tiedown stakes.



The campsite starts to form under the direction of AE



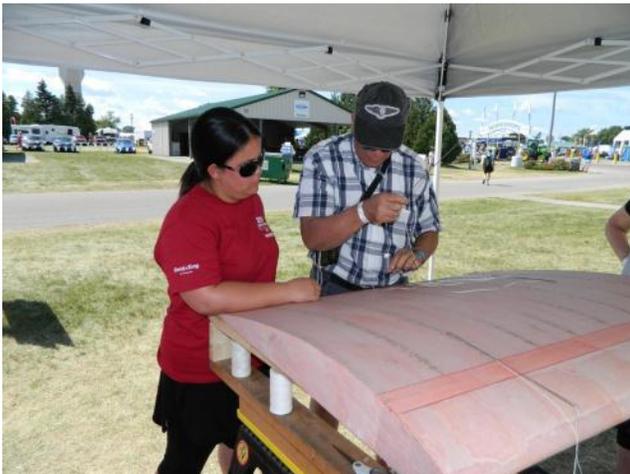
Opie's latest investment in AirVenture—a Honda Generator, which will spend most of the year in Indiana



The common area of the camp, where great ideas are formulated and then gone with the wind...



This year we transported our own banner to be displayed alongside the banner of EAA Chapter 235



Erbman and Tuki volunteered this year teaching rib lacing in the fabric workshop area. Tuki noticed a lot of men took an interest in rib lacing when she was teaching solo...



Tuki also participated in the fabric covering workshop. Here she works on heat shrinking the fabric around a sharp bend and cementing it in place



She did such a good job of cementing around the curve with no wrinkles that PPO Jon Goldenbaum of Consolidated Aircraft Coatings (Poly Fiber) told Erbman that his airplanes would look better if she did the fabric covering



Four Bearhawks congregated in a row



There was much hype about Jetman flying, but he was about as visible as the period at the end of this sentence. Here is an approximation of what he would have looked like



The Terrafugia Transition flew for the first time in public



However, the Homebuilt Review was cancelled for thunderstorms in the area. By the time it flew the next day, hardly any PPOs saw it



This year Erbman agreed to fly the Combat Bearhawk in the "Homebuilt Review" during the airshow. Here the parking crew pushes it out to the taxiway with Opie making sure they do it right



Tuki with Dusty Crophopper, an "aerial applicator" painted up to promote the movie "Planes"



The PPOs gathered at the Glamorous Glasair to watch Erbman fly in the airshow.



Other promotional material included this inflatable Dusty that Opie wears as a hat



This is how we imagined the world premiere of *Planes* would look



This is how it actually looked. Have you ever watched a movie with 12,000 to 15,000 (depending on which source you read) of your closest friends? The view of the screen and sound were incredibly good considering



Do *Project Police* Officers qualify for the “Short Bus”? Jimmy D points at the first thing the Kommandant and he saw upon arrival. The 1951 Dodge bus has a Wayne Body, its original engine and original drive train



PPO Jon Goldenbaum flew the *Flabob Express* to Oshkosh this year, resplendent in its new paint job. He says they only redid the red parts, but it looks noticeably better



Jimmy D claims this is the same tail number PBV that he saw as a basket case in Zimbabwe. During the Thursday air show, this airplane flew Sully and Skiles out to land on the water of Lake Winnebago. Then they did something they had never done—take off from the water



The Kommandant with a pristine example of a Spartan Executive. Only 34 of these were ever built



Jimmy D with the Stinson SR-10J that his grandfather picked up at the factory in 1938 for Shell Oil. It is powered by a 300 HP Lycoming R-680. We keep trying to convince him that he should buy back Grampa's plane, but he keeps saying that 19 gph fuel flow (est) is too much for just 154 knots.



EAA welcomes you with a flyover of T-34s



It's amazing the people you run into at Oshkosh. Here Jimmy D talks with Astronaut Charlie Precourt and AFTC Tech Advisor Eileen Bjorkman



On opening day was the free concert by *Chicago*. This was the Kommandant's view of the concert...through a 300mm telephoto lens looking at the jumbotron



This was the Kommandant's unaided eye view of the concert



The UWO dorm dwellers gathered at Kelly's Bar, here with Greg Jones and Stormy Weathers



Hondajet was out with their prototype and a production compliant jet. Both airplanes flew during the airshow. Rumor has it that PPO Howard “Hojo” Judd was one of the pilots



This Dyke Delta was the product of some 30 years of building. It flew in the Homebuilt Review. The builder had breakfast with the PPOs at the Chapter Leadership Breakfast



Of course, you have to get a picture of the home fleet



The Glamorous Glasair was showing off its new nose art



Japanese Zero on display



One day the warbird reenactors demonstrated how invasion stripes were applied—using a big brush by hand. This was done rapidly at the last minute and nobody bothered to mask the edges



This is the Lockheed Ventura that cut off the Kommandant in the pattern by not following the procedures. Apparently he couldn't be bothered to read the NOTAM. According to our Japanese expert (Tuki), the character that Mickey is holding is not a valid Japanese character



The usual fleet of TG-7 Terrazzo Falcons. These motor gliders are technically warbirds since they were originally owned by the US Air Force, but, really? These aircraft were such poor motor gliders that we are surprised that they are still around



The Kommandant, aka "Gun Nut", couldn't resist this picture at the simulated WWII airbase



The Kommandant would have bought this Ford GT but it wouldn't fit in the Skywagon. Of course, he could have asked me to drive it home for him, but he didn't think of that



Moving a Cessna 180 from the dock to the "runway" using the aquatic version of the airport tug



Jimmy D deeply contemplates where to go for lunch



If the skywriter misspells your company name, are you obligated to pay for the advertising?



An intricately decorated fuel cap vent



The Kommandant told us that his father (or was it his grandfather) once flew behind a Curtiss OX5. Glen Curtiss invented a lot of the important technologies that we use on our aircraft today, but I never realized he invented the Lycoming starter and ring gear



Jimmy D inspects a rare 8-cylinder Lycoming IO-720



On display and in the airshow were one of the original Batmobiles and the original Batcopter



Gail observes the prehistoric ornithopter, complete with wing walker



Opie and other Glasair builders meet with their factory representative—he's the one in the chair



One evening at the campsite



Jerry Slegler has had his One Man Band at Oshkosh for 27 years. For the last several years he has had a sign that this is his last year, and then he comes back next year. This year he weasel-worded it so that he might come back next year



EAA Chapter 1000 table at the Swinefest



Opie takes a picture of Stormy taking a picture



At the Chapter Leaders Breakfast, Trevor Janz, Manager of Chapters and Eagle Flights, told us that Paul Pobereznny advised him to stay in touch with the chapters by reading every single newsletter. Trevor, prove to us you do this by sending an e-mail message to Evil Editor Zurg at eez@pobox.com for publication in this newsletter



Occasionally we run across a Port-a-loo that has been designated for the women-folk. Tuki investigated and found that it had been equipped with various items that were mainly of interest to women users



As Kent mentioned, the Hooligan



The folks at Liberty University School of Aeronautics have figured out how to build a fuselage from a couple of 55 gallon drums



To build an engine, all you need is seven green bean cans



It's always good to take your engine for a walk



Rotec was displaying one of their radials on the nose of a new Spirit of St. Louis replica, scheduled to be released this year



Fifi wants a friend. This group is restoring another B-29 called “Doc” that was also rescued from the backwaters of China Lake



On departure from Oshkosh, the Glamorous Glasair paused for a photo shoot with Jim Koepnick



Steve Brandt in the Aircraft Design classroom at the USAF Academy, with the “aircraft configuration shopping mall”



Erbman built this model in 1994 to be used as a teaching aid. Imagine his surprise to find it still being used 19 years later!



A little forced perspective at the Garden of the Gods



The brightly colored Combat Bearhawk with its blandly colored friends—Cessna, King Airs, corporate jets, and even a C-130

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 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, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (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

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

Jan 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

May 10: Twenty Third Annual Project Police Airport Barbecue, Rosamond Skypark (L00), 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.

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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!

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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:
REGULAR MEETING 15 OCT AT TPS
RED BULL STRATOS JUMP
KOMMANDANT RANTS AGAINST BUFFOONERY
OSHKOSH 2013 PHOTO REVIEW

