

# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

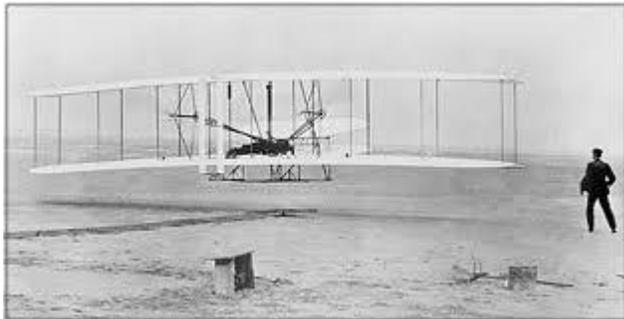
|                   |                   |              |
|-------------------|-------------------|--------------|
| President         | Gary Aldrich      | 661-609-0942 |
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| Newsletter Editor | Russ Erb          | 661-256-3806 |

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

December 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:



## Project Police *Festivus*

### And First Flight Celebration

Tuesday, 17 December 2012  
 1800 hrs (6:00 PM Civilian Time)  
 Kommandant's Kwarters  
 Kwartz Hill, CA

After moving Festivus around for the last few years, we return it to where our interpretation of the desires of the *Seinfeld* writers intended it to be—the third Tuesday of December. We arrived at this interpretation by first thinking of doing a lot of research and contemplation, but then just deciding to declare that it should be on the date most convenient for us. Who's to say that's not the way that the dates for other holidays were set anyway?

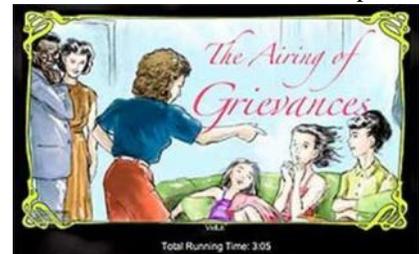
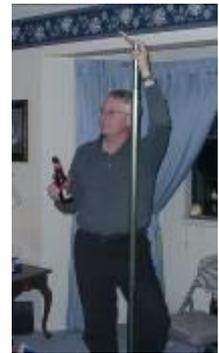
Bring your appetites and your fabulous treasures to the Festivus dinner and Kommandant's "Krap" (that means

wondrous treasures) **Gift Exchange** on **Tuesday, December 17 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.

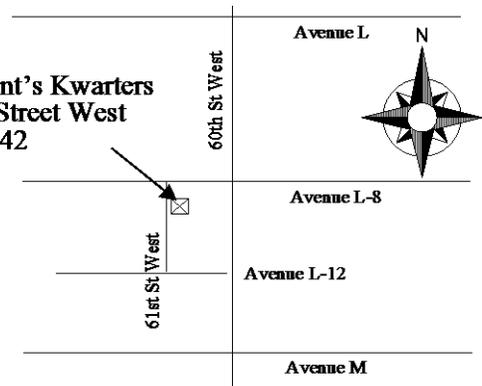
Your evening will begin with hostess **Pixel** greeting you at the door. You will then be offered a libation of your choice to consume while you greet your fellow Festivus celebrants.

After a sufficient quorum of celebrants have arrived, we will remember and honor the achievements of the **Wright Brothers**, who on this day 110 years ago stood outside in the cold wind and flew an aerial contrivance for 12 seconds. In their honor we will go outside and stand in the cold wind for 12 seconds.

On the command of **Mrs. Kommandant**, we will then 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'** suggestion of the **Hundred Meter Glider Push** hasn't worked out well in the past, due to the logistics of getting a glider to Quartz Hill. The **Kommandant** has suggested **Competitive Leaf Raking**, but I suspect there might be some Tom Sawyer-ing going on here. 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 our insurance doesn't cover possible injury to the **Hostess' Representative** (the **Kommandant**), the **Kommandant** will instead "pin" the chapter officers by presenting them with their service pins and cheesy certificates, once again recognizing their service to this band of aviators over the last year. After everything has been distributed, the **Kommandant** will declare "**Victory!**", which is our clue to go home.

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

## - Pixel

### **Project Police First Dog**

Your Festivus Hostess  
(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)*



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## Last Month's Meeting

### **EAA Chapter 1000**

Flying Dog Ranch

Rosamond, CA

19 November 2013

**Gary Aldrich**, Presiding

**Bill Irvine** graciously opened up his home, grill and refrigerator at the **Flying Dog Ranch** to welcome **Lt Col Jacques "Strap" Joffrion** and 16 visiting Air Force Academy cadets from the Aeronautical Engineering 456 course and graduating class of 2014. Chapter 1000 is pleased to feed and water them twice a year.

**Grillmeisters George "Knife" Gennuso** and the undersigned prepared mass quantities of burgers, which the cadets inhaled with metabolisms possessed only by 21 year-olds, along with swilling beer from Bill's multiple coolers. **Schmoozemeister Tuki** oversaw the setup and distribution of food.

Several logistic snags (no cheese or lettuce for the burgers and a perhaps-not-so-surprising beer shortage) didn't seem to dampen the spirit of the evening. As expected, **Doolittle** was heard stating that the cheese stands alone.

**Erbdude** and **Houdu** entertained the troops by touring them through the hangars, pointing out the **Combat Bearhawk**, **Glamorous Glasair**, and **Twin Commanche**, the latter in varying states of disassembly.

The same old lame jokes were repeated, 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, 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 that we'll do again in about 5 months.

Most of this is true.

- **Kent Troxel**

Minister of Propoganda

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## Kommandant's Korner

Seventy-two years ago today the Nation was plunged into war by a "dastardly attack" from the air. Around three thousand people, mostly military combatants, were killed in the attack. It took the "Greatest Generation" and the grandest war mobilization effort ever seen on the planet to bring the conflict to a satisfactory solution in a bit more than three years. Now we find ourselves embroiled in the country's longest war to date, one that was started by a "dastardly attack" from the air. Around three thousand people, mostly civilian non-combatants, were killed in the attack. In a world in which time has been compressed by technology, this comparison is an aberration. What does it say about our generation that we haven't been able to find that satisfactory solution in over 12 years?



Another significant aviation-related historical event will occur later this month, coincidentally on the occasion of our annual Chapter 1000 **Festivus** party. Two bicycle makers from Ohio accomplished a feat that, arguably, facilitated the ability to rain death and destruction from man-made air machines. The Wright brothers were known to be pacifists and their dogged determination to keep their invention to themselves seems to point more to a desire for personal wealth than motivation to bring the "gift of flight"

to mankind. Alas, like so many of man's inventions, the airplane is a double-edged sword; providing incredible benefits along with frightening ability to bring pain and suffering to humanity.

**Mrs. Kommandant** and I availed ourselves of one of those benefits afforded by the airplane over the Thanksgiving holiday last month. This year the **Aldrich** family turkey-day celebration occurred in Far Northern California. In past years I have regaled you with tales of wild weather, low visibilities and superior airmanship as the mighty *Fightin' Skywagon* struggled to penetrate the ice and fog of the Redwood Coast. Not so this year as a cutoff low floating off the coast of SoCal coupled with a significant high pressure area over the Northwest provided something rarely seen in our November air travels...clear skies and favorable winds. Lifting off from runway 24 in light and variable winds we encountered just of bit of turbulence over Tehachapi Peak. Levelling at 8,500 feet MSL over the great central valley the turbulence subsided and the groundspeed readout on the GNS530W took off. Before starting our letdown to our first stop in Livermore (KLVK) we were seeing just under 170 knots across the ground!

The stop in KLVK was unremarkable except for some minor ATC buffoonery (theirs, not mine). During this stop we met **Debra** and **Mike** at **Beeb's Sports Bar and Grill**. This pleasant restaurant is located a few hundred feet off the airport property on the **Las Positas Golf Course**. They even have convenient tiedowns and their own gate for access. After a fine lunch we loaded the remaining cubic feet of cargo space in the **VC-180** with the Charest's luggage, holiday gifts and, of course, a goodly supply of wine for the holiday dinner. After shoe-horning in the last of the stuff and leaning in to the cargo door to get it latched I elected to forego my plan of topping off the huge tanks with the relatively cheap (\$5.15) self-serve 100LL. Despite our lack of cargo space, four healthy adults, and 60 gallons of avgas, the Skywagon leapt off the runway and began a very stately climb to the north-by-northwest. Certainly no **Bearhawk** or **Glasair** climb rate...but sufficient given the load.

Level-off again brought impressive groundspeeds and in what I surmise is record time, we were entering the pattern for runway 30 at Eureka-Murray Field (KEKA). The incredibly clear skies allowed a gorgeous, seldom-seen view of the coastline from 50 miles out. We pulled right up to the gas island and loaded on about 22 gallons of precious (\$6.85) fuel for the return trip. Thereupon we commenced to enjoy a fine (albeit non-traditional) holiday feast on fresh-caught local abalone at the home of **Rachel, Greg, Rustybear**, and two miniature horses named **Lucky** and **Star**. We spent the remainder of the weekend enjoying the uncharacteristically mild Humboldt weather and furtively monitoring weather.com for a dreaded change that would make for good aviation stories for the trip home. Sunday morning dawned crisp and clear in yet another holiday miracle. Around noon we marshalled the troops back at the airport and launched into nearly cloudless skies. This departure was more sprightly at a

field elevation of only a dozen feet or so. The climb to 9,500 feet MSL brought another surprise...a huge tailwind in our favor. The high pressure area had shifted just enough to give the Skywagon a decent push to the south-by-southeast. In little more than an hour we were on descent for KLVK. The San Francisco Bay and its iconic bridges were clearly visible from altitude making it more difficult to concentrate on negotiating the crowded airspace. The good weather was not lost on the local aviators and the ADS-B traffic display proved invaluable in locating and avoiding any potential conflicts. After a rare "greaser" of a landing (**Mike** graded it a "9") it was my turn for buffoonery as I inadvertently blocked the parallel taxiway while switching to ground control. Suitably chastised, we taxied over to the "cheap" gas pump where we offloaded **Debra** and **Mike** and their belongings and traded the useful load capacity for full fuel tanks.

The remainder of the trip down the San Joachin Valley was pleasant and much shorter than usual. We landed on runway 6 just as the sun set in a beautiful conclusion to the holiday trip. I hope your holiday was equally as pleasurable and that you will finish out the year in good health and spirit. We are looking forward to seeing many of you around the Festivus Pole on the 17<sup>th</sup>.

Fly safe and Check 6

- **Gary Aldrich**  
Kommanding

## In Other Related Aviation News

**Kommandant Aldrich, Mrs. Kommandant** and the **Minister of Propaganda** attended the first (reputed to be an annual event) "Field of Drafts" Craft Beer Festival on Saturday, November 9th at Lancaster Municipal Stadium, home of the Jethawks. Aptly advertised as "If you brew them, they will come".

How is this aviation related, you ask? Well...pilots like beer. Need I explain further?

Forty-five breweries set up stands in the outfield offering their finest brews. The **Kommandant** and **Minister** dutifully sampled most if not all (and some twice) in the interest of an objective evaluation, while **Mrs. Kommandant** refrained (for the most part), serving as the designated driver. I believe that she may have sampled a Mike's Hard Lemonade, but I have to confess that my vision may have been blurred.

The weather was shirt-sleeve perfect and the crowd (it WAS crowded) was well behaved. A thoroughly enjoyable afternoon. The say that Disneyland is the happiest place on earth. Don't believe them. On November 9th at least, it was Lancaster. And we got souvenir glasses to boot.





## Help Me Fly A Glider To The Edge Of Space

You may recall Stéphane Fymat who came to talk to us about the Smartplane project back in July. He recently sent this message to **Vice Kommandant Hellmuth Steinlin**:

Dear Hellmuth

As you may know, I do two things professionally. I have my startup company Smartplane (more on that in the near future) and I am on the board of directors of The Perlan Project Inc., a 501(c)(3) not-for-profit aeronautical exploration and atmospheric science research organization that utilizes sailplanes (gliders) designed to fly at extremely high altitudes. I donate significant amounts of my time to this project.

On August 30, 2006, Steve Fossett and Einar Enevoldson, Perlan's founder and chairman, flew a modified DG-505M glider up to 50,671 feet using only mountain winds found in the Andes of Argentina – no engine. Along the way, much was learned about the atmosphere and many kids were inspired. We also set a new world altitude record for gliders. That was Perlan Mission I.

Now, Perlan Mission II intends to fly a non-powered glider all the way up to the edge of space (90,000+ feet in altitude), using the same stratospheric mountain waves and the polar vortex, and in so doing harvest invaluable data about the Earth's atmosphere, the ozone layer and climate change. To accomplish this feat, we are building a highly advanced, experimental glider with a pressurized cabin that can fly at jetliner speeds.



We have raised and spent over \$3.5M since inception. We are now looking for completion funds to finish the glider and prepare to execute Perlan Mission II. (note: *The Chief Pilot for the Perlan Mission II project is our own PPO Jim Payne – ed.*)

Today, we launch our first ever Crowdfunding Campaign on Indiegogo.com (<http://igg.me/at/Perlan-Mission-II/>) to raise funds to finish the Perlan 2 glider, outfit it with scientific instruments and safety equipment, and cover operating costs. You can watch and share our promotional video here

<http://www.youtube.com/watch?v=AI9uN4WbOPs>

Crowdfunding is where a lot of people, literally thousands, give small amounts of money (\$15 - \$199) via the Internet. When thousands participate, it adds up to a lot of money.

The mission needs your support. I need your support.

Please visit our crowdfunding campaign at <http://igg.me/at/Perlan-Mission-II/>, and if you feel moved by this project, donate and you can PUT YOUR FACE IN SPACE (we will place a photo of you or your loved one on the Perlan 2 glider), OWN THE VIDEO (you will receive

a personally dedicated, professionally edited video of the entire Perlan Mission II), or even join the team as a crew member or team pilot.

And when you're done, please forward this email to everyone you feel would also appreciate our mission.

All contributions are greatly appreciated.

With gratitude,

Stéphane

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Web: [www.smartplane.aero](http://www.smartplane.aero)

### Interested In Flying With The *Project Police*?

Do you not have access to an airplane and wish that someone would ask you to go flying? Well, then you need to get in on the EAA Chapter 1000 fly-out program. Actually, calling it a "program" is a bit of an overstatement. There is no set schedule for fly-outs. There is no set frequency for fly-outs. In fact, there is virtually no structure to this at all.

The "program" started in January 2012 when **Opie** announced that he was going to fly to Harris Ranch, and pretty soon it turned into a gaggle of 6 airplanes filling up the ramp. Since then, **Erbman** and **Tuki** would decide to fly somewhere and ask if anyone else wants to go. Sometimes there is a large turnout. Sometimes nobody joins us. Sometimes we even end up not going.

But when there is a group going, there are frequently several empty seats available. That's where you can get in. But if you want in, you have to take the first step. Send an e-mail to [erbman@pobox.com](mailto:erbman@pobox.com) and say "Hey! Erbman! Put me on the notification list for chapter fly-outs!" Then you'll know when the randomly scheduled events are happening, and you can negotiate your way into an empty seat.

The next planned event is scheduled for 11 January 2014. The destination is Watsonville (KWVI) for their Second Saturday Historical Aircraft Display and to evaluate the new Props Restaurant ([www.PropsRestaurant.com](http://www.PropsRestaurant.com)).

- Erbman

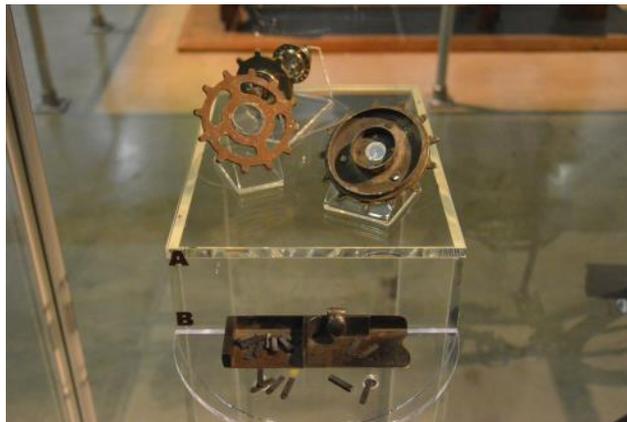


### Kommandant Visits The National Museum Of The Air Force

Last month we told you about the **Kommandant's** semi-annual trip to Wright-Patterson AFB. That's important to us because he usually brings back nice pictures from the National Museum Of The Air Force (nee Air Force Museum). Here are some more photos we didn't have room for last month.



We all know the Wright Brothers' day job was building and selling bicycles. This is a "Women's bicycle purchased from the Wrights in 1895 for \$65 by a relative of the donor, Eula C. Baker"



"A.) Bicycle sprocket hub and sprockets from the Wright Bicycle Company. The Wrights later used a bicycle-type chain drive in their early airplanes. B.) Composing stick and metal type from the Wright printing business."



The Schweizer TG-3A glider, developed from the Schweizer SGS 2-12 sailplane. This design is very rare, as it is a low wing. Virtually all gliders today are mid wing, and prior to that many were high wing.



The Calspan variable-stability NT-33. What's that? You think it's an F-94A? You need to review your history. The NT-33 was fitted with an F-94A nose for reasons that I could not determine. This airplane was used for flight control development for the X-15, A-10, F-15, F-16, F-18, F-117, and F-22. Not only that, but it trained a lot of budding Test Pilots at TPS



The Allison V-3420 (W?) intended for installation in the Fisher XP-75 Eagle. This was essentially two Allison V-1710 engines sharing a common crankcase, sort of like a two row radial. Engine manufacturers will do crazy things when the mandate is to make huge leaps in horsepower very quickly.



V-3420 with extension shafts and propeller gearbox. On the backside appears to be a two stage engine driven supercharger with intercooler



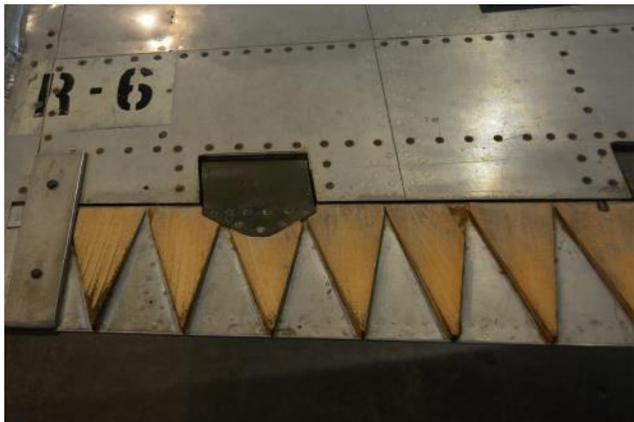
Like the X-1A, the X-1B was larger than the X-1 for greater fuel capacity, but with a slightly different wing. It was used for aerodynamic heating research.



The X-1B was also equipped with a reaction control rockets. The upward firing rocket can be seen next to the "R-6". The downward firing rocket can be seen near the leading edge.



An unusual feature that we can't find any documentation for is the installation of these wooden triangles on the ailerons. Also notice the flap position indicator on the fuselage.



Closer view of wooden triangles on aileron



Northrop X-4 number 2, sister ship of X-4 number 1 now on display at the Edwards Flight Test Museum. The purpose of the X-4 was to investigate any benefits of the tailless configuration for transonic and supersonic flight



Now that's a speed brake! Lowering only the lower half made a nice split flap. In the configuration shown, the L/D was less than 3:1



Finally! Word From EAA Headquarters



For the last two months we have shown this picture of Trevor Janz, Manager of Chapters and Eagle Flights, as seen at the Chapter Leaders Breakfast. He had told us that Paul Poberezny advised him to stay in touch with the chapters by reading every single newsletter. We wanted him to prove that he does this by responding to Evil Editor Zurg.

Well, he finally did, though we think he was tipped off by fellow EAA staffer Brady Lane who seemed to find glee in the fact that he saw it first. In any case, Trevor responded thusly:

“Hello Evil Editor Zurg!

Just read your current newsletter and wanted to apologize for not getting in touch with you after last month's newsletter.

I saw my mug shot and STILL NO WORD FROM EAA HEADQUARTERS.

Hello there!

I do enjoy reading your newsletter...sometimes it takes a bit of time to get thru all 938...

Blue skies and tailwinds!

Trevor Janz, EAA # 594477  
Manager, Chapters & Adult Eagle Flights Program  
Private/Instrument SEL  
EAA- The Spirit of Aviation  
Phone: 920.426.5914 (Direct)  
tjanz@eaa.org  
http://www.eaa.org  
See you at EAA AirVenture Oshkosh 2014 - July 28th – August 3rd, 2014  
www.airventure.org”

Web Site Update

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

**Apr 15: EAA Chapter 1000 Monthly Meeting,** 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**May 10: Twenty Third Annual Project Police Airport Barbecue,** Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

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

**May 20: No EAA Chapter 1000 Monthly Meeting.** You should have gone to the fly-in 10 days ago

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

Jul 28 – Aug 3: 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:

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: douglas.dodson@pobox.com

Technical Counselors: Doug Dodson: douglas.dodson@pobox.com

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| <b>Miles Bowen</b>                                           | cessna170bdriver@yahoo.com | 661-822-0806 |
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| <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:**

**FESTIVUS CELEBRATION 17 DEC @ KOMMANDANT'S KWARTERS**

**PROJECT POLICE AT FIELD OF DRAFTS**

**PERLAN II PROJECT**

**MORE MUSEUM PIX**

