

# 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 2014

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:



## It's George "Knife" Gennuso Day!! Come Eat for \$5!!

Tuesday, 17 June 2014  
1700 hrs (5:00 PM Civilian Time)  
High Cay Partyhaus  
4431 Knox, Rosamond, CA



If you've been around EAA Chapter 1000 for any length of time then you probably know **PPO George Gennuso**. He's been around practically forever—in fact, only **Opie**, **Brian Martinez**, and **Erbman** can claim to have been members of the chapter longer. **George** joined the chapter in 1992 after **Bob Waldmiller** and **Norm Howell** went looking for a spare part around Fox Field and found out **George** was building a **Pulsar**. The impromptu **Project Police** inspection of his project only ended after **George** gave in to strong-arm tactics "encouraging" him to join the chapter.

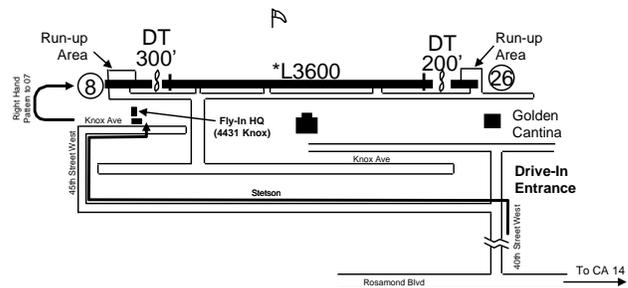
Rumor has it that there is no job that **George** hasn't done. He can give you helpful tips on everything from trash collecting, auto body shop repairs, and the economics of mixology (bartending). **Cobra Troxel** claims **George** has magic powers able to attract foul tip baseballs. **George** even once served as the Chapter **Vice Kommandant**.

However, it is the actions of the current **Vice Kommandant** that brings about this month's celebration. First, we will be celebrating **George** as the **Master Grillmeister**. That's right—because of excessive wind, many of you missed out on your chance to have a Polish Sausage and accompanying accoutrements and to pay \$5 a piece toward the fund raising efforts of the chapter. The supplies have been stored according to FDA approved protocols and will be once again prepared for your enjoyment. Bring your \$5 so that you can experience the thrill of contributing to the financial good of your chapter!

While you are waiting (or eating) you will be able to view the **June Chapter Video Magazine**, provided by our friends at EAA HQ, on the High Cay Jumbotron. Get a review of EAA Chapter 292 (Mid-Valley Oregon) effort to build five DH.2 WWI replica aircraft. See the last full B-17 crew to fly together. Get updates on AirVenture Oshkosh 2014.

After everyone has been served (food, not papers), we will gather around the High Cay Jumbotron to celebrate **George** as the **Composite Construction Guru**. Not only has **George** built an entire airplane out of composites, but he seems to have had a hand in just about everyone else's airplanes too! Recently **George** helped **Erbman** repair damage to the right wheel pant of the **Combat Bearhawk**. Copious amounts of photos were taken, and **George** will step us through said photos to show us the basics of composite construction. You'll laugh! You'll cry! You'll be amazed! Best of all, you might learn something!

The post-meeting trip to the **BK Dead Cow Emporium** will be cancelled having been deemed redundant.



**Last Month's Meeting**

**EAA Chapter 1000**

High Cay Partyhaus  
Rosamond, CA  
10 May 2014

**Nobody in Particular**, Presiding

**Doug and Gail Dodson's** high desert estate "**High Cay**" was once again the site of the **EAA Chapter 1000 Twenty Third Annual Project Police Airport BBQ**, serving up a Polish dog, cold slaw, chips, soda and a cookie for \$5.



As you can see in the picture above, Rosamond Skypark was displaying what the **Kommandant** refers to as the "fiberglass wind sock", meaning the wind was so strong as to make the wind sock look like it is as stiff as if it were made of fiberglass. In a scenario eerily similar to the aborted raid on Adelanto, "It was simply too windy for anyone to fly anywhere." And thus, the only airplanes present were the two that were in the hangar when we started. The wind was forecast to be strong enough that **Erbman** didn't even want to risk taxiing the **Combat Bearhawk** around the airport.

Sixteen people would eventually drive/walk in and buy a lunch expertly cooked by **Master Grillmeister George Gennuso** and served up by **Schmoozemistress Tuki**. This number did not include the **Kommandant** who was with **Mrs. Kommandant** serving a make-up shift at their time-share "somewhere behind the lines." Oddly enough, it should have included the **Vice Kommandant** who did show up, but left abruptly shortly after that, having received a call that there was a fire somewhere near his house. With high winds prevalent in the area, you don't want to ignore that sort of thing. As a result, we were a "headless monster" with no supervision, but we seemed to get through it anyway.

After we ate, many of us sat around staring at each other wondering what to do next. Finally, someone thought to text the **Kommandant**, who replied with "**Victory!**" Having an official declaration of, well, that

word, we put everything away and disappeared back to the four winds, one of which was still blowing mighty hard.



**Knife doing one of the many things he does best**



**Part of the (small) assembled masses**

Parts of this are true.

- **Erbman**

Emergency Backup Minister of Propaganda  
aka "Guy with pictures who fabricates a story"  
Chapter 1000

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

**Kommandant's Korner**

This morning I had the opportunity to participate in an annual event sponsored by my employer, **Test Pilot**



**School**. This popular outing puts spouses of TPS staff and students in the gliders at **Mountain Valley Airport** with the crack instructor pilots of the school's soaring cadre. The flights are intended to introduce the spouses to the type of instructional flights

and techniques we employ at TPS to turn out the world's best flight testers. It helps with the answer to the "what did you do at work today, dear" type questions and is done in the very comfortable environment of the Tehachapi Valley. The orientation rides are only a part of a full day of briefings and tours of the TPS facilities.

So, why wasn't I participating? Well, you see, there's this **Evil Editor** named **Zurg**, who has me chained to my keyboard to produce this monthly mind-wandering article. Siiiiiggghhhhh!

Ok, so you don't buy that? The real reason I was unable to soar with the spouses has to do with my biennial (biannual?) requirement to "refresh" my flight instructor certificate. Most know that your pilot certificate lasts as long as you do (and you do no wrong) and that all you need to exercise its privileges is a periodic medical examination and completion of the flight review described in 14 CFR §61.56. You probably have also heard of the movement by the pilot "alphabet organizations" to eliminate the medical exam requirement for most non-commercial light aircraft flying. The flight instructor certificate (which the feds tried to rename the "authorized instructor certificate" a few years back) does not enjoy the same longevity and expires 24 months after issue.

As a historical note, when my father was instructing after WW2, there was no separate instructor certificate. A flight instructor "rating" could be added to any certificate...even at the private level.

Nowadays, a flight instructor certificate can be renewed, or refreshed, in a number of ways. There is, of course, the option to take a practical exam with the FAA or a designated pilot examiner. This is called "practice bleeding" and I don't know many who go this painful route.

A more popular technique is to complete an on-line course. This entails slogging through 16 hours of computer-based review material on the FARs, teaching techniques, aeronautical decision making, etc, etc, etc. Before **Mr. Gore** invented the Internet, this method involved watching video tapes (remember those?).

Another option for the expiring CFI is to show the local FAA inspector that you have successfully trained and recommended a number of individuals for pilot certificates or ratings in the preceding 24 months. This requires a rather active instructing schedule and a trip to the local FSDO.

The renewal option I prefer is the in-person flight instructor refresher clinic, or FIRC. Several companies/organizations have received FAA authorization to conduct these training seminars. When I first started attending them in the 1980s, the requirement was for 24 hours of "contact" with the instructors. This was usually done on a Friday, Saturday, Sunday at a hotel near a major airport. Sometimes they were held in conjunction with an annual gathering of some flying organization. In the late 20<sup>th</sup> century the time requirement was reduced to 16 hours, allowing folks to travel on Friday.

I have always preferred this method as it gives me a chance to interact with a broad spectrum of my instructor colleagues while I absorb the latest info and review the most current changes to the profession. Further, being the consummate procrastinator, this method forces me to accomplish the refresher in a timely manner...rather than sitting in front of the computer as the end-of-month deadline grows closer and closer. Finally, the FIRC seminar approach allows the opportunity for **Mrs. Kommandant** and me to travel to a new locale in the **Fightin' Skywagon**. While I am interacting with the seminar folks, **Anne** is lounging by the pool, shopping, and generally enjoying a brief respite from the daily grind. We also try to pick a seminar site that allows a meet-up with friends or family, as in 2012 when we stayed with a good friend in Phoenix. This year, we will be travelling to Reid-Hillview (KRHV) airport in the San Jose area; which brings me back to the reason I am not impressing TPS spouses with my consummate soaring skills today. We'll be departing shortly from WJF to be in place for the seminar bright and early tomorrow (Saturday) morning. This seminar hotel is a short drive from daughter **Debra** and her husband **Mike**, who will join us for dinner on Saturday. Sunday, **Anne** will spend the day with a friend and attempt to stimulate the San Jose economy through "retail therapy".

I've picked RHV because the airport closer to the venue, Mineta International Airport (KSJC) is not particularly small-airplane friendly. I was unable to find a parking space at SJC that would offer tiedowns in lieu of simple chocks. Call me paranoid, but I just prefer to have the **VC-180** securely tethered to the ground. The FBOs there also value their 100LL very highly, pushing the \$8/gallon level. So, RHV it is, and I hope to have a pleasant parking experience. More on that in a later newsletter or at this month's gathering at **High Cay**.

Speaking of that, I'm looking forward to hearing from our master grill chef, "**Knife**" **Gennuso** as he tells us about another of his many skills. I can't wait to ask him if his secret for the plump, tasty burgers he grills us is really a small amount of micro-balloons added into the mix.

See you at High Cay for the gathering! Fly safe and check 6!

- **Gary Aldrich**  
Kommanding

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### Tuki's Flight Kitchen

In search for the right kind of food to take in the airplane, I learned the important lesson of finding the right food and like it before you take off with it, because there is no greater turn off than to get stuck with a yucky food with no choice but to consume it.

When I was tasked to come up with a food list for the Oshkosh 2013 trip, it was a challenge for me to come up with food that didn't require refrigeration, heating, or more than 1 eating utensil. I sat there and thought about what

kind of food products would satisfy those requirements, and came to the conclusion that engineers at food companies spend some serious time inventing products that are kid friendly. These products tend to be products that are good to eat without cooling or heating, and mostly use no eating utensils. So I ventured out to Target to find decent food that was airplane friendly. So, I hope this little snippet will provide somewhat useful information to those struggles to find suitable food products for air travel.

I also learned to avoid certain prepackaged products, such as hummus. There is nothing wrong with hummus in general, however, with pre-packed hummus with crackers, like from **Tapaz To Go** brand, there really is no guarantee as to the freshness of cracker or the hummus. Five out of five times, the crackers were stale, the hummus had become oil and mush separated goodness, and frankly, were not worth the trouble.

The first airplane friendly food I found was from the **gopicnic** brand that can be found at Target. I like this little box of goodness because it comes with a little dessert or “snack” to go with the main “dish”. Out of several selections, I found *Salami & Cheese* and *Turkey Slices & Cheddar* to be tasty.



The Salami and Cheese comes with hardwood-smoked beef salami slices, asiago cheese spread, olive oil & sea salt crackers, cashew medley fruit & nut mix, and dark chocolate rice crispy.



The Turkey & Cheddar box has smoked turkey slices, white cheddar cheese spread, honey wheat crackers, unsweetened applesauce, and jelly jets gummy airplanes. You know it must be good if it contains gummy airplanes!



This second item is really good as a quick snack without making a mess. The product brand is called **GoGo Squeeze**, and they have pretty much mastered the applesauce delivery system! The style is very similar to modern day baby food OR if you prefer, one of those foldable water bottles. You don't need a trash bag, a spoon, or to worry about whether your airplane will stay stable on autopilot while your spouse may or may not feed you. Starting with your regular Apple Apple, there are Apple Grape, Apple Peach, Apple Cinnamon, Apple Strawberry, and much more.





If you're looking for some other similar products but not with applesauce, there is one I came across called *Organic Mashups*, by Plum Kids, which uses similar packaging but is a fruit and veggie smoothie instead. This one is also found near the applesauce section, just so we don't have to sneak into the baby section of the market.



Also by Plum Kids, there is an alternate to making a PBJ yourself, called *Organic Jammy Sammy*, which comes in a cute little 2x2 inch square of protein goodness. I chose the traditional Strawberry jam and PB to be the finalist out of maybe 3 different flavors available.



Out of all 1000 kinds of cereal bars and its relatives, I found Kellogg's *Special K Pastry Crisps* to be a nice snack on your long flight while being bounced around in the turbulence. This is something that is not too sweet, salty, or dry that would make you want to drink a gallon of water afterwards.



And of course, last but not least, for those of you who are just little too shy to admit that you consume applesauce or Jammy Sammy in your 50s and 60s, there is always the option of buying a pack of good ole manly beef jerky. It is a good source of protein, but the level of sodium and fat tends to be higher than other products I have mentioned.

This may not seem like a lot, but I know most of you don't travel to the "kid appropriate" section of the grocery store aisles, so I hope this opened up your horizon a bit.

- Satoka "Tuki" Hanaoka

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

**Jun 17: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

**Jul 15: 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.

Aug 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Aug TBA: EAA Chapter 1000 Baseball Meeting**. The Hangar, Lancaster CA. (661) 609-0942

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

**Sep 16: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

**Nov 18: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

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

**Dec 16: 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: douglas.dodson@pobox.com  
 Technical Counselors: Doug Dodson: douglas.dodson@pobox.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>	pulsarl@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

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:**  
**MEETING 17 JUNE @ HIGH CAY: FOOD!**  
**23rd AIRPORT BBQ BLOWN OUT**  
**KOMMANDANT GOES FIRING**  
**TUKI'S FLIGHT KITCHEN**

