

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>

June 2015

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:



Fitz Fulton Father of the Mother Planes

Mike Machat
Tuesday, 16 June 2015
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

This month the *Project Police* welcome our perennial favorite *PPO* Mike Machat back to the speaker stand. Mike has been entertaining us with extremely well written and entertaining presentations ever since 2000, when he was working on a project at **Eddy Air Patch** and made the mistake of walking in on an EAA Chapter 1000 Board of Directors meeting. For no reason at all, we asked him if he would be interested in speaking to our group. He said yes, and soon became a member of our rag tag aviation band.

This time Mike will give a presentation on the career of Edwards test pilot Lt. Col. Fitzhugh L. "Fitz" Fulton, Jr. Mike was editor for Fulton's self-published book "**Father of the Mother Planes**," and will show photos from that project.

You've probably met some test pilots who have flown upwards of 50 different types of airplanes. None of them even come close to duplicating Fulton's career. He flew as PIC in 235 different aircraft types, participating in Post - WWII Bikini Atoll nuclear tests, the Berlin Airlift, the

Korean War, and piloting launch aircraft for the Bell X-1 series, Bell X-2, and North American X-15. He was Chief Project Pilot for the Convair B-58 Hustler, and USAF Pilot for the triplesonic North American XB-70 Valkyrie. For NASA, he flew the Mach 3.2 Lockheed YF-12A, and piloted the Boeing 747 Shuttle Carrier Aircraft. It's the story of an extraordinary career, an extraordinary pilot, and a true Southern Gentleman.

Join us in the lounge at 1700 to schmooze with Mike and the other *PPOs*. While there, enjoy some high-fructose soft drinks and some world-famous **Tuki Kukis**. After the presentation we will adjourn to the **BK Lounge** to solve all of the aviation world's problems, but standard rules apply (no note taking!).



Last Month's Meeting

EAA Chapter 1000
High Cay @ L00
Rosamond CA
16 May 2015
Gary Aldrich, Presiding

Doug and Gail Dodson hosted the annual **EAA Chapter 1000 Fly-in/BBQ**, formerly known as the Scotty Horowitz Going Away Celebration, at their runway-side estate on beautiful Rosamond Skypark. Sorry to say that once again Scotty was a no show.

This year's celebration coincided with **Armed Forces Day**. A huge shout-out to those who serve, past and present.

The turn-out was spectacular due in part to favorable weather and an upgraded menu offering tri-tip sandwiches in lieu of tube steaks. **Another huge shout-out to grillmeister George "Knife" Gennuso for his masterful grill work.** Over thirty five members and visitors dropped in to partake (I lost count after 35), along with 6 visiting aircraft (Dave and Wendy Tracy and their beautiful **S-2 Pitts**, Scott Liefeld/**Pietenpol**, Russ and Tuki Erb/**Bearhawk**, Steve Vlasik/**Cherokee**, Peter Mortensen/**RV-4**, Jon Griffith/**Cherokee**, and Unterkommandant Steinlin arriving in a **C182RG** from Adelanto [call sign: Adelanto 001]).

Good times were had by all, and Treasurer **Dodson** reports about \$80 has been added to the chapter coffers as a result.

Most of this is true.

- **Kent "Cobra" Troxel**
Minister of Propoganda
Chapter 1000

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



EAA Chapter 1000 welcomes you!



I know Knife has done everything, but now he's donning gloves? What's he going to do now?



Project Police Mascot Emily attends her first fly-in



"Knife, I know you're a Master Grillmeister and all that, but I can make you better!"



"What you need is some instrumentation. We just poke this probe into the meat..."



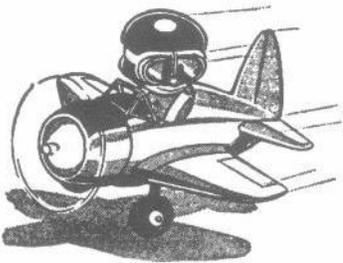
“...and you read the temperature of the meat wirelessly on my phone. Yep, there’s an app for that.”



“Heh! Heh! Heh! The perfect piece of meat! <maniacal laugh>



How many engineers does it take to assemble a meat slicer? Apparently a minimum of three...



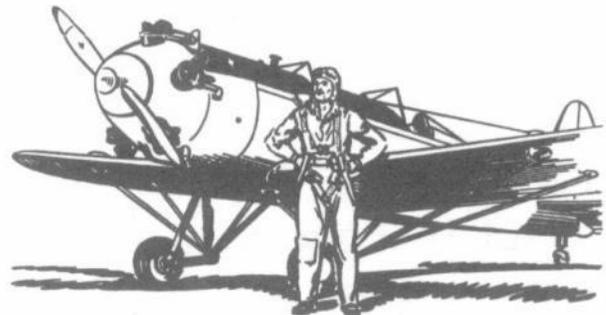
The assembled masses were happy and well fed



Joe Ford’s Rocket project in the jig



Just like a treadmill, wings in storage eventually become a clothes rack





The host Glamorous Glasair IIFT



The local Combat Bearhawk



Piper Cherokee flown in by Jon Griffith from Tehachapi



“Yea, winds are favoring runway...uh...Hey, Opie! What runway is this? 24? 25? 26?”



“Attention in the area! Attention in the area! Adelanto One now arriving”



“Ladies and Gentlemen, the Unterkommandant”





Scott Liefeld makes his annual long cross country from Fox in the Pietenpol



Steve Vlasik's Cherokee



Also from Fox Dave and Wendy Tracy brought their beautiful S-2 Pitts



Scott Liefeld pushes out for departure



Peter Mortensen flew his RV-4 in from Taft



The takeoff ground roll begins...



...and about 160 feet later he's airborne.



It's tough to take a family picture when the baby is screaming...

Kommandant's Korner

“Summertime... and the flyin’ is easy.” (Forgive the shameless paraphrase of Gershwin’s timeless classic.) Yes, the days of bitter cold gusty winds, gray banks of ice-laden clouds and short days are over for a while. However, summer flying...at least in the Antelope Valley...presents its own set of challenges and rewards. Summer winds often come in the “hot and gusty” variety, leading to that old saw about the two seasons in the AV...cold and windy and hot and windy. Flying adventures that begin in the pleasant cool and still air of a summer morn often end in a hot, bumpy RTB making passengers wish they had forgone the mondo breakfast burrito at the fly-out restaurant.



Convective activity, which for most parts of the country can spell thunderstorm activity, usually is confined to cloudless “blue thermals” in the desert that make our lightly wing-loaded aircraft ride like a lumber wagon on a rutted back road. Many light aircraft pilots curse the turbulence and difficulty maintaining a set altitude while others...those with soaring experience...realize “free” excess energy to climb into cooler and (hopefully) calmer air. Those clear skies also bring very low humidity levels. The dry air cuts down on rivulets of sweat on the brow and other body parts but also brings dehydration and the threat of heat stroke. Proper hydration becomes a serious requirement when taking advantage of the longer daylight hours to fly well away from the home ‘drome.

The hot weather affects our trusty aerial steeds as well. Idling on the taxiway as number five for the active on a busy afternoon can result in soaring oil temperatures. Likewise, climbs in triple-digit weather calls for careful monitoring of CHTs and oil as we struggle to reach the cooler flight levels in the rarified density altitude. The relentless sun doesn’t help the temperature in the cockpit either as it slowly bakes the crew, PAX, and avionics. A

cool billed hat, good sunglasses and high-SPF goo are in order as our thin Plexiglas transparencies provide limited protection from the powerful UV rays emanating from our local star.

By the bye, in case you missed it, Chapter 1000 kicked off the summer flying season in grand and traditional style with our annual airport BBQ. Being testers by nature, this year we expanded the envelope of our event by offering scrumptious Santa Maria-style tri-tip sliders instead of the usual tube steak. Grilled to perfection by **George “Knife” Gennuso**, the new menu appeared to be well received and a later accounting by our minister of finance showed we were able to realize a bit of a profit as well. The weather cooperated for most of the day and we hosted several fly-in guests from as far away as Taft. Our detachment at Adelanto was ably represented by **VK Steinlin** who arrived in a nifty **Skylane RG**. There’s a much more entertaining description of the event in this issue of the ‘Edge, but suffice it to say that a good time was had by all. If you didn’t make it this year, please try and join the fun in the future.

Speaking of fun, the **Fightin’ Skywagon**, fresh from its annual physical will be pressed into service this weekend as **Mrs. Kommandant** and I attend a friend’s wedding in a suburb of Sacramento. The ideal airport of choice would be Sacramento Executive (KSAC). However, when I emailed Sacramento Jet Center on the field to arrange a rental car they informed me that they do not have tiedowns for transient aircraft. Thus, I replanned my destination to Sacramento International (KSMF) who, I am assured, has tiedowns. This lack of amenities for our “little” airplanes is disturbing and increasingly common at big airport “jet centers”. It seems to me that providing a rope/chain or at least a ring in the ground is a small expense for a reasonable attempt at customer satisfaction. True, we don’t buy 500 gallons of Jet-A but the cost is small and, who knows...if I’m treated nicely in my bug smasher, I might bring the boss’ G550 next time. Oh, well, I’m preaching to the choir.

I hope you will all come out for this month’s meeting featuring **PPTAF** resident famous aviation artist, **Mike Machat**. He will have a fascinating talk on the book he edited for legendary test pilot Fitzhugh “Fitz” Fulton who passed recently. Mike’s a great friend and benefactor of the Chapter and we owe it to him to provide a good turnout. Until then,...

Fly safe, stay cool and hydrated, and Check 6

- **Gary Aldrich**
Kommanding

“Airplane!” vs. “Zero Hour!” Mashup

1980’s “Airplane!” was not an original script, but actually a remake of 1957’s “Zero Hour!”. See for yourself at <http://youtu.be/dO90hdkeKrs> and https://youtu.be/q_vuyH1JEI

Junior Project Police Visit The National Air And Space Museum



Junior Project Police Officer Emily Erb practices her inspection skills with Mommy on the Spirit of St. Louis at the National Air and Space Museum



The Spirit of St. Louis has been lowered to the floor as part of the renovation of the Boeing Milestones of Flight Gallery. Apparently the museum felt the 1928 tires weren't up to the task of supporting the aircraft, so these modern, historically inaccurate wheels and tires have been fitted



The cowling has been removed, possibly to address the yellowing of a previous conservation effort. This allows an excellent chance to view the oil tank and forward fuselage fuel tank



The tail skid makes ground handling problematic, so this castered dolly has been placed under the tail post



Emily finds the Curtiss R3C that *Hero of the Project Police (HPP) Jimmy Doolittle* flew to victory in the 1925 Schneider Trophy race. Of interest is most of the wing surface is radiator for the liquid cooled engine

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

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

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

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

Jul 20-26: EAA AirVenture 2015, Oshkosh WI

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

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

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

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

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

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

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

Nov 17: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

Dec 15: 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.

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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!

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:
REGULAR MEETING 16 JUN @ TPS
MIKE MACHAT ON FITZ FULTON
AIRPORT BBQ REPORT
JUNIOR PPO REPORT

