

# 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>

December 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:



## Project Police *Festivus*

Tuesday, 15 December 2015  
1800 hrs (6:00 PM Civilian Time)  
Kommandant's Kwarters  
Kwartz Hill, CA

Once again, the *Project Police* will celebrate Festivus (and all other appropriate winter holidays) on the third Tuesday of December, exactly where our interpretation of the desires of the *Seinfeld* writers intended it to be. This year, Hanukkah (or Chanukah or even Chanukkah if you prefer) will be complete the day before our Festivus celebration, but Mrs. Kommandant promised not to get too ambitious about removing decorations so that you'll still get to enjoy them.

Bring your appetites and your fabulous treasures to the Festivus dinner and Kommandant's "Krap" (that means wondrous treasures) Gift Exchange on Tuesday, December 15 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.

On the command of Mrs. Kommandant, we will then all line up for the serving of the traditional Festivus

Dinner. We're expecting the traditional LaFestivusagne with all of the trimmings. During dessert (or any other time) be sure to enjoy the Hanukkah tradition of the jelly doughnut. According to Erbman, they taste the best during the Hanukkah season.

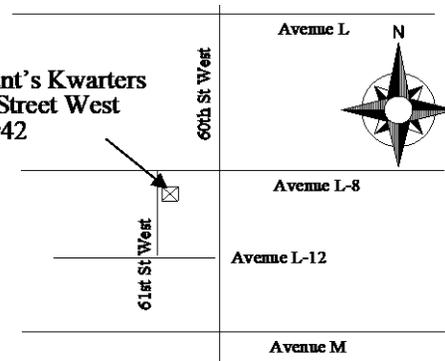
After dessert, the Festivus Pole will be in place for the traditional Airing of Grievances (AOG). Think ahead—this has been cited as a weak area for the *Project Police* in the past. Feel free to criticize the way the Kommandant has run the chapter for the last year. However, be forewarned that any such complaint may result in the Board of Directors summarily appointing you as the new Kommandant. It's a risk you take.

Following the 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



Kommandant's Kwarters  
42370 61<sup>st</sup> Street West  
661-609-0942



alcohol that you won't have to keep it, as someone will steal it from you. In fact, you are challenged to come up with a gift that is more clever than just another bottle of booze.

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.

Remember, don't let **Opie** convince you that the **Dreidel** is a gambling device used to decide who buys the beer.

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)*



## Last Month's Meeting

**EAA Chapter 1000**  
High Cay Partyhaus  
Rosamond, CA  
17 November 2015  
**Gary Aldrich**, Presiding

**Doug** and **Gail Dodson** once again shared their High Cay estate on beautiful Rosamond Air Park as the locale for the November meeting to host **Lt. Col Jacques "Strap" Joffrion** and 8 visiting Air Force Academy cadets from the Aeronautical Engineering 456 course. We were expecting 8 more cadets and another instructor, but they did not show up due to massive snow storms all over Colorado (they arrived at TPS the next day). Chapter 1000 is pleased to feed and water them twice a year.

**Tuki Erb** prepped the grub and **Grillmeister George "Knife" Gennuso** burned the cheeseburgers which the cadets inhaled as only metabolisms of 21 year-olds can, along with swilling beer from **Doug's** tap.



**The Kommandant extols his prowess with a slide rule and French curve. The cadets nod in approval, while quietly wondering what the heck he is talking about**

Doug produced his papers from when he took this same course as a cadet in 1983. While none of the cadets were willing to re-grade his reports, the poor production quality by today's standards was noted. Doug defended himself by claiming that his "computer" was a typewriter.

Cadets were afforded the usual tours of **Doug's Glasair II**, **Joe Ford's Rocket** project, **Erbman's Bearhawk**, and **Dave Evans' RV-4** project. Also "**Nomas**"'s **Subaru** powered **RV-6**, where he enlisted the help of the cadets to get the cowling off (a two person job on this installation) for his condition inspection. We're not above impressing free help when necessary.



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 and 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 April.

Most of this is true.

- **Kent Troxel**  
Minister of Propoganda  
Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories  
*"We have more zero's in our chapter than any other!"*

**Kommandant's Korner**

The holiday season is upon us and you know what that means...FESTIVUS!



Yes, once again Mrs. Kommandant and I will be hosting the chapter celebration of, well, celebrations. Whether your calendar tracks Christmas, Kwanza, Ramadan, Triexian (Romulan Feast of Rebirth), or the pagan Vulcan festival of Rumarie you are welcome to gather together with your fellow **Project Police Troopers** and their significant others for an evening of conviviality, conversation and consumption (C<sup>3</sup>). The details, of course, are published in the meeting announcement on the front page of this newsletter so I won't go into them here except to say that it will be fun for one and all. An email RSVP (<mailto:gary.aldrich@pobox.com>) would be appreciated so that we can size the Festivusagne harvest.

Speaking of fun, I often remark that I get as much enjoyment in working on my airplane as in flying it. However, as you might imagine, the ongoing refurbishment of the VC-180's mighty **Continental Somnombulator** (as Doolittle) may prove to tip the fun-scale in the direction of flying. Don't get me wrong, I am learning tons of stuff by being the primary wrench-bender on the project and I will have great pride in the final results, but I am also looking forward to reporting on some *airborne Skywagon* adventures. This feeling might be caused by the recent spate of chilling temperatures in hangar 703, or the mild frustration of limited time to devote to the project now that the holiday social schedule is in full swing.



Mike Grimes, Master Engine Mechanic

As for status, the project is in the classic homebuilder's condition of "ninety percent done, ninety percent to go." The crack maintenance team of Aldrich, Doolittle, and Grimes lifted the engine into the mounts just before Thanksgiving. Since that time, only a few small advances have been logged. Significant subsystem integrations like ignition, carburetion, electricity generation, starting, exhaust, cooling, and instrumentation remain before the cowl can be buttoned up for flight. Having performed all these tasks during the engine rebuild of N61691, I feel well qualified to tackle this installation, though I am proceeding with caution to avoid having to back-track due to access or installation issues. As Opie, Knife, and Erbman can attest, it's like a puzzle that has to be assembled in order and with great attention to detail. Thus, you may be hearing about this topic for another couple of 'Edges.



In the meantime, I have been able to scratch the flying itch with proficiency flying and/or instruction in sailplanes and Cessna Skyhawks thanks to my day-job at TPS. I've even been able to re-hack my tailwheel currency by towing a few gliders in the PA-25 Pawnee. I extend the invitation to all to drop by the hangar when I'm around to do a **Project Police** visit. Don't be surprised, though, if you get handed a wrench. (Note: C-cubed will not be provided due to the threat of rodent infestation, but barley-based refreshments may be available.)

Anne, Pixel, and I are looking forward to seeing you at Festivus this month. Until then....

Fly Safe, Check 6, and Happy Holidays!

- Gary Aldrich  
Kommanding

## First Flight of N7756B

It's hard to believe that after almost 11 years of building, N7756B, an RV-9A, took flight for the first time on Saturday, November 21st from Minter Field (MIT) in Shafter, CA. Still sporting its pink cowl, unpainted fuselage, and showing other various colors of fiberglass, it nonetheless found its way into the air on a sunny, cool, and somewhat hazy morning. Winds were calm and all the pre-flight checks were done. I announced to the small group that I was ready to go. In attendance were: my son **Joe**, my friend **Greg** (and executor of my Will!), **Dave** (an RV-6A driver a few hangars down), and Chapter 1000 Flight Advisor extraordinaire, **Doug**, who agreed to fly chase for me.

On November 4-6, I had gone to Portland, Oregon to do transition training in an RV-6A with **Mike Seager**, who says he has trained almost 5,000 of the Van's drivers out there. I was able to do around 9 hours of training which included 59 take-offs and landings, as well as stalls and other maneuvers. For a week after I felt like I was still going around and around and up and down! When I was finished, I felt well prepared for my first flight.

I met with Doug at his house on Sunday, November 8<sup>th</sup> to go over my first flight plan. He walked me through the Flight Advisor paperwork and asked me very thorough questions about the impending first flight. It helped me very much to get my game plan sorted out and provided reassurance that the time had come for me to go. I relied mostly on AC 90-89B for the basis of my first flight test cards that I would carry in the plane with me. I emailed the same set of test cards to Doug for review who provided some helpful comments that I incorporated in the first flight.

For the actual flight we decided that Doug would take off first in his **Glasair** and wait for me while I took off. He would also handle communications on the CTAF and also communicated with Bakersfield Approach control since Minter Field is very close to the Class D airspace at Meadows Field. This turned out to be one of the greatest pieces of assistance as I would soon be very busy, and had I needed to talk to the controllers it would have been that much more workload.

After firing up the planes and heading down to the run-up area near Runway 30, I did my run-up and final checks of all systems. Everything looked good and I gave Doug the thumbs up that I was ready to go and he took off ahead of me. I will admit to a few butterflies in my stomach but I was confident the plane would fly. I had done enough high speed taxis the day before and was able to raise the front wheel off and hold it just short of lift off. I knew the plane wanted to fly! I lined up on 30 and began my take-off roll. It was the first time I had actually applied full power to the plane and I consequently needed a little more right brake until the rudder became effective to keep the plane pointed down the runway. Before I knew it I had the nose up and held it until the plane flew off the runway by itself. It was very smooth and almost too easy! I began my climb while watching the gauges for any anomalies.

The plan was to fly in the pattern at altitude while sorting things out. Because of traffic coming out of Meadows the controllers asked us to move around a bit which Doug handled and communicated to me on the CTAF, which I stayed on the whole time.



I began my flight test plan which I had on index cards on my kneeboard. First lesson—too many index cards with too much writing on them! It's amazing how small that print gets and how hard my handwriting can be to read. Second lesson—type them out, with big font. I tested the flight controls and began some 360's to the right and left. I asked Doug to "come aboard", which we planned at his suggestion, and he came in closer while I flew straight and level for him to look for any obvious signs of trouble. Seeing none, I resumed my tests. These consisted mostly of more turns with flaps up and down, although I skipped a few turns at lower bank angles which seemed somewhat redundant given how well the plane was handling. I tried some slow flight to about 10 mph above what I thought MCA would be and all was well. I also tried an approach to stall and came within 5 mph of the predicted stall speed before returning to level flight and higher speed.

In what seemed like five minutes but was closer to an hour, I decided to head for the runway. I'd had enough and had run through my intended test plan. I entered the pattern at the prescribed altitude and began my landing as I'd practiced up in Portland, with the only difference being a lower approach speed than the RV-6A (75 vs. 85mph). After lowering flaps to full on base and lining up on final, I

set it down on the runway with a near greaser. Doug landed after me and we taxied back to the hangar.



After shutting the plane down and exiting, I was fairly overcome with emotion and hugged my son for a long time. I was exhausted. There were handshakes all around, and then the debrief and de-cowling to look at the engine. Everything looked great; I was thrilled. No leaks from anywhere, including the notorious fuel tanks. The only squawks were somewhat high cylinder head temps on #1 and #3, and a slightly heavy left wing which was attributable to a slight aileron maladjustment. I have now flown 4 times with 6.3 hours accumulated. I adjusted the aileron and the plane now flies true, and I trimmed down the plates in front of the cylinders which has brought the temps down. The temps still get a little high on front cylinders (475 degrees) at high rates of climb. I may trim them more but also believe they will come down as the engine breaks in. By the way, I landed today using the AOA I have installed. What a difference! I recommend it highly to anyone.

I love my plane, I almost can't believe it's flying after all this time. Many thanks to Doug for helping me the last few months as a Technical Counselor prior to the Airworthiness inspection, and George, who flew down with Doug to help, and as my Flight Advisor for my first flight. Joining the Chapter and meeting such helpful people has been a great experience. I honestly don't know how I would have done it otherwise. I'm glad to be flying, now to fly off the rest of those 40 hours!

- Bruce Peters

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### **GET WEATHER Safety Meeting at Fox Field 17 December 2015**

We are having a safety meeting about Weather and Flight Planning tools at the Fox Terminal on Thursday, Dec 17th, at 7:00 pm. The meeting is sponsored by the Fox Airport Association and the AV 99's. Come a little early for socializing and refreshments. We will be there by 6:30pm.

The WINGS announcement was posted on faasafety.gov today. The number is WP0166012. The FAA mass emails will go out next week, but I wanted to give you a heads up. You can go on the website now and register. The pertinent info is also copied below.

Even though scheduling in December is tight, we put this meeting together because we have had several requests from local pilots for a meeting on the subject. So, we are counting on you to register for the meeting!

FYI - The Annual Fox Christmas party is Saturday, Dec 12th! We have a great speaker and upgraded food this year. The flyer will go out in the next few days - Look for it!

Thanks for your support,

- Donna Knighton

Fox Airport Association  
pilotdonna@earthlink.net

**Title:** GET THE WEATHER - Weather and flight planning in the new high-tech world.

**Topic:** How to use all available weather and flight planning tools, including the new Lockheed Martin 1800wxbrief website.

**Date and Time:** Thursday, December 17, 2015, starting at 19:00 Pacific Standard Time

**Speaker(s):** Donna Knighton CFII, Bob Stambovsky ATP/CFII. Both are FAAST reps, aero engineers, and experienced flight safety trainers.

**Brief Description:** This workshop will cover how to get the best picture of your flight in terms of preflight and inflight weather and flight planning. The new Lockheed Martin 1800wxbrief website will be explored. This website has many new features for getting weather, filing flight plans, optimizing your flight altitudes and fuel, and making sure you never forget to close your flight plan! Attendees may work with the website realtime if desired. If you want to do this, prior to the meeting, please log onto <http://www.1800wxbrief.com> and use the "Create New Account" to sign yourself up. Then, bring your charged laptop, tablet, or other device to the meeting. Note that we do not have wireless in the terminal - you must have your own cellular service. If you prefer just to watch the presentation, we will work with the website on the screen along with a powerpoint presentation of features.

We will cover other OLD and NEW ways to develop a seamless weather picture, including phone (yes, it still works!) and other online apps. We will also discuss the de-activation of the Flight Watch frequency, and current ways to still get inflight weather information. How to get TFRs and local NOTAMS will also be covered.

**Select Number:** WP0166012

**Location of Seminar:** William J. Fox (KWJF) Terminal Building

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### **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**

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

**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

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

**Jan 19: EAA Chapter 1000 Monthly Meeting,** 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

**Apr 19: EAA Chapter 1000 Monthly Meeting,** 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

Apr ??: Annual Adelanto (52CL) Fly-In. Let's all go see Hellmuth! (661) 256-3806

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

**May 19: No EAA Chapter 1000 Monthly Meeting.** Go to the Airport Barbecue on Saturday

**May 21: Twenty Fourth Annual Project Police Airport Barbecue,** Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

**Nov 17: EAA Chapter 1000 Monthly Meeting,** 6:30 p.m., High Cay, 4431 Knox Ave, 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.*

*Contact our officers by e-mail:*

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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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**Rosamond CA 93560-7692**

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

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**FESTIVUS 15 DEC @ KOMMANDANT'S KWARTERS**

**BRUCE PETERS RV-9A FIRST FLIGHT**

**KOMMANDANT ENGINE REBUILD CONTINUES**

**WEATHER SAFETY MEETING AT FOX**

