

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 2016

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, 13 December 2016
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~~ second Tuesday of December, exactly where our interpretation of the desires of the *Seinfeld* writers intended it to be.

Bring your appetites and your fabulous treasures to the Festivus dinner and Kommandant's "Krap" (that means wondrous treasures) Gift Exchange on Tuesday, December 13 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.

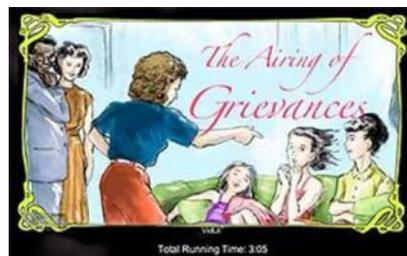
Your evening will begin with hostess Pixel greeting you at the door. You will then be offered a libation of your choice to consume while you greet your fellow Festivus celebrants.

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. Don't forget to save room for dessert—Mrs. Kommandant always has offerings that never fail to please.

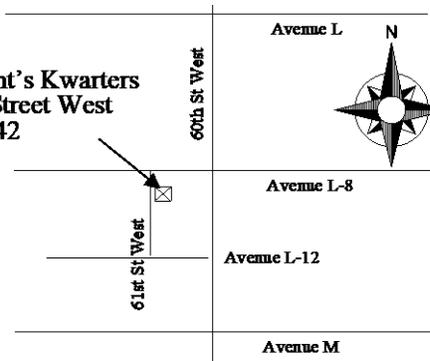
After dessert, the Festivus Pole will be in place for the traditional Airing of Grievances (AOG). Think ahead—this has been cited as a weak area for the *Project Police* in the past. You can complain about Cobra's failure to tell a sufficiently funny Festivus joke. However, you risk losing major points if Cobra actually has told a funny joke and you weren't paying attention. 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. If you draw a gift containing alcohol, you have a better chance of actually keeping it this year as Opie



Kommandant's Kwarters
42370 61st Street West
661-609-0942



has moved away and is not expected to attend this year. 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). 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)*



Last Month's Meeting

EAA Chapter 1000

Flying Dog Ranch
Rosamond, CA
15 November 2016
Gary Aldrich, Presiding

Bill Irvine opened his **Flying Dog Ranch** (sans dog) on Rosamond Airpark as the locale for the November meeting to host **Lt. Col Kyle Kolsti** and 7 visiting Air Force Academy cadets from the Aeronautical Engineering 456 course. Actually, 8 cadets but one was a no show, reportedly under the weather (even before eating our food). Chapter 1000 is pleased to host them twice a year, and since not much changes from previous reports on this subject, let me summarize:

1. Assemble at **Flying Dog Ranch**.
2. Eat chips and dips.
3. Cook, then eat cheeseburgers (except for **Doolittle**).
4. Drink beer (except for **Zurg**).

5. Belch.
6. Tell jokes and stories to cadets and each other, observing minimum 10% factual content requirement rule, but rarely exceeding it.
7. Tour hangar.
8. Eat cookies.
9. Drink more beer.
10. Declare "Victory!" when food and beer exhausted.
11. Go home.
12. Repeat in 6 months.



"Round up the usual suspects"



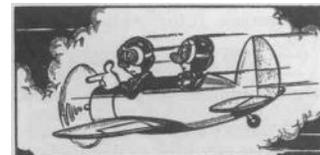
Bun Up!

Most of this is true.

- **Kent Troxel**

Minister of Propaganda

Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories
"We have more zeroes in our chapter than any other!"



Kommandant's Korner

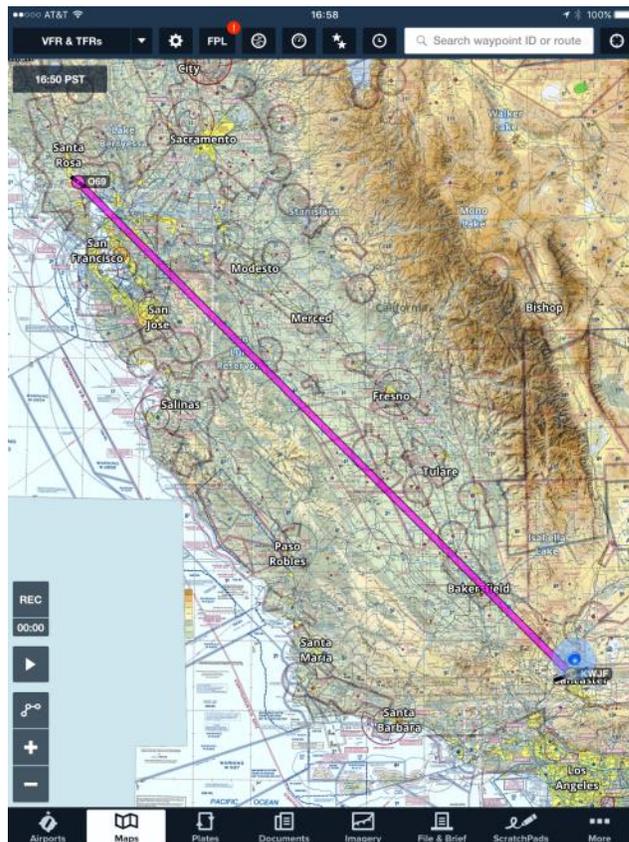
Somehow we survived the vitriolic vicissitudes of the national elections and it appears the Republic will go on...despite dire prognostications by some on the "losing" side. I prefer to look forward and give the new guy a chance. It's pretty early to speculate on what, if any, effect the new administration will have on our aviation passion. We do know that President-elect Trump is a strong supporter of business aviation and the members of Congress that have staved off GA user fees and ATC privatization are largely members of the majority political party so we've got that going for us.



I hope everyone had an enjoyable Thanksgiving holiday. My scale says I must have enjoyed it, as much of what I consumed is still with me. Once again the **Fightin' Skywagon** was pressed into service to transport **Mrs. Kommandant**, first-dog **Pixel**, and me to the Petaluma Airport (O69). After sneaking out of work at noon on Wednesday in an attempt to beat the arrival of a cold front we loaded the VC-180 and taxied to the runway. The pre-frontal winds were building to the low 20-knot range and were angled about 20 degrees to the right side of runway 24. I employed a tail-dragger technique of aiming for a runway light about a thousand feet down on the windward side of the runway as I fed in the power. We lifted off quickly as we careened toward the far edge of the runway and I even remembered to brief Anne about the technique so her runaway-departure-warning siren wouldn't go off.

Climbing out on course we saw groundspeed numbers in the high 60s! Despite the fierce headwind I continued up to almost 12,000 feet to top the cloud cover over the Tehachapis. Passing the mountain range I was able to descend to 6500 feet to recover some groundspeed. We droned along over a solid cloud deck until we reached the Fresno area. The rest of the trip was smooth and uneventful and we tied down at O69 a little before sunset.

As the festive weekend progressed I was monitoring the progress of another winter storm that had California in its sights. After a scrumptious meal of leftovers on Friday evening I informed Anne that we needed to scoot back home as early Saturday as possible as the approaching storm might make a return on the original Sunday timeline turn into a Tuesday trip. Thus, we were back at the airport around 0830 Saturday morning, loaded, with an IFR flight plan filed to KWJF. Departure weather was decent and minus the low fog that delayed our departure earlier in the month. We entered the "clag" at 3000 feet or so and leveled at our assigned altitude of 5000 feet. I had chosen our route to allow us to stay below the freezing level as there was an Airmet for moderate icing. The forecast was correct and the OAT never dropped below 3 degrees Celsius. We did, however, fly through some moderate rain showers around Sacramento. We finally popped out of the clouds around NAS Lemoore. That's when our



groundspeed dropped off a bit as we were back in those pesky pre-frontal winds. Obviously, 5000 feet wasn't going to get us back through the Tehachapi valley so we cancelled IFR services and climbed to 7500 feet. The rest of the flight was smooth and our arrival at Fox was met with calm wind (a rare case indeed). However, about an hour after we locked the hangar, the winds were once again heinous...as well as low clouds and rain showers. That scene remained for the next couple of days, validating the Saturday-departure decision.

Now it's time to look forward to the next holiday...**Festivus!** Read and heed the information on this grand celebration published elsewhere in this edition of the 'Edge and I hope to see you here. Until then...

Fly Safe and Check 6

- Gary Aldrich
Kommanding

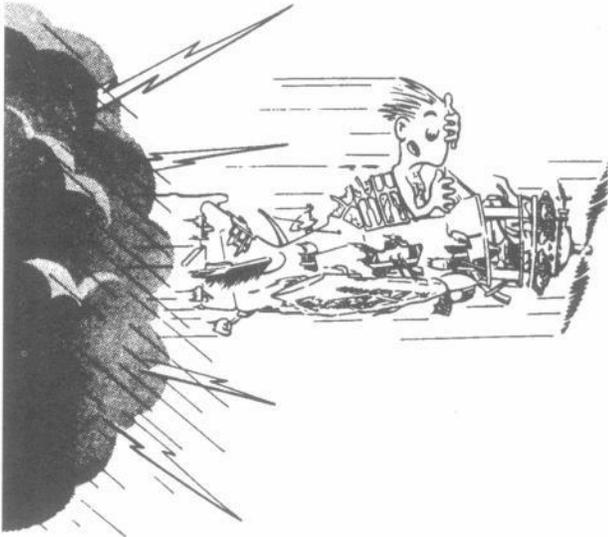
Will I Clear That Cloud?

One of the important tasks a pilot must do in flight is to keep the aircraft from running into other things. Definite no-nos are running into dirt, rocks, and other aircraft.

Tools for avoiding hitting other aircraft include in-cockpit displays from ADS-B TIS-B and from TIS-A, ATC traffic alerts from flight following, and, of course, looking out the window.

To avoid hitting dirt and rocks, there are many aviation GPSs that will show terrain height relative to your aircraft. You could look on the sectional and determine the terrain elevation from the contour lines. iPad apps like Foreflight and Garmin Pilot will show similar terrain displays. Foreflight also has a profile view that will show the terrain elevation along the planned route of flight, as well as the current flight path. Of course, at short range, there is also looking out the window.

Something that you can hit with an airplane without doing immediate damage is a cloud. However, unless you are flying under Instrument Flight Rules (IFR), the rules say that you are supposed to avoid the clouds. Sometimes avoiding clouds is obvious, other times it is not. Many times I have been flying cross country, looking in the distance wondering “Will I be above/below that cloud up there?” Unfortunately, I have looked all over the sectional, all through Foreflight, and at all of my devices, but none of them can give me any useful information on the clouds. The closest I can get is a report on the ceiling, but that’s not accurate enough when I’m looking at clouds close to my altitude.



What I needed was some way to know where level was. Carrying a carpenter’s level in the cockpit was not very convenient, and it was hard to look at the bubble and down the level at the same time.

The simplest approach available did not become known to me until after I had purchased the others mentioned in this article. This was simply to have a partially filled transparent water bottle available. Hold the bottle in front of your face and sight over the surface of the water. The water give a level plane. That is, assuming you are in straight, level, unaccelerated flight. Fortunately, that is a common condition in cruise flight.



The second option is a sight level, such as product 5112A at www.sportys.com, available for \$23.95. This product apparently was created for uses other than aviation, such as surveying or brick laying. The objective

lens is not so much a lens as a flat piece of glass or plastic with lines etched on it.



The eyepiece is simply a tiny hole. A bubble level in the top is viewed by a skinny mirror in the field of view. Adjust the angle of the device until the bubble is seen superimposed over the center, longest line. When the bubble is aligned with the center line, whatever is seen on the center line is at the same level as the observer. There is no magnification looking through the device, and because of the pinhole eye piece the field of view is very limited, even more so if you are wearing glasses. Proper leveling with the bubble level assumes no accelerations, so this device can only be used in straight, level, unaccelerated flight. I found this one more difficult than desirable because of the requirement to level the sight and keep the tiny eyepiece in front of my eye. Even after getting everything aligned, the limited field of view makes it difficult to determine what exactly I was looking at. This is probably easier to do at a steady 1 g and ground speed of zero. Not so much when bouncing around in turbulence.

After purchasing and trying the sight level above, I was introduced to an iPhone app named Cloud Topper, available for 99 cents on the App Store (also available for Android on the Google Play Store). This app uses the iPhone camera, and presents a picture on the screen identical to if you were taking a picture of the sky in front of you. Overlaid on the picture are some lines, with the longest line in the middle being the level line. On the right side is a readout of the tilt angle of the phone. After adjusting the tilt of the phone until the readout shows zero, the center line will show what is at the same altitude as the observer.



This method seems slightly better than the sight level, as there is no requirement to keep a tiny eyepiece centered

in front of your eye. It does still require the operator to precisely tilt or level the phone. The quality of the image is as good as your phone can display a picture, which is to say much better than squinting through the sight level.

I have suggested to the programmer that he remove the requirement to level the phone by using the tilt angle to determine where to draw the center line. This way the level line would appear fixed to the background image. I think it would make the app more useful by removing the requirement to position the phone so precisely.

- Russ Erb

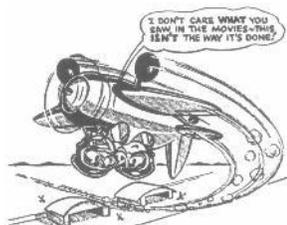
More Gratuitous Pictures to Fill Up Space



Patty Wagstaff won the US National Aerobatic Championship in 1991 in this Extra 260. No, I didn't mess up the photo—the aircraft is displayed dirty side up



How much advertising does BF Goodrich still get for free based on this display?



Betty Skelton won the 1949 and 1950 International Feminine Aerobatic Championship in this Pitts Special S-1C Little Stinker



This is the oldest surviving Pitts Special. If you thought championship aerobatics require hundreds of horsepower, consider that this little airplane was powered by a Continental C85 with a whopping 85 horsepower



Leo Loudenslager's Laser 200

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 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Dec 13: EAA Chapter 1000 Festivus Etc Celebration. 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

Jan 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Feb 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Mar 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Apr 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Apr TBD: EAA Chapter 1000 Monthly Meeting, Semi-Annual Cookout with the Cadets (661) 609-0942

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

May 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

May 16: No Monthly Meeting! Go to Airport Barbecue instead

May 20: Twenty Sixth 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, George Gennuso, 3119 Lennox Ct, Palmdale CA 93551. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

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Vice President Hellmuth Steinlin: hellmuthsteinlin@hotmail.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer George Gennuso: pulsar1@sbcglobal.net

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| | | |
|--|------------------------|--------------|
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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
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Rosamond CA 93560-7692
<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
FESTIVUS CELEBRATION 13 DEC @ KOMMANDANT'S KWARTERS
PROJECT POLICE HOST VISITING CADETS...AGAIN
KOMMANDANT AVOIDS FRONTAL ACTIVITY
STAYING CLEAR OF CLOUDS

