

# 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	George Gennuso	661-265-0333
Newsletter Editor	Russ Erb	661-256-3806

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

April 2017

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:



**Cookout with the  
USAF Academy Cadets  
Tuesday, 18 April 2017  
1830 hrs (6:30 PM Civilian Time)  
Flying Dog Ranch**

If it's April, then it must be time for the **Project Police** to host visiting cadets from the USAF Academy. You've seen this before—the cadets are here as part of their Flight Test Course (where they secretly hope to learn enough to eventually become like the **Kommandant** or **Kanard**) so they can fly a high performance jet sortie with TPS to collect data for their final report.

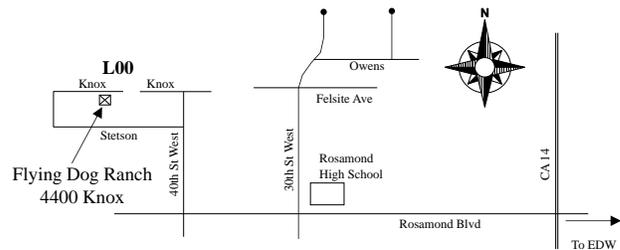
Of course, we use this as an excuse to get together for another scrumptious grilled dinner from our own **Master Grillmeister**. As has become our new norm, we will gather at the **Flying Dog Ranch** (4400 Knox), home of our host **PPO Bill Irvine**. You won't want to miss that. Grilling will be the responsibility of **Master Grillmeisters Knife** and **Cobra**. Would it be a promotion to declare them **Iron Grillmeisters** or have I just been watching too much Food Network?

While you're enjoying your masterfully prepared **Project Police Burger**, be sure to engage the cadets in some conversation. I know we're all introverted engineers, which means we look at our shoes while talking to someone. The extroverted ones in the bunch will look at the other person's shoes. It's easy to start—simply ask

the cadets a broad question like "Where is your first assignment?" or "What mission did you have to design for in your Aircraft Design course?" My personal favorite is "What is the latest stupid rule to come down?" Trust me, there is always something.

Following dinner will be a tour for the cadets of the **Combat Bearhawk**. They may get to see more than they bargained for, since it is currently apart for the "not annual" condition inspection that happens once a year. You're welcome to come along as well. Alternatively, **Tuki** and **Emmy** will appreciate your help cleaning up the place.

We expect the cadets around 1830, possibly earlier, but you are welcome to show up as early as 1700 and help set up.



- Erbman  
For the Vice Kommandant Hellmuth Steinlin



## Last Month's Meeting

### EAA Chapter 1000

USAF Test Pilot School,  
MOL Room  
Edwards AFB, CA  
21 March 2017

**Gary Aldrich**, Presiding

The March meeting was held at the Test Pilot School at Edwards AFB with 10 members and guests attending. Social hour began at 1700 with chips, dips, salsa, Tuki Kukis and soda (leaded and otherwise).

Our guest speaker was **Chris McMurtry** (an FTE at Edwards), who gave a great presentation on the incredible life and times of his father, **Thomas McMurtry**, naval aviator, CIA pilot and NASA test pilot with 15,000+ hours in 109 aircraft.

**Tom McMurtry** graduated from Notre Dame in 1957 with a mechanical engineering degree. He joined the US Navy the same year, serving aboard the USS Kittyhawk flying the **A3D Skywarrior**, the heaviest aircraft to operate from carriers. "A3D" was purportedly an acronym for **All 3 Dead** as the aircraft lacked ejection seats. Tom graduated from the Navy Test Pilot School in 1964.



He soon left the Navy and became a pilot for the CIA flying multiple models of the U-2 in South East Asia and various test programs, including aerial refueling. He was the only Navy pilot recruited for the U-2.

Tom again changed careers, leaving the CIA to become a NASA test pilot, assigned to Dryden in 1967. Tom flew multiple aircraft with NASA including the F-104, F-111, F-4, F-14, F-15, F-16XL, F-18, B-52, YF-12, SR-71, AD-1 Oblique Wing, X-29, F-8 Supercritical Wing, KC-135 Winglet test aircraft, F-15 Digital Electronic Engine Control (DEEC) test aircraft, multiple Lear models, flew chase for the F-16, co-pilot on the 747 Shuttle Enterprise tests, and was the last pilot to fly the X-24B Lifting Body aircraft. He retired from NASA in 1999 after 32 years of service.

Not finished yet, Tom became a Screen Actor Guild pilot, flying for *Ironman*, *Transformers: Dark of the Moon*,

and *Sum of All Fears*. He was nominated for a SAG Award in 2012.

Tom was a member of and past President of the Society of Experimental Test Pilots. He owned several aircraft over the years, including several WACO's, and a J-3 Cub in which he taught son Chris to fly and which Chris owns today.

Tom went west in 2015 at the age of 79 after a life well spent. Chris remembers him as a kind and humble man, father and husband of 47 years. Tom is survived by his wife Mary Louise and 8 children.

Our thanks to Chris, and to **Vice-Kommandant Hellmuth Steinlin** for bringing in another excellent speaker.

Kommandant Aldrich closed the meeting with the assuring declaration that Victory! had been achieved.

Activities were subsequently moved to the **Burger King Dead Cow Emporium** for dinner where Chris provided additional stories.

Most of this is true.

- **Kent "Cobra" 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!"*

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## Kommandant's Korner

It is with a heavy heart that I have to announce the demise of the **Chapter 1000 Airport BBQ**. Yes, after 25 years, your chapter Board of Directors



unanimously voted to cease this annual event. For the newer members let me describe some of the history of the event and attempt to explain why we've decided to declare it a "**mort**"...that's fighter pilot-speak for dead.

I believe the first fly-in event to be held all those years ago actually happened at **Fox Airfield**, centered around a rented hangar. The event was organized chiefly by charter member **Norm Howell**. It was attended, I'm told, by most, if not all, of the original chapter members including **Scotty "Doc" Horowitz**. Unfortunately, I was not involved in the chapter at that time so I hope I've got my facts straight (*I was...you do*). Soon, two events conspired to change the character of that first event. **Doc Horowitz** had barely graduated from Test Pilot School when NASA snapped him up to be a Shuttle Astronaut. Thus, he moved his **Tri-Q-200** to Houston. Chapter sparkplugs **Norm** and **Bob Waldmiller** purchased a house (what is now **Bill Irvine's "Flying Dog Ranch"**) on Rosamond Skypark. The event was renamed to be the "**XX Annual Scotty Horowitz Going Away Fly-in**". It grew in popularity, requiring multiple **Porta-Potties** and lots of ramp space. **Scotty** attended a few of the events held in his honor as did other

members of the Astronaut Office in Houston. But usually we the assembled Chapter 1000 members stood forlornly looking to the east for a sign of a blue and white T-38 carrying our hero.



Chapter 1000 at the May 1992 Scotty Horowitz Going Away Party and Airport Barbecue, as shown in the August/September 1992 issue of *Air & Space*. In this picture are current members Brian Martinez, Russ “Erbman” Erb, George “Knife” Gennuso, and Doug “Opie” Dodson. Still in the area are Bob Waldmiller, Steve Rainey and Tony Ginn. Behind the prop are Scott “Doc” and Lisa Horowitz. The airplane is Doc’s Tri-Q 200.

Eventually **Bob** and **Norm** parted ways... **Bob** to a job with **Scaled Composites** and **Norm** to a test pilot job in Seattle. The fly-in continued, though we eventually stopped hoping for a visit from the namesake astronaut. The venue moved first to the **FBO ramp** and then to the **High Cay** estate owned by **Doug** and **Gail Dodson**. For many years the group met in mid-May but the attendance continued its inexorable decline. Weather and competing aviation events conspired to limit the number of planes that showed up at **L00** to partake of the excellent brat lunch and camaraderie. The menu was changed to Tri-tip to attract the aviation carnivores but attendance continued to decrease. The name of the event was changed to a “Chapter 1000 Airport BBQ”. Gone was the spot-landing contest and People’s Choice Award.

Finally, the death knell was sounded when the **Dodson’s** moved to **Boerne Stage Airport** in Texas. Without a venue, the BBQ was doomed.

So what does the future hold for the intrepid Project Police? Well, look later in this newsletter for news of a chapter fly-out to a museum or perhaps to a place with fine food. Who knows? Stay tuned to these pages for the next incarnation of the **Scotty Horowitz Going Away Party**.

Fly Safe and Check Six,

- Gary Aldrich  
Kommanding



In the early days, we would rent tables, chairs, and a grill trailer from on base. In 2001 we saw the introduction of the new Chapter 1000 grill, an upsized version of the grill Erbman designed for himself after seeing the price of grills at Sears. This was at the FBO.



Yes, Scotty Horowitz did show up a few times so that we could send him away again. This was in 2002, after he missed the 2001 event because he was in space.



For many years (seen here in 2007) we held a Spot Landing Contest, which was graded by PPOs risking their lives in close proximity to the runway.



Many aircraft made their debut at the Fly-In. Howard "Hojo" Judd and Dave Vanhoy debuted their G-202 in 2004



Pat Fagan's "Smokey Bearhawk" was a regular visitor to the fly-in. Here it meets its sister "Three Sigma" after 10.5 years in 2007



Charlie and Glenna Wagner brought in their new RV-6A in 2004. Sadly, this stunningly built airplane would meet its demise in a taxiing accident a few months later



Erbman's "Three Sigma" *Bearhawk* was on center stage the day after its Third First Flight in 2009



Vince "Opus" Sei debuted his new F1 Rocket in 2005



Opie's "Glamorous Glasair" finally made its debut in 2011, even though it had been at every High Cay event in some form. I'm sure it would have won the People's Choice award that year, but we had discontinued the award by then

**Adelanto Adventure 2017!! 6 May 2017**

In keeping with current *Project Police* standards, a *Project Police Tactical Assault Force* is being formed to execute **Operation Adelanto Adventure 2017**. Sign-ups are being taken now ([erbman@pobox.com](mailto:erbman@pobox.com)), or show up on your own and link-up with the *PPTAF* at the target location, **Adelanto Residential Airpark (52CL)**. Fly your own airplane, request a seat in a fellow *Project Police Aerial Assault Vehicle*, or drive your car. Do what you have to be there!

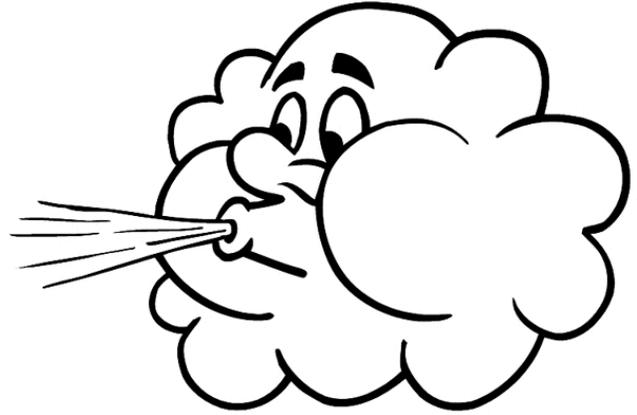
The date is **6 May 2017** from 0800-1200. There will be a Pancake Breakfast, and 4 hours should be plenty for us to eat up whatever they have. You can call 760-963-3207 for more info. Use the password "swordfish". Since this year's event will be in May instead of April, there should be no problem with the weather.



**Adelanto Adventure 2012 in front of Hellmuth's newly completed hangar**



**Reception Party at Adelanto Adventure 2013. The *Combat Bearhawk* is sporting its newly painted wheel pants**



**Adelanto Adventure 2014 was blown out by high winds. Then again, so was the 2014 Chapter 1000 Airport Barbecue**



**Adelanto Adventure 2015 was also blown out by high winds, but Kommandant Aldrich skillfully transitioned the Aerial Assault Force into a Ground Assault Force**



**Adelanto Adventure 2016 was again blown out by high winds, but a smaller Ground Assault Force was hastily assembled**



See if this authentic 1927 Swallow, designed by **Matty Laird**, is reassembled for flight



See very old pictures of a very young **Hellmuth**!



Enter **Hellmuth's** secret lair!



Make unnecessary comments about the obvious!



Point out safety hazards with the *Junior Project Police*!



Be a champion with this 1946 Aeronca Champion!

You don't need to have your own airplane to participate. Just contact **Erbman** ([erbman@pobox.com](mailto:erbman@pobox.com)) and tell him that you would like to participate. He will try to arrange a seat for you in one of the planes that is going. If you are planning to fly your airplane to this event, please notify **Erbman**, especially if you have empty seats. If conditions are not suitable for flying, expect to mount a ground assault.



52CL has two runways, one East-West and one North-South. The eastern half of the East-West runway is paved, and the rest are dirt. You can land heading west on the pavement and roll off into the dirt if necessary, but I don't recommend landing to the east on the pavement. That makes for a rather short runway with no overrun. CTAF is 122.9. Watch out for the KVCV Class D airspace.

**Hellmuth's** place is just north of the east end of the East-West runway.

**REMEMBER!**

You don't have to have or supply your own airplane to participate! Ask your favorite pilot for a spot or contact Erbman at [erbman@pobox.com](mailto:erbman@pobox.com) and we will do our best to find you a seat.

Pilots: please tell Erbman if you are planning to participate

**Project Police Flyout to Palm Springs Air Museum 20 May 2017**

With the EAA Chapter 1000 Airport Barbecue on indefinite hiatus, the **Project Police** need some aviation activity in May. For this year, we will fly semi-together to the Palm Springs Air Museum at KPSP. This is about 106 nm from Rosamond and about a 1.2 hour by **Combat Bearhawk**. As always, if you can't supply an airplane for yourself, contact your favorite pilot or Erbman at [erbman@pobox.com](mailto:erbman@pobox.com) to be matched with an open seat.



The plan is to fly in to KPSP in standard Chapter 1000 formation (same way, same day). When you land, tell Ground Control that you want to park at **Atlantic Aviation**. From there it is a 0.6 statute mile (0.52 nautical mile) hike outside the airport fence to the Palm Springs Air Museum. As for your sustenance, we were told by museum personnel that there is a Soup and Sandwich café inside the museum for your convenience. You can even eat sitting under the wing of a B-17! I would recommend not taking a place right under one of the engines, though.

**Financial Details You Will Want To Know**

When I called Atlantic Aviation, I was told that we should park in the "back row" which is along the southwest edge of their ramp (toward the runway). I was told that if you tell the nice person at the desk that you are there to visit the Air Museum then they won't charge you a ramp fee. However, just so you won't be surprised, another pilot who recently flew in to Atlantic Aviation told me that he paid a \$15 "security fee" that was not waiverable. The "ramp fee" was \$40, which would be waived if you purchased a minimum of 7 gallons of 100LL (currently that would be \$54.81) or topped off your tanks.

Museum tickets are available for purchase online at <http://palmspringsairmuseum.org>. The basic cost for adults is \$16.50, with discounts for Retired Military, age 65 and older, and age 17 and younger. Active Duty and their immediate family are FREE! All major credit cards are accepted.

**Timing**

All aircrews are directed to depart their home station at precisely the time required to arrive at KPSP when you wanted to get there. The FBO hours are 0800-1700.

However, you may not want to get there too early, as the museum hours are 1000-1700. Plan to arrive around 1000-ish so we can enjoy lunch together. Remember the FBO is your access back to your airplane, so don't stay at the museum right up until closing!

**Communications**

Day-of communications can be made with the Mission Commander (**Erbman**) by text to 661-754-0524. Prior to that you may use e-mail to [erbman@pobox.com](mailto:erbman@pobox.com).

This Fly-Out information will be repeated next month just to remind you. Save the Date now!

<http://palmspringsairmuseum.org/>

- **Erbman**  
Defacto Fly-Out Coordinator



**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**

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

**Apr 18: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m. (or earlier), Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

**May 6: Annual Adelanto (52CL) Fly-In.** Let's all go see Hellmuth! (661) 754-0524

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: Monthly Meeting?** Stand by for details next month

May 19-21: Flabob's DC-3/C-47 Fly-In. <http://www.flabobdc3flyin.com>

**May 20: Palm Springs Air Museum Fly-Out**, KPSP, Palm Springs CA. (661) 754-0524

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

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

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

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

Aug 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

**Sep 19: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (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:  
 President/Flight Advisor Gary Aldrich: [gary.aldrich@pobox.com](mailto:gary.aldrich@pobox.com)  
 Vice President Hellmuth Steinlin: [hellmuthsteinlin@hotmail.com](mailto:hellmuthsteinlin@hotmail.com)  
 Secretary Kent Troxel: [kenttroxel@sbcglobal.net](mailto:kenttroxel@sbcglobal.net)  
 Treasurer George Gennuso: [pulsar1@sbcglobal.net](mailto:pulsar1@sbcglobal.net)

**EAA Chapter 1000 Technical Assistants**

Composite Construction		
George Gennuso	<a href="mailto:pulsar1@sbcglobal.net">pulsar1@sbcglobal.net</a>	661-265-0333
Brian Martinez	<a href="mailto:brianmmartinez@aol.com">brianmmartinez@aol.com</a>	661-943-5379
Wood Construction		
Bob Waldmiller	<a href="mailto:bob@waldmiller.com">bob@waldmiller.com</a>	661-816-7224
Aluminum Sheet Metal Construction		
Bill Irvine	<a href="mailto:wgirvine@yahoo.com">wgirvine@yahoo.com</a>	661-948-9310
Russ Erb	<a href="mailto:erbman@pobox.com">erbman@pobox.com</a>	661-256-3806
Welding/Welded Steel Tube Construction		
Russ Erb	<a href="mailto:erbman@pobox.com">erbman@pobox.com</a>	661-256-3806
Engine Installation		
Russ Erb	<a href="mailto:erbman@pobox.com">erbman@pobox.com</a>	661-256-3806
Electrical Systems		
Russ Erb	<a href="mailto:erbman@pobox.com">erbman@pobox.com</a>	661-256-3806
Instrumentation and avionics requirements for VFR/IFR		
Gary Aldrich	<a href="mailto:gary.aldrich@pobox.com">gary.aldrich@pobox.com</a>	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)

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**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:**  
**REGULAR MEETING 18 APR @ FLYING DOG RANCH**  
**ADELANTO ADVENTURE 2017!**  
**IN MEMORIAM: SCOTTY HOROWITZ GOING AWAY FLY-IN**  
**PALM SPRING AIR MUSUEM FLY-OUT NEXT MONTH**

