

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>

May 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:



Project Police Flyout to Palm Springs Air Museum

Saturday, 20 May 2017

1000-ish hrs (10:00 AM Civilian Time)

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 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 \$48.93) 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. <http://palmspringsairmuseum.org/>

- Erbman
De Facto Fly-Out Coordinator

Last Month's Meeting

EAA Chapter 1000

Flying Dog Ranch
Rosamond, CA

~~15 November 2016~~ **18 April 2017**

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**, **Lt Col Brandon Miller** and 7 8 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 hangars.
8. Eat cookies.
9. Drink more beer.
10. Declare "Victory!" when food and beer exhausted.
11. Go home.
12. Repeat in 6 months.



The Future of the US Air Force (and the Past back in the corner)



The Usual Suspects



The Other Usual Suspects

Most of this is true.

- ~~Kent Troxel~~ (who wasn't actually present, so we recycled this meeting report)

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

Greetings from California's Gold Country. I'm composing this month's column in a folding chair next to my tent in the airplane camping area at Columbia Airport

(O22). That, of course, explains why I am not participating in the planned **Project Police** raid on **Adelanto**. I'm confident that our Director of Chapter Fly-outs will execute the operation in his traditionally competent manner.

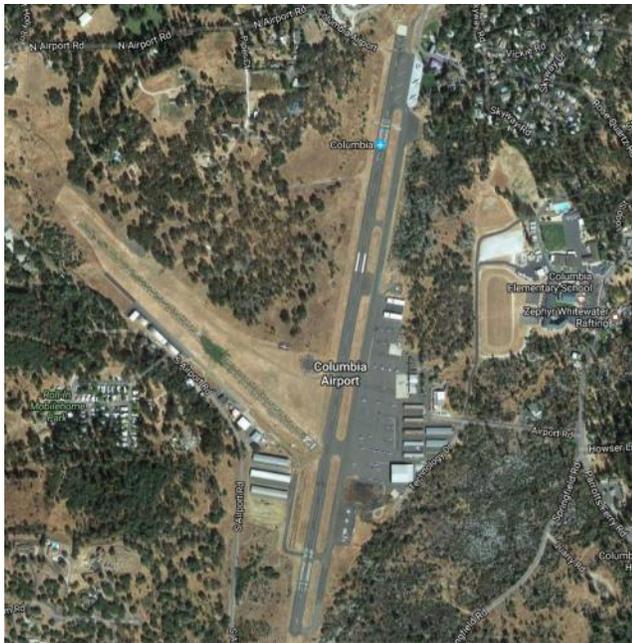


My adventure, which had been planned well before the Adelanto operation date was declassified is in support of that other fine association of flyers, the **Quiet Birdmen**. Yesterday morning (Friday) **PPO** and fellow **QB Doolittle** and I departed Fox Airfield in calm winds to wing our way north in the *Fightin' Skywagon*. We elected to stop at **Woodlake Airport (O42)** where we had intelligence that a fine **airport breakfast establishment** existed. We can now confirm the intelligence report as we dined on an excellent French Toast combo on the porch of the rustic restaurant building. We also communed with members of the local EAA Chapter who were setting up administrative details for a **Young Eagle** rally to be held today. After assuring ourselves that the EAA'ers had things well in hand we departed from the 2203x50 foot "oiled soil" runway. Despite the smallish runway the restaurant seems to be a suitable substitute for the now-closed Porterville (PTV) eatery.



Woodlake Airport (O42)

About an hour after leaving Woodlake we touched down on Columbia's grass runway 29 and swung the **VC-180** into a parking spot adjacent to the campground. Throughout the day QBs arrived by airplane and surface transport, eventually reaching a population of 35 pilots and 13 airplanes. The aircraft were an eclectic mix, from a Carbon Cub to a Beech 18. The campground, which is restricted to airplane campers (unless you reserve the whole place as we did) and offers such amenities as showers, flush toilets and a nice common clubhouse with



Columbia Airport (O22)

full kitchen. This fly-in supplants the now-defunct gathering in Johnson Creek, Idaho (3U2) that you may have read about in previous issues of the 'Edge. After another evening of comradeship about the fire pit we will break camp and return to the AV.

O22 is a fine candidate for a Chapter 1000 fly-out as it is a reasonable distance to do a one-day trip. In the heart of Gold Country, the restored mining town is adjacent to the airport and offers an interesting look at the lives of the 49'ers (the real ones, not the EAA Chapter).

I am hopeful for a successful after-action report on the Adelanto raid and know that I am with you in spirit. I'm looking forward to our planned visit to the Palm Springs museum on the 20th which, as you have read, will serve as our monthly Chapter gathering. Until then,

Fly Safe and Check 6!

- **Gary Aldrich**
Kommanding



How many QBs does it take to set up a tent...and how much beer?



The Fightin' Skywagon and its buds



Farther on down the line

Adelanto Adventure 2017!!

“Woe be unto him who tries to outsmart the weather, for the weather shall have the last laugh.” (Hesitations 7:42 BBV)

Yes, the weather had the last laugh again. At our February meeting, Chuck Laird told us that the organizers of the Adelanto Open House/Fly-In were discussing alternative dates, since the Fly-In had been blown out by high winds in 2015 and 2016. Moving the date by months would conflict with other established aviation events. In the end, they moved it one week from 29 April to 6 May. Well, the weather gods will not be mocked, for the flying weather was actually pretty good on 29 April, but come 6 May the winds were blowing like 20 knots gust 30, and not aligned with any preferred runways.

Other *Project Police* pilots were supporting a Young Eagles rally at KWJF that had unfortunately been scheduled in conflict (and likewise was blown out shortly after beginning). Undaunted, your de facto Fly-Out Coordinator loaded up the family in the mighty 2008 Honda Fit and mounted a ground assault, skimming fast beneath the radar coverage. Surprise was complete, having pulled into the parking lot unnoticed and walking up right behind the resident *Project Police Officer, Vice Kommandant Hellmuth Steinlin*, who had not been seen for several months while recovering from some medical issues.

Pancakes, sausages, juice and coffee were consumed in your name. Airplanes were studied for signs of progress. Descendants of **Matty** and **Charles Laird** were greeted. **Hellmuth’s** project was given a good *Project Police* going over with many inane and a few meaningful questions.

The *Project Police* remain undaunted! We intend to return again next year, and hopefully we will return to our 2014 glory days of arriving by aerial assault!

- **Erbman**
De Facto Fly-Out Coordinator



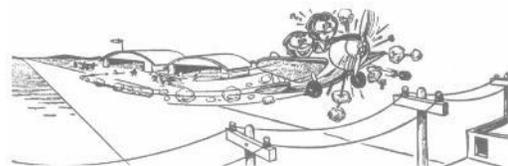
Junior PPO Emmy calls the Vice Kommandant to “Attention!” and gives him his marching orders



The Junior PPO is coached through her *Project Police Picture Pointing Practice* by her pointing instructor Mommy. At the appropriate time, she will take a *Picture Pointing Checkride* with *Master Picture Pointer “Knife” Gennuso*



“And the strut goes up into the wing and holds the wing in place, just like on your airplane.”





Cockpits don't get much simpler than this 1946 Aeronca Champion



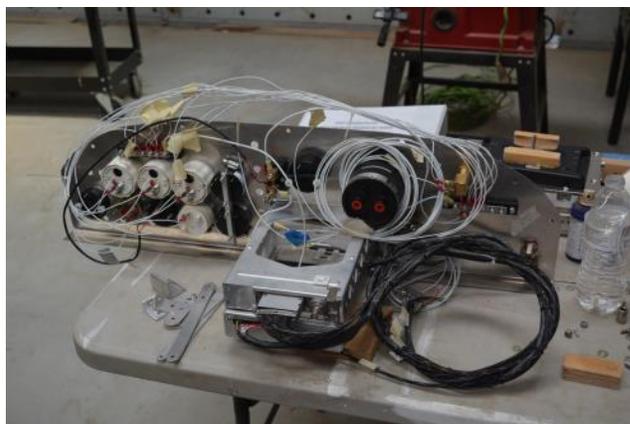
This was the engine configuration on the Laird Swallow in 2016. The exhaust ports pointed aft but were not connected to anything



This is the engine configuration in 2017. An exhaust collector ring has been added to the front of the engine. This ring is only connected to six of the seven cylinders, with the seventh just being exhausted to the rear next to the exhaust pipe. While we can see how the exhaust would come into the ring tangentially and circulate around the ring, it also appears that the exhaust would have to make a very sharp and unnatural turn to get out the exhaust pipe.



Hellmuth's instrument panel is coming together. The rectangle on the left is a GPS unit, and to the right of it is the airspeed indicator. Hellmuth has decided to not install a pressure altimeter, reasoning that the GPS altitude will be sufficient for the type of flying he intends to do. On the right is a cluster of engine gauges, many of which are from automotive suppliers. The engine is a converted VW auto engine, so why not?



The back side of the panel, with many, many wires



Here's where the finished panel will go

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

May 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942
 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
 Jul 24 - 30: EAA AirVenture. Oshkosh WI.
 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 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (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
 Oct 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942
Oct 17: 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:
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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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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
PALM SPRING AIR MUSUEM FLY-OUT 20 MAY
KOMMANDANT QB'S AT COLUMBIA
ADELANTO ADVENTURE 2017 REPORT
HELLMUTH BUILDS INSTRUMENT PANEL

