

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>

August 2018

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:



BASEBALL NIGHT!

Tuesday, 28 August 2018

1800 hrs (6:00 PM Civilian Time)

Jethawk Stadium (45116 Valley Central Way)
Lancaster, CA



This month's meeting will be held at **The Hangar**, also known as **Jethawk Stadium**, home of the **Lancaster Jethawks**, Class A-Advanced Affiliate of the Colorado Rockies.

Come and cheer for the home team as we battle the Rancho Cucamonga Quakes, Class A-Advanced Affiliate of the Los Angeles Dodgers.

Parking is \$5 per car, or free if you park in the Cinema parking lot across the street and walk in.

The intermittent Promotion of the day (iPod) will be kids 12 and under will receive a voucher for a FREE Hot Dog, Chips and Coca-Cola Product. Feel free to drag out your grandkids or borrow the neighbor's kid.

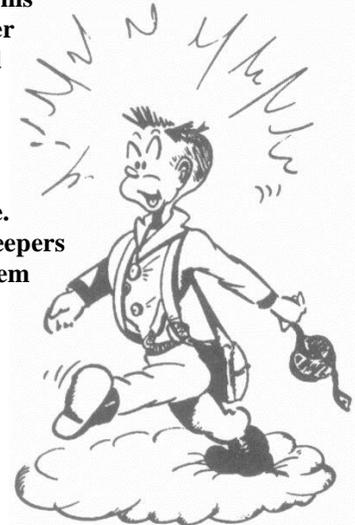
Once again we have gained access to the Sky Box as in past years. You and your guests are directed to assemble under the F-18-on-a-stick outside the main gate at **1800**. As you join the gaggle, say to someone in the gaggle in a hushed voice "**Nuclear is spelled with 2 r's**". Don't try that cliché passphrase "Swordfish" as it has been overdone. As any chef will tell you, any fish that is overdone will taste nasty. For extra fun, say the pass phrase to some random person walking by. After **Knife** gives you a knowing nod, you will be handed your ticket to the Sky Box. Act like nothing is unusual and proceed to the gate. Your ticket is provided to you free of charge by the City of Lancaster. Your food, beverages, and souvenirs are on you. The game begins promptly at 1835 -0/+10 hours.

If you arrive late because your debrief ran long or you still haven't learned how to show up on time at your advanced age (how embarrassing!), call Kent at **661-886-3740**, and if he's not too grumpy he will send someone down to you.

Remember that **Knife** is a certified ball magnet, so bring your protective gear if you sit next to him.

TAKE NOTE: This meeting is one week later than our usual third Tuesday gathering. If you come on 21 Aug you'll get a great parking spot, 'cause no one else will be there. Maybe the grounds keepers will let you help them water the infield.

- Erbman
Subbing for the Vice Kommandant (who doesn't understand baseball...apparently they didn't play the game at the French Foreign Legion compound)



Last Month's Meeting

EAA Chapter 1000 individually

Your Workshop
Your Location
17 July 2018
You, Presiding

Last month you were tasked to do something aviation oriented during our normal meeting time while the **Vice Kommandant, Brian Purdy, Dave and Helida Vanhoy, Opie and Gail Dodson, and Stormy** were representing us at the big **AirVenture 2018** show. I would remind you in this space about what you did, but **YOU** didn't bother to submit a report. Well, I guess now we know who **Evil Editor Zurg** can count on. Why do you continue to disappoint? **EEZ** says he will forgive you if you take him flying in your homebuilt aircraft you're supposed to be building.

- **Russ Erb**

Emergency Backup 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!"

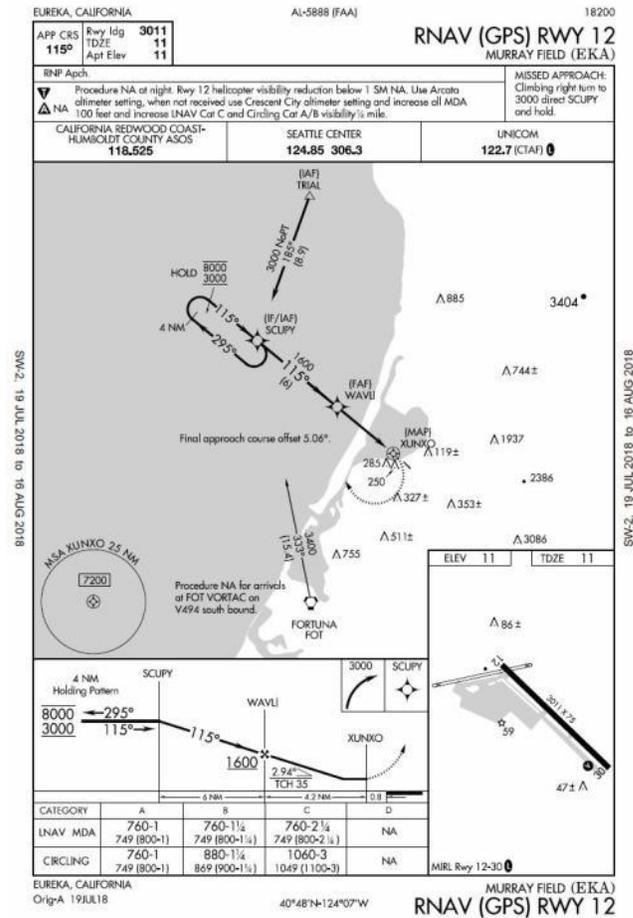
Kommandant's Korner

On the road with the **Fightin' Skywagon**. This report is filed from 2nd daughter **Debra's** home in **San Rafael**. We arrived at Petaluma Municipal Airport (**O69**) from a fuel/rest stop in Eugene Oregon (**KEUG**) last evening around 1920. Our current adventure began on 31 Jul when **Mrs. Kommandant, First Dog Pixel** and I departed from the home 'drome bound for Eureka (**KEKA**) for a few days with **Rachel**. A little over two hours flight time put us at Santa Rosa Airport (**KSTS**) to answer nature's call, get a bite of lunch and top the **VC-180's** tanks.



After a routine VFR departure and about an hour and a half of cruise, skirting the massive fire TFRs around Redding and Mendicino, we arrived in the Humboldt Bay Area to find the typical solid undercast with weather reported at Arcata (**KACV**) as 900 overcast with good visibility underneath. **KEKA** does not have any weather reporting, but is usually just a bit better than **KACV**. I requested the RNAV GPS 12 approach into **KEKA** from Seattle Center but was told that there were three Coast Guard helos on practice ILS approaches to **KACV** and I would have to wait. Apparently the ILS and the GPS are too close together to allow simultaneous use...or the controller couldn't handle the workload. Whatever the cause, I volunteered to hold in VFR conditions at 3000 feet

MSL at the initial approach fix for my approach (**SCUPY**). **SCUPY** is about 8 miles out to sea, so naturally my ears began to pick up any number of mysterious engine sounds which my mind turned into imminent engine failure and ditching scenarios. The personal floatation devices I had purchased for use over Puget Sound were secured in the rearmost baggage area in their storage cases. Of course the mighty Continental purred on normally and after about 25 minutes of holding the Coasties got tired and landed and I was cleared for the approach. We broke out of the clouds at the advertised 900 feet and I circled to land on runway 30.



Thereupon we embarked on a very pleasant stay with **Rachel**, sampling the local seafood (Kuramoto Oysters, yummmm) and beer. We also enjoyed the marked temperature change and it barely touched 60 deg F during the visit while the AV temps were hovering over the century mark.





Pixel zonked out



Tying down at KEKA after IFR arrival



Selfie with 1st Daughter Rachel in the giant Sequoias that live in her back yard



The travelers on the beach of Humboldt Bay. Yes, it's as cold as it looks



Beer is always on the tour

On Sunday, 5 Aug, we bade **Rachel** farewell and filed an IFR flight plan to Eugene. The weather, which had been clear and sunny for much of the week, resumed its gloomy low overcast state for our departure. Fortunately, Seattle Center can be reached by radio while on the ground at KEKA making the IFR departure dance a bit more streamlined. Unfortunately, we had to hold for release to allow an IFR arrival to KACV...**again**. Upon release we climbed into the clag at about 800 feet and continued on our routing (CEC V27 OTH V121 KEUG). We broke out of the clouds at about 3000 feet but climbed in significant smoke to top out near our cruise altitude of 8000 feet MSL.

KEUG was VFR but somewhat hazy in the smoke from the fires (a continuing theme here). During our fuel/potty stop at Eugene and a nice lunch at the terminal cafe we climbed back aboard the Skywagon for our next leg into Friday Harbor. We donned our PFDs before departure, garnering a few weird looks from the ramp crew, as we would be letting down over the Sound well out of gliding distance of land. Despite the continuing presence of smoke in, at, or near our altitude, the vistas were beautiful as we descended into **KFHR**. The CTAF

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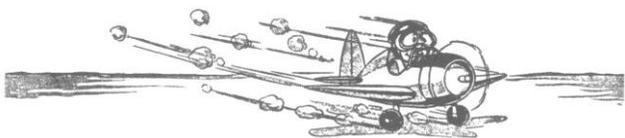
was alive with reports from numerous private and commercial aircraft flying into the “major” airports of Friday Harbor, Orcas Island, Roche Harbor and the surrounding waters.



796 showing Puget Sound and fire TFR



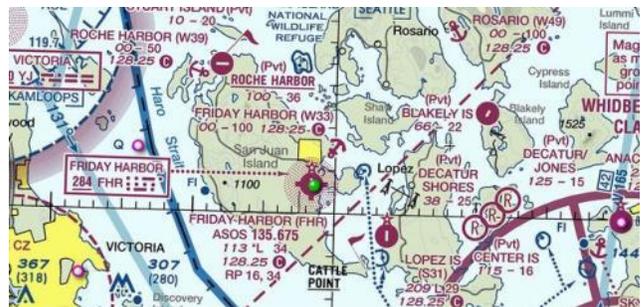
Puget Sound approaching San Juan Island in the Salish Sea



Selfie over water with PFDs ready. Not sure they would do much good in 48 deg F water



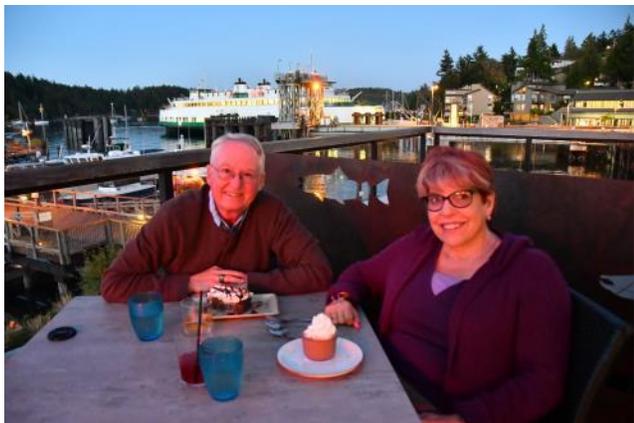
Approaching KFHR





Friday Harbor (KFHR)

KFHR was teeming with visiting aircraft on this pleasant Sunday afternoon. We managed to find a tie down and shared a taxi into town with another couple. Ask me about this other couple when you see me next...interesting story. Anyway, we proceeded to enjoy the mild temperatures and local sights and seafood (another common theme) for the next few days. On Wednesday we again donned our PFD's and did some flightseeing around the **Salish Sea** and the **Strait of Juan de Fuca**. Besides the scenery, **San Juan Island** is steeped in history. Google "The Pig War" and learn all about the interesting sites and stories of English and American rivalry.



First evening in Friday Harbor. Nightcap after flying in. Ferry in background



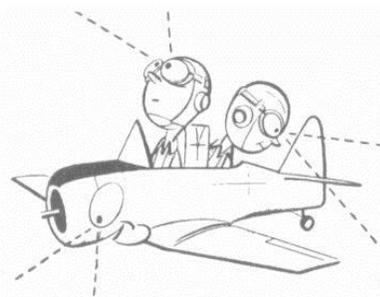
Aviation and maritime activity on the Friday Harbor water



Aerial view of Friday Harbor



Town of Orcas on Orcas Island. Airport is out of frame on right side.





At the gas pump at KFHR after flightseeing. Pixel is glad to be on the ground. Gas \$5.95 self serve



Fighting' Skywagon on her parking spot at KFHR. \$13.50 per night



Humpback whale tail from whale watching tour boat

All too soon it was time to launch for our next destination in Marin County. Yesterday (Friday) afternoon we departed Southward in pleasant weather but heavy smoke. For the first hour or so the flight visibility at 9500 feet MSL was nearly IMC-level. Eventually, we flew into clearer air and, fighting a 20-ish knot headwind, we arrived at KEUG around 1530L. Here we had a bit of a challenge in landing as the gusty 9-15 knot wind was pretty much a direct crosswind. As we turned final, the wind turned into a bit of a quartering tail wind. This generated an arrival

with higher than normal groundspeed. I had the rollout well under control until I touched the tail wheel to the ground. The higher speed resulted in a surprising and annoying tail wheel shimmy. I only managed to get it stopped by slowing to a stop on the runway. The taxi to the Atlantic Aviation terminal was uneventful and there was no noticeable ill-effect from the shimmy.

The flight from KEUG to O69 was, again, fraught with significant headwinds and the need to make detours around the fire TFRs. This significantly extended the flight time and this leg became the longest of the trip at about 3.2 hours. We landed at Petaluma in beautiful light winds right down runway 30 and still had time to sample the beers at **Lagunitas Brewing Company** in town before repairing to Debra's house.



Massive fire near Redding on KEUG-O69 leg



Fire near Mendicino (ENI)

On Thursday we will complete our adventure with a return to the smoke and heat in the AV. Until we see you at the ball game on the 28th...

Fly Safe and Check 6!

- Gary Aldrich
Kommanding

Chapter 1000 Takes The WAYBACK Machine to May 2006

(To gratuitously fill this page so that this newsletter has an even number of pages we look back at some of our previous glories...why do we all look younger?)



Aluminum Overcast drags the field before landing. No flares, so the crew must be okay



PPO Mike Machat, officially commissioned Project Police large airplane inspector, begins his investigation to determine if the Aluminum Overcast is worthy of endorsement by the Project Police



The preflight briefing, being checked for accuracy by PPO Machat, flanked by his bodyguard Kommandant Aldrich



The Kommandant as “Doc Brown” and George Fischer as “Marty” take the turbosupercharger ride “Back To The Past”



Knife lives the life of his childhood hero, Bugs Bunny as the armament quality assurance inspector



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

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

Aug 28: EAA Chapter 1000 Baseball Meeting, 6:00 p.m., The Hangar, Lancaster CA. (661) 609-0942

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

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

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

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

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

Nov TBD: EAA Chapter 1000 Monthly Meeting, 5:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

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

Dec 18: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

Feb 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Feb 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:

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Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer George Gennuso: knife.pulsar1@gmail.com

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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!

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MUROC EAA CHAPTER 1000 NEWSLETTER

C/O Russ Erb

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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

JETHAWKS BASEBALL 28 AUGUST 2018

LAST MONTH'S MEETING NON-REPORT

KOMMANDANT IN THE PACIFIC NORTHWEST

JUMP INTO THE WAYBACK MACHINE

