



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition

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June 2019

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:



PLANES OF FAME AIR MUSEUM

Brian Finnigan

Michael Smith

Tuesday, 18 June 2019

1700 hrs (5:00 PM Civilian Time)

USAF Test Pilot School Auditorium

Edwards AFB, CA

At this month's meeting we will be hearing all about the Planes of Fame Air Museum. You may be familiar with the museum facility at Chino (KCNO), but did you know that there is also a museum facility at Valle AZ (40G)? The museum has a long history, opening in 1957 as the first air museum west of the Mississippi River. The museum is also unusual in that a large portion of their collection is maintained in airworthy condition, and flown on occasion including an annual airshow at Chino. Familiar names connected to the museum include Ed Maloney, Steve Hinton, and Steven Hinton. If you can't wait, check <https://planesoffame.org/>.

Afterwards we will make our usual journey to the **BK Dead Cow Emporium** where the jovial banter will continue.

TAKE NOTE: If you do not normally have base access and depend on having your name on an Entry Authorization List to get past the young airmen with weapons, **you must get to the Visitors Center at the West Gate No Later Than 1630!** At 1630 the Visitors Center closes, and after that you will not be able to get in based on the EAL. Don't ask questions and don't be late!

Contact **Russ Erb** if you need to be added to the Entry Authorization List. Do it now—anything within a week is several days too late.

- Erbman

For the **Vice Kommandant**

Last Month's (Non) Flyout

EAA Chapter 1000

Estrella Warbird Museum

Paso Robles CA

18 May 2019

Gary Aldrich, Presiding

What do you say when there is nothing to say?

May 2019 would be more properly called "April 2019 Part II". April is expected to be cool and windy. That's why I do my condition inspection in April—it tends to be too windy to fly. May is supposed to start the hot temperature and calmer wind season. Somewhere an e-mail got missed and May was just a continuation of cool and windy April.

Alternative History Option 1: The forecast for the appointed day showed a glimmer of hope, but it was the wind equivalent of a sucker hole. The winds were forecast to be very light in the morning and for the trip to Paso Robles. Then there was a window of about two hours to see the museum AND eat lunch before saddling up for the return flight, which would arrive back at home just as the winds were transitioning from strong to heinous. The **Fightin' Skywagon's** itinerary included flying to another event, which would push the return time back to when the winds would be described as "insane". We held on for as long as we could, but the night before the mission the **Kommandant** stated that he didn't really want to rush around the museum while constantly looking out the window to see the impending storm. Eventually the mission commander pulled the handle to cancel the mission, much to the agreement and relief of all those involved, including our host at the museum.

Alternative History Option 2: Those who had planned to go on the mission finally heard that **Cobra** had scurried off to Hawaii and would not be participating in the mission. One by one, they all repeated the statement "Well if **Cobra** isn't going, then I'm not going either!"

In any case, the mission has been postponed with an unspecified reschedule. We're waiting for the stars to align again, meaning that the **Kommandant** will be off DNIF status (see K^2), **Radman** won't be TDY, **Vanhoy** will be done moving his house to Tehachapi, **Kanard** will finally have **Lois** airworthy again, and the weather won't be so unreasonable. Could be a little while.

Most of this is true, except, of course, for the parts we just made up.

- Erbman

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

Sad to report that your Kommandant is weathering a period of **DNIF**. For those not familiar with this military acronym, "DNIF" stands for "Duty NOT including flying". This temporary condition occurs when a doctor deems a pilot is not physically qualified to perform aerial duties...but still able to do all the mundane terrestrial taskings they may be assigned. I guess **EEZ** considers submitting this month's K^2 to fall within that mundane category.



My DNIF was occasioned by my urologist's decision to take positive action to resolve my 15-year history of prostate-related issues. Heretofore, my treatment for these issues, which are common to many men of my vintage, has been regular monitoring of the situation punctuated by rather unpleasant exploratory techniques. My most recent checkup indicated the need for more "radical" action to remove the offending organ before it could turn more life-threatening.

Thus, it was that I underwent surgery last Wednesday, performed by my urologist with the able assistance of the da Vinci robotic surgical system. The Google provides a plethora of information on this high-tech device which allows a minimally-invasive procedure with the attendant shorter recovery times (read "less DNIF"). I only spent one night in the hospital and am looking forward to beating the doctor's estimate of 8-weeks to full recovery.

As any pilot would do before undergoing such a period of DNIF, I rolled the VC-180 out of its hangar last Monday to "reset the clock" on my landing currency. Alas, the **Fightin' Skywagon** must have felt neglected and upset about the impending DNIF as her ship's battery was only able to muster about a quarter-revolution of the prop. I can't really be too dismayed at this anemic performance since this battery is as aged as I am...in "battery years". I last replaced it on the ramp in McCall, Idaho in July 2013. Six years on an aviation battery is considered pretty good...and the fact that it died right outside hanger 703 made the solution as simple as pushing the airplane back in the hangar and ordering a new "pile" from Aircraft Spruce.

So, it's a waiting game now... And of course the flying weather is gorgeous today. Siiiiiggghh!

Fly Safe, and Check Six!

- Gary Aldrich

Kommanding

Report On One Year Of Mooney Ownership

(In the May 2018 edition of this esteemed newsletter we reported that "Stormy" Weathers of EAA Chapter 1000 Det 5 gave into temptation and purchased a Mooney 231, thus seriously reducing the balance of his bank account.)



Learned colleagues and fellow **PPOs**,

I am happy to report I have been an aircraft owner for one year. I know this because the insurance company sent me a friendly reminder of the anniversary of our relationship. It's hard to believe that **George**, a Mooney 231 from 1984 has been with us for a whole year. The name George was **Mary's** idea, after the sheepdog in the Bugs Bunny cartoons. "I will love him and squeeze him and call him George." What!? You think that's a silly name? Well, what do you call your autopilot? In the WC-135B, we called him **George**.

Evil Editor Zurg asked me (through his minion, **Erbman**, of course) to write an article about my year with **George**. It's been a good experience so far. I have learned some lessons, and some predictions have proven to be accurate. "Having a flying airplane is a significant distraction from building a plane." True, **Russ**. I can't argue. "You won't fly it as much as you think you will." Also true, **Doug**. I flew George less than forty hours in the last year. Some of the lessons were more expensive than others.

The first annual inspection wasn't too bad. The cost was four digits (only a single digit in AMUs), but it wasn't five. I have encountered several other maintenance issues and made some fascinating discoveries. The rocker switches at the bottom of the panel are also circuit breakers. This fact is made readily apparent by the price to replace one. And, when the repair shop says they 'fixed something,' it really means they worked on it. They didn't replace the failed rocker/CB switch for the landing light, but they did remove the connector in the landing light circuit that makes it possible to remove the lower cowl. I had a different shop rebuild the left brake when it seized in the middle of the taxiway. How do you know when you've landed gear up in an F-4? It takes afterburner to

taxi. OK, it wasn't quite that bad. But, it was my first experience telling Ground that I was shutting down in the middle of their parallel taxiway, and maintenance is on the way.

I was reminded it is better to Mx CNX on the ground than to do so in flight. For instance, I had to learn the hard way the serious implications of when the owner of the Mooney Service Center who did the annual said, "It might be a running a little rich." That casual statement foretold the moment when my CFII would screw himself into panic mode when he pulled the power at the top of the climb while I fumbled with getting the foggles to fit under my headset. The engine started running rough. He was convinced we were running out of gas and did an emergency return to the runway, landing with the prevailing wind and opposite to the rest of the traffic. Fortunately, Denton, TX (KDTO) is a controlled field. So, the nice controller told everybody to do something else for a little bit. The Mooney is a slick little plane when the gear and flaps are up. Tony, an experienced Mooney guy, stayed high and hot to make sure we could make the field in the event of a complete loss of power. In fact, he struggled to get the plane below the gear speed so we could deploy the rubber drag devices. I suggested using the speed brakes, but he declined. A hiyacca maneuver at 200 AGL aligned us neatly with Runway 18, and he made a perfect landing - with power. Since there are no brakes on the right side, I assumed the honor of rolling out and making the next turn so everyone could get back to doing what they were doing with Runway 36. A later encounter with a fuel truck revealed that we landed with more than ten gallons aboard. Another encounter with the A&P on the field quantified the extent of the gross understatement of "a little rich."

As you may recall, I can thank **Opie** for introducing me to Mooneys, and I can (and did) thank him for doing the pre-buy inspection on **George**. I think owning an airplane manufactured in 1984 is like owning a vintage car built about 35 years ago. Stuff happens. Sometimes looking for repair parts is part of the fun. Some (most) of the technology is from the **Carter Administration**. OK, the engine technology is from the **Roosevelt** era, but it's awesome. This plane rolled off the line in **Kerrville** ten months after I earned my private ticket. There are features of this plane that make it exactly what I would have wanted back then. It has an HSI and an autopilot. I admit I am looking forward to upgrading the transponder, but back then, I thought if I ever had a transponder with altitude reporting, I'd be somebody! It has built in oxygen. It has a Stormscope. It has two GNS 480 GPS receivers, but I can't claim that I craved a GPS receiver in 1984.

It's a great airplane. It took some growing into it. Engine management isn't quite as nerve racking as it was at first. It's a very stable cross-country platform, even without the autopilot engaged. It is easy to land in the wind. Like the Antelope Valley, it can get downright blustery here, yet landing the Mooney is very doable. **Mary** and I flew to Hutchinson, KS (KHUT) a few weeks ago. Tower said the wind was gusting to 34 knots and

between favoring Runway 31 and 35. "Take your pick." I think that is the first time I have landed in a 34 knot wind, and it was not a source of anxiety. Coming back to home base at KDTO, approach control called out traffic ahead and below me. I couldn't see it, so he had me turn ten degrees left to resolve the conflict. Ten seconds later, he said, "Never mind. You're faster than him. Resume own navigation." In all my dozens of hours piloting the Cessna 152, I never heard a controller say that - at least not to me.

I have made a few trips in the past year. **Mary** and I went to Kansas twice for family events. I flew to my home town in southern Illinois and had lunch with a grade school buddy. I never thought I could fly from Texas, have lunch in Illinois, and return the same day. A part of my exhilaration with **George** is to once again feel proficient as PIC in an airplane. I haven't flown enough to feel that way since I lived in Sacramento and belonged to the Cal Aggie Flying Farmer in Davis, CA. (It was 005 when I was there. Now, it KEDU.) I made it a point to fly once every two weeks. Depending on the budget, sometimes it was for only a 0.5. I don't fly **George** as much as I would like. Life gets in the way, it's 31 miles to the hangar, and it has had its share of Mx issues. It is currently grounded while I wait for my time slot to take it to the shop to resolve an issue with one of the magnetos. The shop is more than a mile away, so I sure hope I can get it to start on one mag. At least I can say the battery is fully charged and is likely to stay so - now that I discovered the dome light is hot wired to the battery. The master switch won't protect me from that one. So, as you might imagine, I have added a step to my post flight check list.

I am also planning to visit the tower at KDTO to see if N5762H is written on the "Board of Shame." More than once, I took off with the transponder in STBY. Since KDTO is under the Class B airspace for DFW, they want that to work. I note the controllers are usually subtle with their prompts - even though they know it's a problem with the yoke actuator. However, I went flying on Thanksgiving Day. Somebody had to be in the tower on Thanksgiving Day. Poor schmuck! On Thanksgiving Day, the controller said, "Mooney 62H, turn your transponder on." Who can blame him? I met that controller at a safety meeting this week. I introduced myself and admitted, "I am THAT guy."

- "Stormy" Weathers

EAA Chapter 1000, Det 5
Fort Worth TX

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

EAA Chapter 1000 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list. (661) 609-0942

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

Jul 16: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (661) 609-0942

Jul 22 - 28: EAA AirVenture. Oshkosh WI.

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

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

Oct 15: 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 Monthly Meeting, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

Dec 17: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

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

May 16: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (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.

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING 18 JUN @ TPS
FLYOUT NON-REPORT
KOMMANDANT TEMP GROUNDED
ONE YEAR OF MOONEY OWNERSHIP

