

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>

January 2020

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:



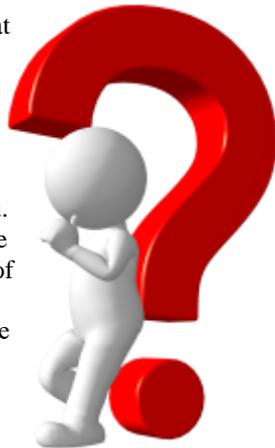
Project Police Special Need To Know

Tuesday, 21 January 2020
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Your **Kommandant** and **Vice Kommandant** have put together an exciting evening of fun and entertainment for this month's meeting. In fact, it promises to be so good that I can't tell you exactly what will happen. Don't ask me, because I don't know.

One thing I do know is that you don't have to worry about being called upon to make a speech. The **Kommandant** has assured me that he won't call on you. Someone else, perhaps, but definitely not you. Therefore, you can come anticipating a good time free of worry.

We'll start out in the traditional fashion, enjoying some yummy snacks provided by the **Schmoozemistress**. This will also give you that chance you've waited for all year to turn in your **dues** (\$20) to **Knife** the Treasurer. After a short polling of the assembled members on a matter of critical importance (your opinion matters!) by the **Kommandant**, we will



proceed to the auditorium for the main event, where we will meet Cambot, Gypsy, Tom Servo, and Crow.

Afterwards we will retire to the local **BK Dead Cow Emporium** for an enjoyable repast and a review of what we accomplished, as well as the traditional swapping of lies.

TAKE NOTE: The back entrance door at TPS has been modified to automatically lock at 1630 and there is nothing we can do about it. Plan to come to the sliding door on the side of the building or text or call Erbman at 661-754-0524. If you don't have base access and haven't been on the access list before, contact Erbman right away (before Thursday) to be added.

- Erbman
Subbing for the **Vice Kommandant**



Your dues
are due now!
\$20 to Knife
See back of
newsletter
for address

If you prefer,
PayPal® at
you can pay online by
the Join/Pay Dues link on the [EAA Chapter 1000 web site](#).

You may also qualify for the government sponsored EAA Chapter 1000 "Free Dues" program.¹

¹ Simply write your name on a government printed "Free Dues" coupon and hand it to any chapter officer. "Free Dues" coupons are available at any bank, ATM, and many businesses. Ask for it by the secret code name "Twenty Dollar Bill."

Last Month's Meeting

EAA Chapter 1000
Kommandant's Kwarters
Quartz Hill, CA
17 December 2019
Gary Aldrich, Presiding

The December meeting (also known as the Chapter 1000 Festivus Party) was held at the palatial Aldrich estate in Lancaster, also known as the **Kommandant's Kwarters**.



It's Festivus time once again! Highlight of the Antelope Valley social season!



Festivus The holiday for the rest of us.



Let's have a gander at the annual EAA Chapter 1000 *Festivuganza*. Let's check...the checklist:

1. Festivus Pole? Check.



2. Festivus Feast? Traditionally, meatloaf is served. However, Chapter 1000 serves an approved local variation of *Lafestivasagna*. So, let's give that one a check, too.



As you can see, we were joined by EAA Chapter 1000 Charter Member **Norm Howell**.



3. Washer tossing? Zilch. We need to work on this.

4. Singing of the traditional Songs of Festivus? The Kommandant thoughtfully provided a recording of The Festivus Song by Rob Grow aka "Rogro" with Guitar Stylings by Dave Kear. Listen to the Festivus Song on YouTube.

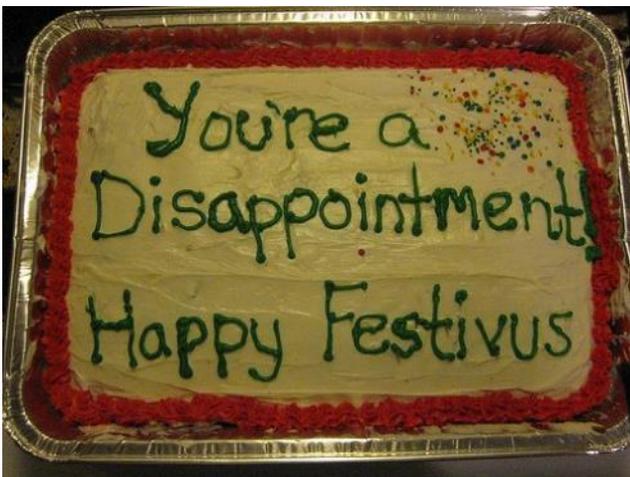
<https://www.youtube.com/watch?v=hHqmlmqSYyU>

5. Airing of Grievances? Nope. Need to work on this as well.

Festivus

The airing of grievances

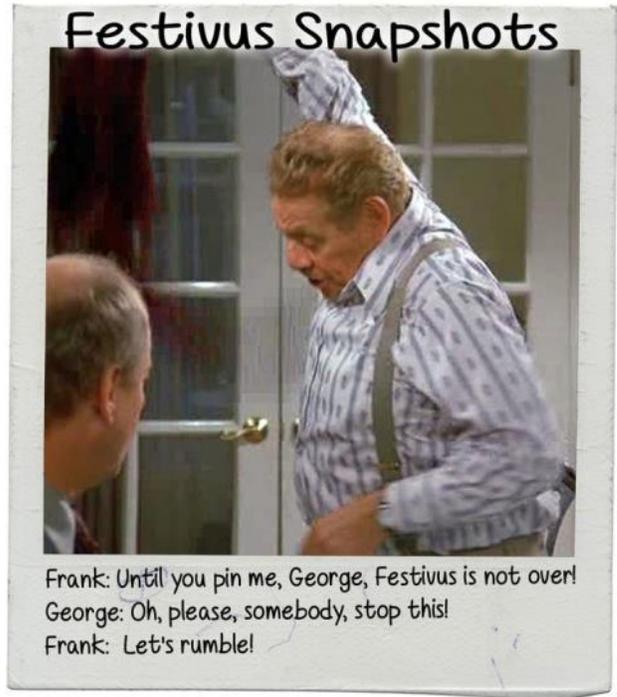
During the past year, you have disappointed me in the following ways...



6. Feats of Strength? Nada, unless you consider downing four helpings of Lafestivasagna to be a feat, or the unwrapping of some of the securely wrapped gifts.



7. Pinning the host? Bupkiss. But with good reason. The Kommandant reports that his homeowner's policy specifically excludes injuries incurred during the practice of Festivus. Therefore a permanent moratorium has been placed on pinning the host.



Frank: Until you pin me, George, Festivus is not over!
George: Oh, please, somebody, stop this!
Frank: Let's rumble!

Then..... on to the Kommandant's Krap gift exchange, where "the Gnome" made an unexpected return. Rumor has it that the holder Mrs. Kommandant pawned it off on Norm Howell with hopes he would take it away to Florida. Those in attendance doubted that such actions would prevent the return of the Gnome.



The **Kommandant** opened a Bosch laser rangefinder, er, measurer. **Erbman** opened a box that included a \$25 Aircraft Spruce gift card. **Joe Ford** reasoned that the

Combat Bearhawk is essentially complete but that he still needs many purchases for his **Piper Aerostar** project, so he promptly stole the gift card away from **Erbman**. C'est la Festivus!

Presentation of the Cheesy Chapter Awards followed the gift exchange.

Somewhere amidst all the revelry, I suspect the booze ran out, which was promptly followed by the **Kommandant's** proclamation that "**Victory**" had been achieved and that America was still safe from Democracy.

This is usually the hint that the party is over and that we should all go home.

Most of this is true.

- **Kent Troxel**

Minister of Propaganda

EAA Chapter 1000

"We have more zero's in our chapter than any other"



Kommandant's Korner

Brrr! Just returned from a short visit to WJF Hangar 703 and they were calling the winds 25033G39. Combined with the 50 degree (F) temperature, that makes it...well, you do the math. It's damn cold today. Thus, I sit here typing this missive to **EE Zurg** since I can't be aloft generating exciting aviation adventures.



I did manage to blow the accumulated dust off the **VC-180** last weekend when it dawned crisp but calm in the Aerospace Valley. A couple of quick texts and I had mounted a **PPTAF** "officially-sanctioned" fly-out activity and **Project Police** raid on **Kern Valley Airport (L05)**. Intrepid **Project Police** Troopers **JD3 (JD3)**, **Troxel (Cobra)**, and **Gennuso (Knife)** rallied at the appointed time (0900L) to complain about the chill and cramped quarters in the **Fightin' Skywagon**. I had intended to serve as pathfinder for **Cobra** in his **F35** but he had some wimpy excuse about an Airworthiness Directive-directed inspection on the propeller that rendered the Bonanza un-flyable. No worries! That's why **N2705K** has four "luxurious" and "spacious" seats accompanied by enough gross weight capacity to carry four "spacious" adults.

The "officially-sanctioned" part involved enticing **PPO** and Chapter 1k Fly-out Commander **Erb(man)** to fire up the **Combat Bearhawk** for a comm-out rendezvous at the scenic little airport adjacent to Lake Isabella. **Erbman**, whose kitchen pass was limited ("yes, dear"), arrived a couple of minutes early and scored the only table

in the restaurant worthy of seating all five of those “spacious” aviators.

The eatery, aptly named “**Airport Cafe**” (where do they come up with these unique names?) serves, arguably the best pancakes one can find in reasonable fly-out-for-breakfast range. Their “short stack” is only two delicious rounds...except that they are barely contained on a good-sized dinner plate. I like mine laced with blueberries...what the heck, the additional calories are insignificant. And, by golly, fruit is good for you. It just so happened to be “all the pancakes you can eat” day and **Erbman** took that as a challenge...which he failed miserably. There was a serious attack underway on three massive ‘cakes when the **VC-180** crew sat down, but in the end, large portions of the repast remained un-touched.

The awesome pancakes were accompanied by the usual amazing stories and outrageous lies around the table. I regaled the assembled with the story of my latest NASA ASRS-worthy aerial buffoonery. JD3 trotted out some incredible SPAD yarns and everybody talked over everybody else...to the point that we barely noticed when **Erbman** repaired to his trusty **Bearhawk** in order to get back to L00 without incurring a **Tuki**-thrashing. Shortly it was time to return to home base and we all struggled to shoehorn our pancake-swollen frames back into the airplane. The mighty Continental no-doubt was muttering under its breath about the increased gross weight as we launched out over the lake and turned to a heading that would pass over Mojave enroute to Fox Airfield.

If you haven’t had the chance to fly an airplane to **Kern Valley** I recommend it highly. Besides the awesome grub, the airport presents interesting but minor challenges as the high terrain surrounding the field on three sides makes for a very scenic approach well below the summits of the mountains. It is a great primer for more adventurous mountain strips and requires pilots to be “on their game” to be comfortable (and safe). It does not have the density altitude issues of most mountainous fields (think of **Big Bear** here) but it can have capricious winds on the let-down and pattern entry. The airport is best visited when the winds are light the thermals haven’t begun...e.g. breakfast time. For the outdoors-types, the airport has a small camping area adjacent to mid-field and it’s not too hard to get to Kernville where there is a brew-pub.

I guess I’ll close so that **EE Zurg** doesn’t have an apoplectic fit due to the lateness of my submission. So, looking forward to seeing you all out at the meeting this month. Until then,

Fly Safe and Check 6,

- Gary Aldrich
Kommanding

Another Way To Preheat Your Engine

Thought you like to see the "preheater" I use in here in the cold white north (Michigan). Notice it hanging near the hangar ceiling on the port side of the aircraft centerline. I

keep it set at 50F 24/7 this time of year, or 60 when I'm out there with it for any appreciable amount of time. (It takes about 10 minutes for the air temp to catch up with that delta in setpoint).



My process on a cold day is to preflight everything except the outboard halves of the wings before opening the big door, push the airplane out and immediately close the big door. In the 10 minutes or so that it takes to finish the preflight and load up in the airplane, my Electronics International UGB-16 tells me that the CHT's have only dropped a few degrees, into the high 40s. About 10-15 minutes of running at 1000 rpm brings the oil temp off the bottom peg, and another 5 minutes of taxi and runup brings it up to my self-imposed lower limit of 100F for takeoff.



This time of year, my flying is pretty much limited to out-and-back within 100 nm, and not more than 1 to 1.5 hours at the destination before return. In that amount of time the CHT's are back down into the high 40/low 50s (without using a cowl blanket), plenty for an unheated start for RTB. I cover the oil sump cooling air inlet below 60F, and the inboard halves of the cylinder cooling inlets below 30F to keep inflight oil and cylinder temp at some semblance of normalcy.



- Miles Bowen

More Random Pictures Taken Recently By Erbman or Others To Fill Up Space



Seen at the Mountain Valley gliderport shortly after Halloween. I suspect this student has been waiting a while for his instructor to show up



A 1930 Alexander Model A-14 Eaglerock hangs at the west end of Concourse B of Denver International Airport. These aircraft were built in Englewood and later Colorado Springs



Curtiss JN-4D (MSN 65) at the east end of Concourse B of Denver International Airport



On 24 December 2019 there was a thin overcast over the west end of the Antelope Valley. This picture was taken from the Bearhawk above the overcast with clear skies above. At the bottom center of the picture you should see the shadow of the Bearhawk surrounded by circular rainbow. This is tough to photograph because the brightness level is so low. The image was processed to emphasize the rainbow



Boxing Day, 26 December 2019, dumped huge amounts of snow on Lancaster, Palmdale, and Tehachapi. This picture was taken two days later on 28 December on the way to Harris Ranch. In the center of the picture is Tehachapi Municipal (KTSP), still buried under snow



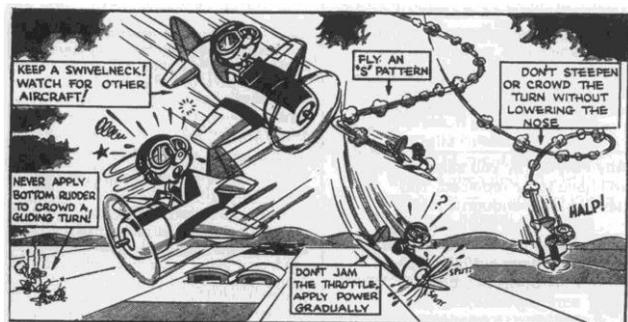
On the ground at Harris Ranch (308). Airport elevation is 470 feet. The indicated altitude shows 530 feet, but at the upper left the temperature is 52°F, which is ISA-5F. Under the temperature shows the Density Altitude as “-0120 FT”. Nice to know it will show a minus sign. Yes, it was quite the acceleration on takeoff.



On 28 December 2019 there was quite a lot of business going on at Harris Ranch with holiday travelers on Interstate 5. The area in the background is usually empty of cars. What you see is overflow parking. Another measure was that 12 of 18 Tesla Superchargers were in use



And this is why the Skyraider can run out of oil before it runs out of gas...



Web Site Update

Qnet 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

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

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

Jul 21: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (661) 609-0942

Jul 20 - 26: EAA AirVenture 2020. Oshkosh WI.

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

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

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

Nov 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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Secretary Kent Troxel: kenttroxel@sbcglobal.net

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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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Rosamond CA 93560-7692

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 21 JAN @ TPS

FESTIVUS REPORT

KOMMANDANT LEADS RAID ON KERN VALLEY

ALTERNATE ENGINE PREHEAT METHOD

