

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>

September 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 Zoom Meeting:



Setting Soaring Records

Jim "JP" Payne

Tuesday, 15 September 2020

1700 hrs (5:00 PM Civilian Time)

Your COVID-19 Defense Bunker

Zoomland, USA

When it comes to setting records, some are relatively easy to set, while others are more difficult. To set an airplane distance record, "simply" add more fuel capacity, just like Charles Lindbergh did with the Spirit of St. Louis. If you want to set a speed record, "simply" put a bigger engine in, like the Reno racers do. In an airplane, performance can be improved by making engineering changes to the airplane.

For a glider, about the only thing you can do to improve its performance is to reduce the drag, and today's gliders are already about as low drag as you can get. The difference with the glider is that once you release from the tow plane, any additional energy you get is going to come from movements of the atmosphere. Thus, to set speed or distance records, you are going to need to learn how to get energy out of the atmosphere. It's very much like the difference between power boats and sailboats. Power boats take more money; sailboats require more skill to get more performance.

One person who is a world class expert at extracting energy from the atmosphere is our own **PPO Jim "JP" Payne**. **JP** will be joining us on the Zoom to tell us about

his latest record setting efforts. He will also tell us about the accreditation requirements to get your record recognized. I understand soaring record setting involves a lot of watching the weather and waiting, then dropping everything to jump into action when the right conditions come along.

Maybe we can get an update on the Perlan II project's efforts to set the absolute glider altitude record.

Once again, we will meet in Zoomland, hosted by the Bearhawk Manor Zoom account. We can meet around 1700 hours for **schmooze** time, though you will have to provide your own schmooze snacks. Libations are allowed, as currently the Peoples' Republik of Kalifornia has not identified ZUI (Zooming Under the Influence) as a chargeable offense.

Members of the Dets: We're on Zoom again, so you get to participate too. The He-Shed She-Shed can wait.

When **JP** is done, you may visit the drive-through of your favorite quick-service restaurant.

Details and links to join the Zoom meeting will be sent by e-mail to the same distribution list no later than Monday, 14 September. If you've never Zoomed before, you have some time to figure it out. You'll need at minimum a smartphone or a computer with speakers and a webcam. Contact **Erbman** or your local teenager if you need help, but don't wait until the day of the meeting to start.

Once again, you don't need to worry about contacting **Erbman** to arrange base access because you can't get on the base anyway.

- **Erbman**

Subbing for the **Vice Kommandant**



Last Month's Meeting

EAA Chapter 1000

Your COVID-19 Defense Bunker

Zoomland, USA

18 August 2020

Gary Aldrich, Presiding

The August meeting was held in Skybox 301 at Jethawk Stadium with over 100 members and guests attending.



Photo courtesy of "Hollywood Bob" Ivanjack 2019

NO! Wait! That was last year!

Alas, baseball, bad food and expensive beer are but a distant memory.

So, instead of enjoying balmy August evening breezes and watching America's pastime safe in the enclave of our exclusive skybox, we sat in the confines of our homes and practiced social distancing via ZOOM.

Our electronic interaction began at 1700 PDT with the social hour (about half an hour in actuality) as we watched each other slurp their beverage of choice.

At around 1730, Randy Kelly entertained/educated us with pictures and an account of engine repair adventures on "Lois", the family Skylane, which began with a single cylinder and ended up with 6 new cylinders. That's one hell of a "top end". Watch for a full article about his overhaul adventures in a future newsletter.

Members of Chapter 1000 and followers of our award-winning newsletter (kudo's to **Evil Editor Zurg** and his underpaid lackey **Erbdude**), needed no introduction to our guest speaker, the one, the only, the legendary **Mike Machat**, aviation artist, author, and now a YouTube sensation.

Mike introduced many of us to his new YouTube channel "**Celebrating Aviation with Mike Machat**" featuring his art, commentary, stories and a whole bunch of other neat stuff for aviators and/or people who just like airplanes.

Seizing upon a teachable moment with a captive audience, Mike subjected us to an Aviation Quiz. Ably assisted by Russ with his impressive ZOOM skills, we were able to see live test results. Fortunately, the scores were aggregate and not by individual, no doubt saving many if not all undue embarrassment and humiliation.

At or around 1815ish, the **Kommandant**, beaming in from his lavish hotel accommodations in Jackson Hole, advised that he would have to excuse himself as **Mrs. Kommandant** had her own upcoming Zoom meeting and the necessary hardware would soon be appropriated.

"Victory!" was declared and all members were directed to prepare a hamburger in their own kitchens in lieu of the BK Dead Cow Emporium.

I leave you with this parting thought: Many of the political jokes you are now laughing at will soon be elected. (Courtesy of Will Rogers)

Most of this is true.

- **Kent 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!"

Evil Editor Zurg's Project Police Recurrency Quiz Redux

So, you couldn't get your Zoom Portal to function and the neighbor's Gen Z tech support kid wasn't available because she had to do her algebra homework? Well, you really did miss out, and there is no recourse. In a grand display of gross buffoonery, somebody, namely a lackey of **Evil Editor Zurg**, failed to remember to push the "record" button. What an odd occurrence, since such a thing has never happened in recorded history. Of course, that's because when it happened, the history wasn't recorded...*(insert rim shot here)*.

Cobra was so mesmerized by **Erbman's** skill at managing the Zoom Polls and providing snappy intros for **Mike's** stories that he didn't notice that **Erbman** forgot to put up his **Evil Editor Zurg** background for the quiz. Maybe you'll get to see it the next time we meet in Zoomland.

So that you can see what you missed (or if you were there, relive your glory), we present the quiz again in a more textual format. You won't be able to see the compilation of everyone else's answers, but if you write yours down, you can see those.

What? You want to know what the correct answers are? Well, for that, you're just going to have to wait. How long will you have to wait? Until you get to the last page of this newsletter. No peeking!

Our quiz was brought to you by **Mike Machat's** new YouTube channel "Celebrating Aviation with Mike Machat".



To get everyone warmed up, we started with a practice question.

0. Practice Poll Question



Why does JDIII think that this 1938 Stinson SR-10 Reliant NC21104 is so cool?

- a. This airplane was delivered on the day he was born
- b. It is painted in very similar colors and scheme to the Combat Bearhawk
- c. This exact airplane was owned by Shell Oil and used by Jimmy Doolittle for business transportation
- d. He almost convinced **Kommandant Aldrich** to go in halves with him to buy this airplane

1. FREE ENTERPRISE



NASA 747 Pilot Fitz Fulton's last words to the Shuttle crew before boarding were:

- a. "Gentlemen, we're about to make history"
- b. "If you thought the F-4 flew like a brick, you're about to outdo that!"
- c. "Which way are you going to turn after release?"
- d. "I can't wait to get you off my back"

2. GOLD CUP ROLL



THE LEADING EDGE

After flying this maneuver twice on August 6, 1955, 707 pilot Tex Johnston:

- Had his license suspended by the FAA
- Was fired as Boeing's Chief Test Pilot
- Was asked why he did it by Boeing's President
- Never flew again.

3. STARBUSTER RETURNS



The small white shape halfway between Main Base and South Base is:

- The new Base helipad
- Pancho's Happy Bottom Riding Club
- Jump Zone for the Base skydiving club
- Hangar 1207 being moved to Main Base

4. HOME FOR THE HOLIDAYS



The Super-G Connie is shown over this New York background because:

- The airplane is on approach to Runway 13 Right at Idlewild
- TWA Constellations are always shown over Manhattan
- Mike wanted it to look just like a model boxtop
- The airplane looked good against the skyline

5. RETURN FROM MACH 6



X-15 pilot Maj. Bob White flew to Mach 4, 5, and 6 in this airplane all in:

- One month
- One year
- Three years
- Eight months

6. FEBRUARY 17, 1984



Pilot Bob Harris set the glider world altitude record of 49,009 ft. because:

- a. He wanted to be on “60 Minutes”
- b. He’d always secretly wanted to fly the U-2
- c. He wanted to do something more than just fly locally at Cal City
- d. Paul Bikle dared him to break his 1961 record.

7. HEY PARD, YOU’LL GET A FREE STEAK AT PANCHO’S



The shadow across the nose of Bob Hoover’s FP-80 is there because:

- a. Mike thought it looked cool
- b. Hoover flew in the X-1s shadow to keep the sun out of his eyes
- c. The diagonal design element was critical to the painting.
- d. Yeager told Mike to paint it that way

8. HIGH CAY DEPARTURE

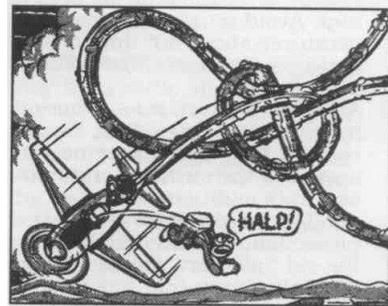


The accurate image of the Glasair in flight was derived by:

- a. Tracing a photo out of the Glasair sales brochure
- b. Precisely generating the shape using Descriptive Geometry
- c. Taking a photo of the airplane in formation
- d. Sketching the plane in the hangar



Again, we told you that **PPO Mike Machat** has started a new YouTube channel at <https://www.youtube.com/channel/UCivSCpBJdNkACW3G-C4nCA> . You need to go there and subscribe to get more of these wonderful obscure aviation facts. If we plugged this any harder, we would just have to forcibly subscribe you.



Kommandant's Korner

[5 Sep 20]

Greetings, fellow

COVID Captives! If

you're reading this in the

Antelope Furnace,

er...Valley I hope your

AC/Swamp Cooler system is

functioning at its optimum capacity. Today's high temperature at KWJF is forecast to be 42.7778 degrees Celsius (approximately) at around 1600L. For those of you who can't work the conversion program on your phone; that equates to 109 degrees Fahrenheit. YIKES! Las Vegas weather. And, of course, the normal winds have taken a breather, further exacerbating the situation. I wonder if there is a "negative wind-chill factor"? At any rate, Ol' Sol is unknowingly helping to enforce the Guv's "Stay at home" order. Hmmm, maybe Gavin has some control over the weather?

'Turns out there may be some minuscule benefit of the Pandemic and its wholesale cancellation of fun-things-to-do-with-an-airplane. For some time I've been trying to migrate the annual inspection of the **Fightin' Skywagon** down the calendar to get it away from the prime flying season but not too far down to risk frozen fingers and such. I had gotten as far as a 31 August due date for the last several years but my yearly pilgrimage to Yuma to bag the bird of peace was an impediment to moving into September for the maintenance event. Well, guess what got cancelled with everything else? Yup, with no mission to return from the Yuma hunt this year on 2 September, I have simply slipped the annual inspection to this month. As soon as this current heat wave subsides a bit I will begin the yearly inspection process.

Other aviation-related "clocks" have also been reset by the Friendly Aviation Agency in response to the China Virus. Specifically, pilots with medical certificates expiring during the past few months have been given an extension of up to three months by issuance of a "Special" Federal Air Regulation (SFAR). I received the benefit of this extension as my medical was due by 31 July (not a good time) and is now due 31 October. I believe there is some relief for those operating under the "Basic Med" system as well. Further, the requirements spelled out in 14CFR 61.56 (flight review) and 14CFR 61.57 (recency of IFR experience) have also been modified. These modifications are, however, a bit more complex to apply as other factors such as flight hour minimums, type of pilot certificate and others have to be considered. As always, it is best to read the actual regulation (you do have a current copy of the FAR, right?)...and thusly confused, consult with the AOPA website: <https://www.aopa.org/news-and-media/all-news/2020/june/25/new-sfar-keeps-most-of-original-pandemic-relief>.

So that's what I did. My (Biennial) Flight Review was due last Monday, 31 August 2020. However, when I got to the page that was supposed to tell me if I was eligible for



the extension of my flight review I was confronted with a bewildering chart that left me unclear as to my status. My solution was to contact my local Certificated Flight Instructor and ask him to provide me with the requisite instruction to "reset" my clock. Using the logic presented above to migrate the due date I chose to do the review in September. **NLE Erbman**, CFI-G agreed to administer the instruction in a glider at Mountain Valley Airport (L94) yesterday. As it is unlikely that either one of us are COVID "super spreaders", we applied common sense and assessed the risk of flying in the same cockpit as "minimal and acceptable".

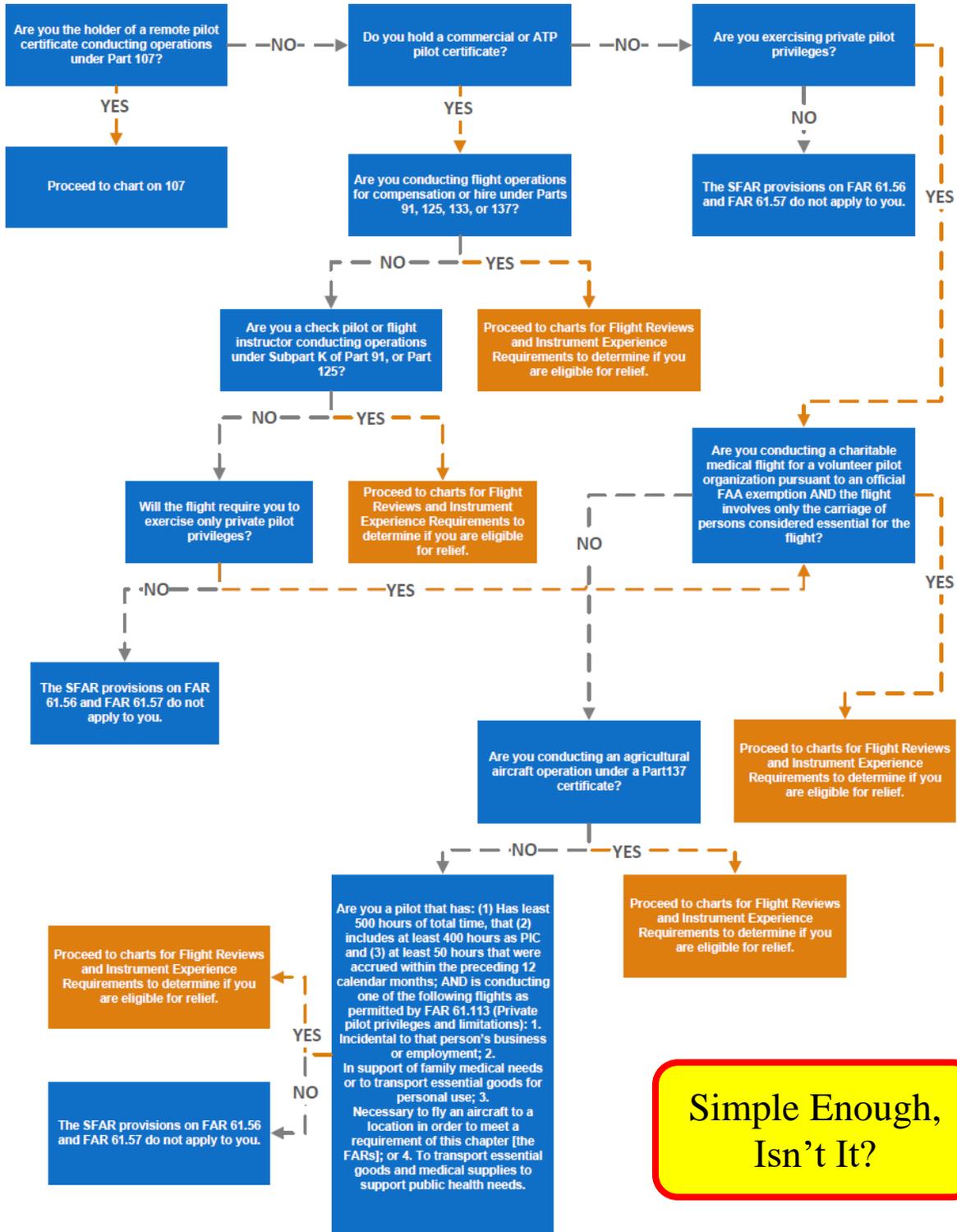
Regular readers may recall that **Mrs. Kommandant** and I had planned a week-long vacation in **Jackson Hole, WY** (KJAC). After monitoring the weather...and the COVID status, we elected to make the trip, departing early in the morning on 16 August. It was already warm and there was significant impact to visibility from local wildfires, but we were able to depart and climb (mostly) out of the smoke. Our flight path took us around the bottom of R-2515 and then over Las Vegas at 10,500 feet MSL to avoid their Class B airspace. After slightly more than two hours of flight we landed at **Cedar City, UT** (KCDC) for a quick lunch and potty stop as well as topping the tanks. We packed a picnic lunch as we were not certain of the COVID-driven meal options in Utah. It turns out that we needn't have worried, as the restrictions in Utah were much less than here in California. The fine folks at Sphere One Aviation were very friendly, as usual, and provided excellent service.

On departure we climbed to 11,500 feet MSL in a vain search for cooler and smoother air. Fortunately we experienced only light headwinds and in a little more than three hours we descended into Jackson Hole (where "hole" refers to a valley surrounded by mountain peaks).

There is but one choice for parking at KJAC...the lone FBO, Jackson Hole Aviation. They are also the only FBO in America situated within a National Park. Parking was very limited as I required a spot with tiedowns. KJAC is a major destination for beautiful people and their mega-dollar biz jets so most of the ramp area did not have the requisite little-airplane accommodations and reservations were required for the few spots they had. I was lucky enough to snag a spot for six of the seven nights of the trip. The last night was booked, which forced us to depart a day early to return to KWJF. The disappointment of having our trip shortened by lack of a parking spot was ameliorated somewhat by the fact that a dense smoke plume from the fires in northern California arrived in Jackson late Wednesday, more or less killing the gorgeous mountain vistas we had enjoy earlier in the week. If you can access Anne's Facebook page you can see before and after photos of the scenery.

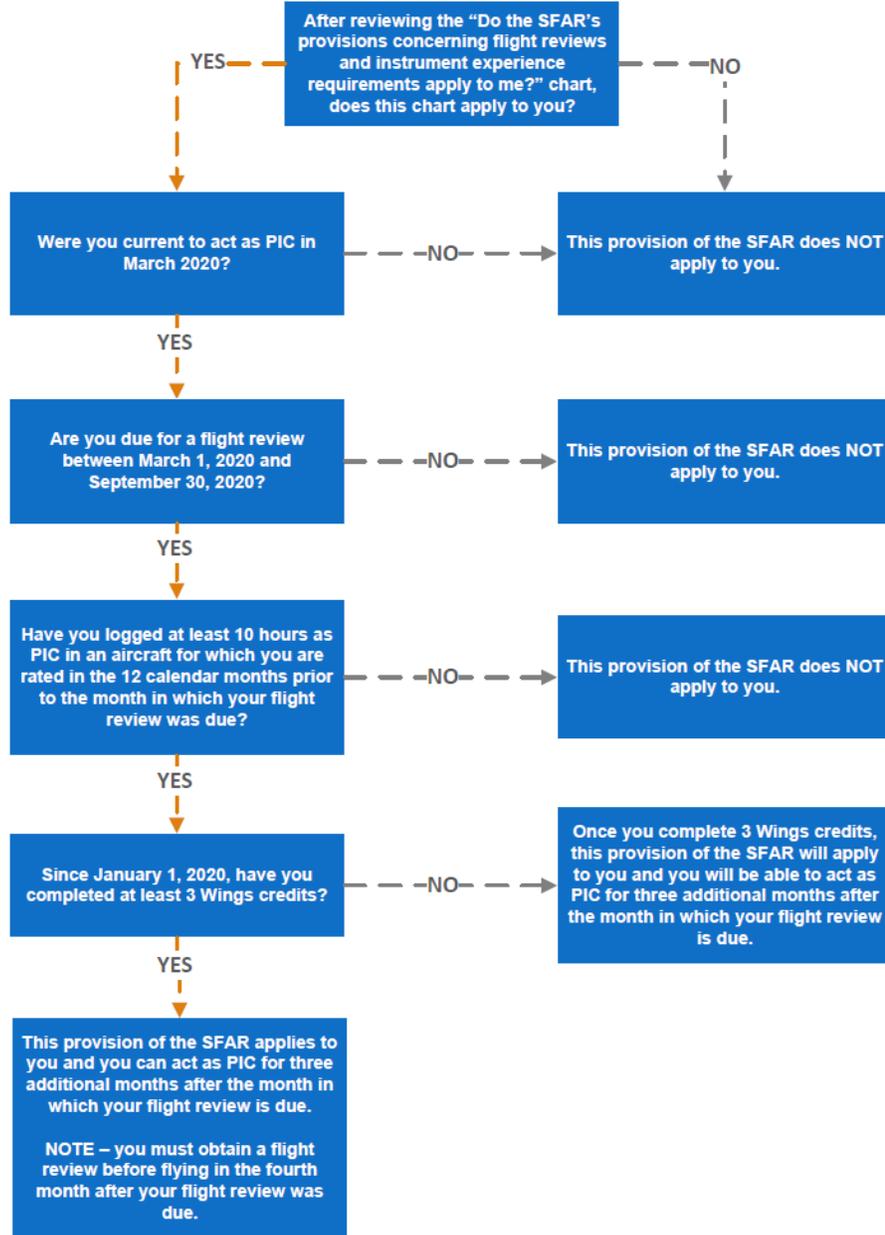
On Saturday, 22 August we departed early again in order to beat the heat and winds forecast for KWJF in the afternoon. I chose to climb to 12,500 feet MSL to ensure a good margin of safety in the miserable flight visibility while studiously monitoring my triple-redundant terrain

Do the SFAR's provisions concerning flight reviews (FAR 61.56) apply to me?



Simple Enough, Isn't It?

FAR 61.56 – Flight Review



awareness displays in the VC-180. The higher altitude provided cool and smooth flight conditions and we lucked out with light winds again. We did a quick gas and go at KCDC, preferring to eat our sack lunch as an in-flight meal. The quick departure allowed an arrival at Fox Airfield early in the afternoon when the winds were “only” 230/17G27. Overall, it was a very pleasant and successful

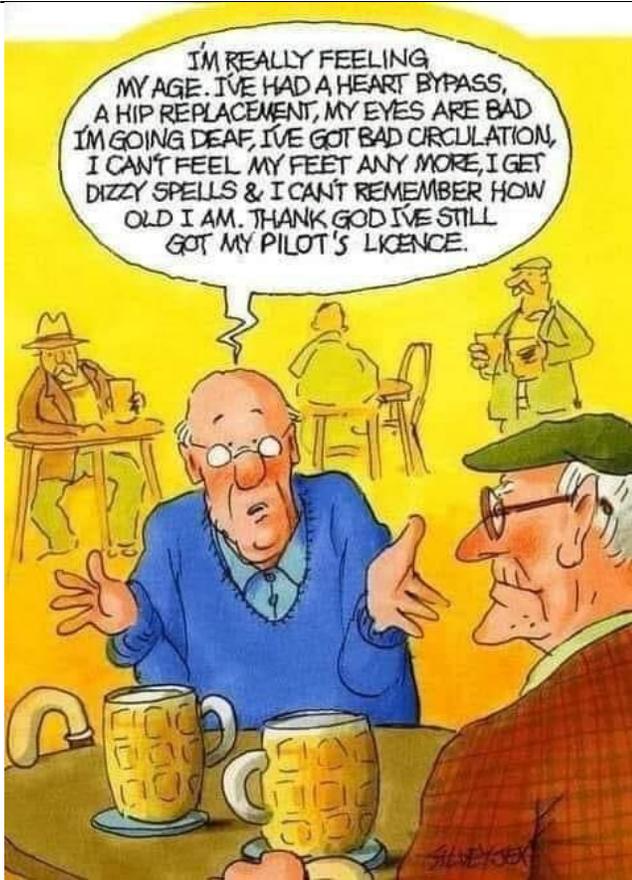
mission which accomplished the goal of escaping the lockdown and at least some of the heat for a week.

I hope you are all staying well and weathering the withering restrictions in good spirits. Anne and I feel slightly renewed, having seen somewhere else for a while.

Looks like **Erbman** has a good presentation lined up for this month's virtual gathering. I hope to see many of you on the little screen in your little boxes. Until then...

Wash your hands!

- Gary Aldrich
Kommanding



Evil Editor Zurg's Project Police Recurrency Quiz Redux Solutions

What are you doing looking here? Cheating? That's not acceptable. Go back and take the quiz properly, then come look here.



- 0. Practice Poll Question: c (although JDIII tried to convince us that the correct answer was "d")
- 1. FREE ENTERPRISE: c
- 2. GOLD CUP ROLL: c
- 3. STARBUSTER RETURNS: d
- 4. HOME FOR THE HOLIDAYS: a
- 5. RETURN FROM MACH 6: d
- 6. FEBRUARY 17, 1984: c
- 7. HEY PARD, YOU'LL GET A FREE STEAK AT PANCHO'S: b
- 8. HIGH CAY DEPARTURE: c



Standard glider tow release with tow plane turning left and glider turning right. Tow pilot: Jimmy Doolittle III Glider pilot: Mike Machat



Air to air photo of Glamorous Glasair taken by Mike Machat from Kommandant's Fightin' Skywagon. This photo and another different angle were used as reference for creating the painting

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

Sep 15: EAA Chapter 1000 Monthly Meeting, ZOOM Meeting 5:00 p.m., (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

Dec 15: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

Jan 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

May 15: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (661) 609-0942

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

Jul 20: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture (we hope). (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, 661-754-0524, 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:
ZOOM MEETING 15 SEPTEMBER @ YOUR PLACE
JIM PAYNE SETS MORE SOARING RECORDS
PROJECT POLICE QUIZ REDUX
OH WHAT A TANGLED WEB THE FAA WEAVES**

