

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 2021

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 **Virtual Meeting:**

Your Engine's Lifeblood



Your presenter...
Mike Busch A&P/IA
 National Aviation Maintenance
 Technician of the Year (2008)
 President—Savvy Aviation, Inc.

Your Engine's Lifeblood

Mike Busch

Tuesday, 16 June 2020

1700 hrs (5:00 PM Civilian Time)

Your COVID-19 Defense Bunker

Undisclosed Location, USA

'Rona continues its scourge across the land and makes it high risk for us to meet together in person. I don't really have to tell you that—you've probably heard it from different sources.

Even so, your EAA Chapter 1000 Board of Directors, desperately trying to keep **Evil Editor Zurg** under control and not allowing him to return to his previous quest to destroy the galaxy, save for the meddling interference of **Buzz Lightyear**, are still committed to bringing you high quality educational content of the aviation persuasion. Sometimes we bring that to you directly through real time Zoom meetings. Sometimes we direct you to other excellent and readily available sources.

This month's suggested viewing is from everyone's favorite expert mechanic **Mike Busch**. You can get there by this link (you will need to sign in to the EAA web site):

<https://eaa.org/Videos/Webinars/Aircraft-Ownership/6207453313001>

This month's topic is all about aircraft engine oil. While you know that oil lubricates your engine, Mike will tell you about how it also cleans, cools, seals, actuates, and protects your engine. You'll learn about additives, and how multigrade oil does the magic trick of getting thicker as it gets hotter.

He'll even give you his recommendation on what engine oil to use. Spoiler: All of the oils sold for aviation use are pretty good.

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

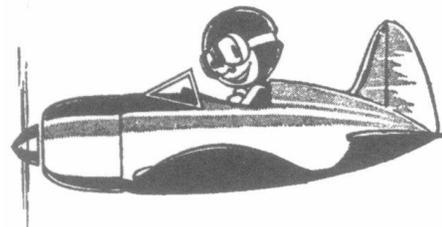
- **Erbman**
 Subbing for the **Vice Kommandant**



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

If you prefer, **PayPal**® at you can pay online by **PayPal**® at 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

Your COVID-19 Defense Bunker
Whenever
You, Presiding

Last month you were directed to attend your own Festivus celebration. We can only assume you did, since you never file your meeting reports on time. Did you enjoy the Festivus gift you got for yourself? Was it a harmonica? Did you play the wrong song in the wrong key? If you recognize this reference, please e-mail what it was to eez@pobox.com.

We cannot verify the truthfulness of this report since you didn't send your report in.

- Russ "Erbman" 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

YAY! That awful year of 2020 is behind us! As Rocky the Flying Squirrel used to say, "NOT so fast, moose breath!" To beat another tired homily into the ground, "That light we thought we saw at the end of the tunnel is, indeed, an on-coming freight train". Just when we thought it couldn't get any worse we have a "new, concerning" strain of the virus, riots at the capitol, and disappointing delays in vaccine distribution in some states (I'll let you guess which ones). All the while there is continued weaponization of available scientific data and statistics for political purposes. It's pretty hard to find any encouraging news to comment on.



Speaking of lack of encouragement, I just responded to a request from my airplane insurance agency for an update on my aviation activities for the last year. This is, for you folks who don't carry airplane insurance, a requirement for the broker to seek out the best policy each year from among the limited number of firms that underwrite aviation risk. The depressing news is that I "slipped the surly bounds" a little less than 60 hours in the last 12 months...a bit less than half of that in the Fightin' Skywagon. Most of my flying has been in the mighty PA-25 "Pawnee" providing altitude-therapy to glider pilots. I suspect my relative inactivity could affect an increase in my premium this year...in addition to the fact that I will turn 70 in a few months. It has only recently occurred to me that exorbitant insurance costs due to the simple act of making another trip around the solar system could be a significant factor in how long I remain an aircraft owner. My premium went up about 10 percent last

year. The industry and alphabet-groups blamed that increase on the spike in claims last year due to the number of hurricanes and other natural disasters. Hopefully, pilot-advocate groups can reign in cost increases due to both of these issues. Interestingly, I've received nice rebates from my auto insurance supplier during the pandemic. They cite decreased claims due to the lockdowns and lower numbers of miles driven (except for **Erbman** and his electron-burner). Perhaps the aviation underwriters could take a page from USAA's book.

I'm also in the "pre-thinking" stage of planning the major structural inspection required by a recently-enacted Airworthiness Directive. AD 2020-21-22 became effective 7 Dec 2020 (how fitting). It requires a fairly extensive disassembly and inspection of the tail-cone area of all Cessna 180 and 185 aircraft as well as those early 182s with similar stabilizers to discover any cracking in structural members of the fuselage and/or horizontal stabilizer. The AD was driven by a small number of in-flight breakups of these aircraft that were traced to failure of critical tail components. The airframes involved in the losses were largely high-time with significant hours on floats or skis. I'm given a year from effectivity or 100 flight hours to complete the inspection and any required repairs. Of course, there is also a 5-year or 500 hour re-inspection requirement... siiiiggghhh. To quote Rosanne Rosannadanna, "...it's always somethin'!"



So, we're off to a good start in 2021. The way I see it, it can only get better. In an abundance of enthusiasm I have reserved a room in the dorms for AirVenture 2021! It's going to be interesting... Stay well, my friends and keep your spirits up as I know you can.

Fly Safe, Check 6, and wash your hands!

- Gary Aldrich
Kommanding

A Challenge to Members to Share the Gift of EAA

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.



One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!

We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

Once you identify whom you'd like to sponsor, simply visit www.EAA.org/Legacy to register EAA's newest member. After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

- David Leiting

EAA Lifetime 579157

Vice President of EAA Chapter 252

EAA Membership Development Manager

Homebuilders Week – Online Event Starts January 26

An online opportunity to learn about all aspects of building your own aircraft



EAA is launching a new online learning event for aircraft builders: (www.EAA.org/HomebuildersWeek).

It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on

Tuesday, January 26, 2021, and run until **Saturday, January 30, 2021**. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be

something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.

Visit EAA.org/HomebuildersWeek to review the schedule and sign up for a session.

- **Charlie Becker**

EAA Homebuilt Community Manager

New EAA Chapter 1000 Homebuilt Makes Its First Flight 25 December 2020

Another homebuilt airplane in Chapter 1000 has made its first flight on 25 December 2020 with pilot **Emily “Emmy” Erb** at the controls.

The radial engine biplane was built by repeat offender **Erbman** during November and December 2020 under the supervision of woodworking Tech Counselor **Stormy Weathers**.

Materials were selected to ensure strength and durability during repeated aerobatics and ground operations. The fuselage is carved from a block glued together of 3*1 inch thick pine, cut with a band saw and rounded with a belt sander. The wings and wheels are cut from 1/2” plywood. The tail surfaces and propeller are cut from 1/4” aircraft plywood.





No tailwheel endorsement is required since the airplane has a tail skid. She has requested aerobatic instruction, and is waiting on **Dave Vanhoy** to return her call.

Spirit of St. Louis Replica at the San Diego Air and Space Museum

Way back in 2003 I visited the San Diego Air and Space Museum. Here is a small collection of photos that I took of the Spirit of St. Louis replica.



The landing gear suspension is simply bungee cords



The earth inductor compass was driven by the anemometer style turbine on top of the fuselage. While fascinating, other types of magnetometers have replaced the earth inductor compass



Everything here is accurate. I got it from the pilot himself

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

Jan 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (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

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

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

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

Nov 16: 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, 661-754-0524, 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

C/O Russ Erb

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

VIRTUAL MEETING AGAIN-LEARN ABOUT OIL

SPONSOR A LEGACY EAA MEMBER

EAA HOMEBUILDERS WEEK

NEW HOMEBUILT FIRST FLIGHT

