

HondaJet test pilot. It seems **Leigh Kelly** was there in South Carolina visiting **Hojo's** wife **Michelle**, and was still there because Southwest Airlines had cancelled her flight home because of some not-so-little computer glitch. Funny how an airliner can be perfectly airworthy but unable to fly because the computer that tells it when and where to fly is broken. **Hojo's** partner in the G-202, **PPO Dave Vanhoy**, was surprised to hear that **Hojo** still existed, having figured that **Hojo** had flown off the edge of the Earth due to some software bug in his Gulfstream avionics.

Covid Protocols were observed with each attendee consuming a beverage of their choice.

The evening's featured speaker was **PPO Vince "Opus" Sei**, speaking from his COVID-19 Defense Bunker in Fredericksburg TX. His presentation was titled alternatively "Opus and the F-1 Rocket" or "A Flightless Waterfowl's Adventures in Home Building" or "I Love My Airplane I Hate My Airplane".



Opus talked to us about why he decided to build an airplane, how he decided which airplane to build, and how he decided which avionics to install. Of course, his avionics were bleeding edge, which came with the expected problems and revisions. The Rocket is currently on its second major instrument panel revision.



The current panel configuration, complete with fire retardant Lebanese leg hair

He also spoke about why installing an inverted oil system in an airplane only capable of gentleman's aerobatics was a mistake. He also explained why removing the inverted oil system requires repainting the canopy. Yes, there is a connection.

He also spoke of why he changed the electronic ignition on his engine.

Opus finished by saying how the airplane has generally satisfied his requirements, even with the usual problems along the way.



Then again, you can get a much better idea of what he said by hearing it yourself. Since we have been on Zoom we have been able to record our meetings for those who couldn't be there. However, the trick is you need to know where to find them, since the videos are unlisted on YouTube. You have to follow the links below to get to the videos.

21 July 2020

"The **Project Police** Visit The Dets"

<https://youtu.be/ZZxCaCZPZYM>

15 September 2020

Jim Payne

"Setting Soaring Records"

<https://youtu.be/5uoWcZXm8QE>

20 October 2020

David "Doc" Nelson

"Evans VP-1 Volksplane First Flight"

<https://youtu.be/N-gHVaynISs>

16 February 2021

Russ Erb

"What Were They Thinking? XB-42"

<https://youtu.be/L3iyGHK6Tw4>

16 March 2021

“St. Patrick’s Day Eve Celebration”

https://youtu.be/gIy_aCfRJmI

20 April 2021

Murry Rozansky

“Bass Akwards” Taildragger Discussion

<https://youtu.be/v5c0kURADIE>

18 May 2021

Pat “Krown” Killingsworth

“Glider Winch Launch”

https://youtu.be/0CV6Icr0X_A

15 June 2021

Vince “Opus” Sei

“Opus and the F-1 Rocket”

<https://youtu.be/kFG9BFu2HZI>

Most of this is true.

- 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

In last month’s ‘Edge the theme was “**Aeronautical Decision Making**” albeit on the ground and relative to a decision to aviate at all.

This month we just completed an aerial adventure that, once again, required judgment, analysis, risk evaluation, and a decision whether to continue flight.

The **VC-180**’s mission on 2 July was a relatively unchallenging flight up the San Joaquin Valley to Petaluma, CA (O69), a trip of about 300 nm. Upon arrival the plan was to spend the long Independence Day holiday with our immediate family and my niece and her husband who reside in Mountain View, CA. It was to be a low-key celebration of our Declaration of Independence by lounging around Debra and Mike’s backyard pool and sipping various adult beverages...just like our President promised we could do. Unlike the heinous wind conditions described in these pages in June, the forecast was for light winds along the route of flight (KWJF-CCR-O69 at 8500 feet MSL). Petaluma Municipal Airport sits in a small valley that experiences morning low clouds and fog this time of year and pre-trip weather monitoring confirmed a pattern of LIFR (ceiling less than 500 feet, visibility less than 1 mile) and IFR (ceiling 500 to 1000 feet, visibility 1 to 3 miles) starting pre-dawn and improving to MVFR (ceiling 1000 to 3000 feet, visibility 3 to 5 miles) by 1100 hours local. O69 does have an RNAV approach with LPV



minima down to 300 feet and 7/8 mile but due to my dearth of flying during the pandemic I do not consider my IFR skills to be as sharp as I’d like.

Anyway, a leisurely departure from Fox Airfield a bit after 0900 had us letting down to a VFR pattern at Petaluma a bit after 1115...just as planned. Thereupon ensued a very nice weekend with family. Tuesday morning saw us back at O69 around 0930 for a thorough preflight and load up. As predicted, ceilings on arrival to the airport were in the range of 500-700 feet so I took my time with pre-flight activities. I was prepared to file for an IFR departure, but by the time parking fees were paid, and local airport bums were schmoozed the ceiling had raised to 1000 feet and blue skies were visible in the direction of our departure. We blasted off (great performance at 90 ft MSL field elevation) and made for a big hole to climb through when the “Low Voltage” light illuminated on the instrument panel and the EDM-700 engine monitor was flashing “BAT” and a voltage of 23.9. This was a clear indication that the alternator had gone “off line” and was not providing charge or power to the electrical bus. As we had only progressed a couple of miles along our course I elected to return to the airport of departure to think about the problem at Mach 0 and 0 AGL. We slipped easily into the traffic pattern between a couple of school autogyros and pulled off on the ramp to do a visual inspection. My first thought was that the alternator drive belt had failed...similar to the time I was flying an instrument lesson with a student in his Cessna 182. In that case we made our RTB to EDW on battery power alone and shut down all but minimum essential electrical items.

Reaching through the Skywagon’s oil access door revealed the belt was in normal condition. Curiously, the alternator had come on line on downwind-to-landing and on the ground appeared to be operating normally. Like many electrical problems, it was “Intermittent”...my favorite frustration in problem solving. With no obvious issues “under the hood” we started up and departed the second time in clear skies. This time we got about 10 miles down course when the problem recurred with the light flickering and the voltage bouncing between 23.9 and 26.7. The ammeter (an instrument of dubious value at best) was showing an ever-so-slight discharge...about a half needle-width when the alternator was not on line. I elected to continue our climb to 7500 feet MSL, knowing that we would be passing over a series of airports all the way down the Central Valley that would allow us to land if necessary.

Because of the low discharge rate, obviously strong battery, presence of numerous runways along the route, and great VMC weather I adopted a “wait and see” strategy for this issue. The battery voltage continued to decline at a slow rate of about 0.1 volt every 20 minutes or so. There was a reasonable expectation that the voltage drop rate was linear which led me to believe that I would lose approximately 2 volts from the battery by the time I reached WJF. I was concerned about the loss of the SureFly electronic ignition but knew that if that system, which requires a constant source of power, should fail I could safely make it to a runway on the remaining magneto.

In the meantime I began “load shedding” of non-essential power consumers. By the time I was approaching the Tehachapis I had only the transponder and number 2 radio drawing from the battery. I switched the aera 796 to its internal battery, though I really didn’t need it for navigation. I kept radio transmissions to a minimum and turned off the strobes and beacon (gasp!). Sure enough, we touched down at Fox Field with 21.9 volts showing on the voltmeter. Both ignition systems appeared to be operating nominally.

The day after the trip I braved the epic heat wave to troubleshoot the issue. Step 2 of the service manual procedure had me peeling back the rubber insulating boot from the “Field” terminal on the back of the alternator when the wire pulled cleanly out of the ring terminal! It appears that the wire had failed at the crimp inside the ring terminal. Chapter 1000’s resident mechanical engineer, **JD3**, explained there was a stress concentration created in the process of crimping the ring terminal on the wire which occurred, apparently on the Wichita assembly line. After only 42 years...it failed. After crimping on a new ring terminal and a functional check flight the next morning it appears the issue is resolved.

So, what should have been a pleasant flight through excellent weather turned out to be a bit stressful. However, systems knowledge and analysis techniques made the risk of continuing home acceptable.

Looking forward to our next (virtual) gathering.

Until then,

Check six and fly safe!

- Gary Aldrich

Kommanding

Memorial Service for Doug Dodson Sr.

June 12, 2021, I unofficially represented EAA Chapter 1000 at **Doug Sr.’s** memorial service in Waco, TX. I went with my best intentions of “blending in” at the funeral in the south, but somehow, I ended up looking overly formal with a big headpiece and everything, but then again, what else is new?

The service featured a slideshow of **Doug Sr.’s** pictures, ranging anywhere from family photos to vacation photos, photos of **Doug Sr.** with models at the various booths at **AirVenture** (some of you even made the cut!), and many more. The slideshow was followed by **Doug** and **Sherry** sharing their memories with their dad, then a few of his extended family members and friends sharing sides of **Doug Sr.** that we probably wouldn’t know otherwise. As I learned, **Opie** took after **Doug Sr.’s** engineering side, and **Sherry** took after the animal lover side of **Doug Sr.** Somehow, this turned into **Opie’s Speech 101** class, when after a family friend spoke, **Opie** started to brief the next person up on where to stand and what to do as they are talking to the crowd. We were only a scorecard away from having a speech competition.

Now you’re probably thinking, why would I travel all the way to Texas just for this? Perhaps I got sick and tired

of being stuck at home with my child and my big child (aka husband)(Hey!) and needed some adrenaline rush of not missing my flight or being able to get a rental



car... 10% rule applies here...but the main reason being that I am always fascinated with funerals or memorial services because you get to find out things about a person that you wouldn’t otherwise. I find each person’s journey on this Earth to be very interesting, so I actually enjoy going to funerals more than baby showers or weddings. With that said, when Sherry spoke, she said that one thing she learned from her dad was “just figure it out” ... or the way I interpreted that was, “think outside the box”. Sherry shared that when Dad lost his arm, he had to relearn everything and that everything has a solution...you just have to “figure it out”! I think that most of us can relate to this in a way that as we grow older, settle into our routine or thinking in the way it “used to be”, and that sometimes when a situation arises, we are stuck in this imaginary box. This can be said about your airplane project, stuff at work, home life, you name it... sometimes we lose sight of our natural ability to think outside the box, and indeed, everything does have a solution, and nothing is impossible. A Man with a dash of imagination, perseverance, and knowing how to have a good time... I think this is how I will remember **Doug Sr.**





After the service, I was invited to an early dinner at a local bar/restaurant. It was the wish of **Doug Sr.** that he didn't want a big funeral, but he wanted everyone to have a good time at a bar in his memory, so to **George's Restaurant Bar** we went! I had fun sitting amid **Opie's** aunts, uncle, and other extended family members! The drink was spilled, food went flying, consumables went down the wrong pipe, and tears of laughter topped it off. **Doug Sr.**'s older sister, **Dolores**, said to me that she remembered me from **Opie's** rollout party some years ago, and she recognized me at the chapel, so she wanted to say hello. However, her siblings told her that "that lady must be the chapel staff, probably counting attendance", since I was the next most over-dressed person in that building aside from the actual staff members wearing suits. We had a good laugh about it. **Dolores** was glad to know that her memory wasn't going bad after all!

After the meal, **Opie** invited me to visit their trailer, and for a brief second, I thought "I just got invited to a white trash road race!", but as it turns out, it was much nicer than some of the trailers we see around town in the AV. As I observed their neighboring trailers, I realized that this wasn't the trashy campground I'm used to seeing, as some of the dogs at that place were probably more expensive than one of my designer bags. Fully knowing that I had an early flight to catch at DFW on Sunday, I stayed until 11 p.m., and got up at 4:30 a.m. to journey my way back home.

A trip very much worth every second of my time!
May **Doug Sr.** rest in peace.

- Satoka "Tuki" Erb

Emmy Returns To Flight Status

As far back as 2019, my daughter **Emmy** was placed on the "No Fly List", mostly because she didn't understand why she needed to keep her headset on in the airplane. Recently she demonstrated using other headphones, so her flight attendant (Mommy) decided that perhaps she was ready to try again.

We grabbed a Bose A20 headset, connected the Bluetooth to her iPad, and then took her for a ride in the car. She kept the headset on with no indication of trying to take it off. On the morning of Memorial Day, we loaded **Emmy** in the **Combat Bearhawk** and took her on a local flight. She kept the headset on for the entire flight and enjoyed every minute of it. A video of her during takeoff and initial climbout can be seen at <https://youtu.be/kQrcxmCc3iw>.



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

Jul 20: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (661) 609-0942

Aug 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (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

Dec 21: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

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

May 21: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (661) 609-0942

Jun 21: 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.

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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:

NO MEETING THIS MONTH

LINKS TO MEETING VIDEOS

KOMMANDANT LOSES ALTERNATOR

REMEMBERING DOUG DODSON SR

