



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>

February 1999

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:



Homebuilder's Show and Tell
Tuesday, 16 February 1999
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Hang onto your hats, sports fans, I have something new coming your way for this month's presentation. This month we are going to be doing something you haven't done in many, many years, like way back in kindergarten. Yup, you heard me right. What we are going to do is called "Show and Tell" and it's played just like you did it when you were a kid.

What I'd like to ask each of you to do is bring something to the meeting that you think is kind of cool, neat, far out, (use any adjective that suits you). For example, you figured out how to transfer a drawing onto sheet metal so you can cut out a super accurate part. Or you found a simple way to make a female mold to lay up a fiberglass part. Or you found a neat way to terminate wires that makes the wiring in your plane look professional. I could go on, but I think you get the picture. Bring what ever you need to show all of us the how's and why's of your process, pictures, samples, or finished parts. This could be a lot of fun and very informative. Just think if everyone shares something they have developed we all benefit and our projects come out just a little bit better.

So, go out to the garage/hangar and pull out something to share, and don't get critical, we all love to learn, from the simplest things to the complex. It doesn't have to be pretty, just enough to get your idea across. This is the first

time we have tried this at Chapter 1000 to my knowledge so it should be interesting. Hope to see you all there. I know what I'm bringing--don't let me be the only one!!!

- George Gennuso
Herr Vice Kommandant and Schmoozemeister

Operation Rubidoux Sundown VII



Planning continues at EAA Chapter 1 for their 45th Annual Open House and Fly-In on 27 - 28 February 1999. Intelligence operatives have detected via Chapter Technical Means (*i.e. she called me*) that the Chapter 1 Newsletter Editor has been gathering data on the operations of the **Project Police**, presumably for the purposes of mounting a defense. Of course, we don't want all of her efforts to go to waste, now do we?

Therefore, **Operation Rubidoux Sundown VII**, the annual **Project Police** raid on Flabob International Airport, is scheduled for **27 February 1999**. A duly authorized **Project Police Tactical Assault Force (PPTAF)** is being formed for this event. For proper coordination, some initial action on your part is required. If you have an **Aerial Assault Vehicle**, you need to call pre-raid coordinator **Russ Erb** at 805-258-6335 or e-mail at erbman@compuserve.com and tell him if you have room for any additional **Project Police** Officers. If you do not have access to an **Aerial Assault Vehicle** but wish to participate in this exciting event, you need to call pre-raid coordinator **Russ Erb** at 805-258-6335 (*hey! that's the same number!*) or e-mail at erbman@compuserve.com and get matched up with an airplane.

Appropriate identification placards will be available from Russ for your aircraft. Display of the placards is mandatory to avoid the embarrassment of the **Project Police** accidentally inspecting your aircraft. They also have the desirable side effect of striking fear into passers-by.

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Last year's raid started with a sumptuous breakfast and pre-raid briefing at the Apple Valley (APV) airport restaurant, where the *Project Police* practiced their graffiti skills. We made our raid, accomplished our objectives, and were still home in time for dinner. You can still read about it on the chapter web site.

The uniform for this operation includes the black *PPTAF* T-shirts, sunglasses, and appropriate headgear. Definition of the remainder of the uniform is left as an exercise to the reader.

PAY YOUR DUES! \$20

First Flight: Bruce Wright's RANS S-10

(Ed note: While this report seems late [and it is], my only excuse is that it was lost in the bowels of my e-mail program, having never been displayed. I had to re-index the filing cabinet the other day and it popped to the surface...)

The successful first flight for my RANS S-10 N323BW finally happened! The haze blowing across Texas (from the Mexican fires) cleared enough to allow a short but VERY satisfying first flight on 28 May, 1998 from Easterwood Airport (CLL) in College Station. Grant Gordon (a retired Air Force pilot) served as chase pilot and safety boss in his Kitfox. The flight itself was about a half an hour long and was the most fun I've had in a long time.

Flight report:

The S-10 accelerates and climbs much better than the Citabria I had just gotten checked out in. It is a bit pitch sensitive (Grant tells me that there were some "amusing" PIO's during the initial climb), but I had no problem out-climbing or out-running the Kitfox. Exact climb rates and airspeeds will be determined later. No PIO's after a couple of minutes getting used to the stick "feel."

The Rotax 582 ran flawlessly with EGT, CHT, and H₂O temp remaining in the green for the extended climb to 5000'.

Approach to stall presented an unmistakable buffet (I don't remember the exact airspeed but it was in the 40's).

Lessons learned so far:

The time spent with an instructor getting re-current in another tailwheel aircraft (a Citabria KCAB) was worth it. The slight crosswind on landing was no problem at all.

A chase pilot made the whole experience MUCH less stressful. It is like having another brain to keep you focused on the task and not on the sheer joy of it.

Bring a tape recorder, you won't remember anything when you get down.

The EAA "First Flight" videos were very helpful.

(and then received recently...)

The flight test program was halted after about 5 hours since I had to finish writing the dissertation (bummer). To make matters worse, we had to move to San Antonio. The move was complicated by the dissertation defense (it got in the way of many other things too). The way things worked out, I took about 2 months of leave after my last semester

on campus (summer 98) to do the defense and associated paperwork. In the meanwhile, we sold the house in College Station, moved into my parents house for 3 months, signed into Brooks AFB, contracted for a new house to be built in San Antonio, started the new job at Brooks, survived the floods, survived the defense, survived the nearly endless graduation ceremony, moved into the TLF's on Brooks for a month, moved into an apartment for 2 months, moved into the new house last week. The plane has been sitting in the hangar and mocking me. Somehow it knows that I am suffering and it kind of smirks whenever I walk by. Oops, gotta go now, I think the plane is calling me....

- Bruce Wright

EAA Chap 1000 Det 2, Schertz TX

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB

1700, January 19, 1999

Gary Aldrich, Presiding

The meeting was called to order at approximately 5:30 following schmooze time, our illustrious Schmoozemeister doing his usual outstanding job.

Announcements

There is a straight-tail Cessna 150 for sale at the Mountain Valley Airport in Tehachapi. Asking \$14,500. Contact **Gary Aldrich** if you are interested.

Chapter 49's Banquet will be Saturday, January 30 at 6:00pm at the Antelope Valley Inn. (This will be a done deal by the time this newsletter hits the street.)

The new way-cool Chapter 1000 patches are available; Contact **Gary Aldrich** (\$5 each).

Young Eagles Rally will be held April 10 at Rosamond (L00).

A variety of PPTAF shirts are now available from **Bernie Baaken**. Find the order form in the newsletter.

Operation Rubidoux Sundown VII will be **Saturday, Feb. 27**. See <http://www.eaa1000.av.org/rsun/rsun.htm> for details (*or the first page of this newsletter*).

To all delinquent dues non-payers: **Pay up** or risk missing out on the fruits of **Russ's** labor.

President Gary presented "Chapter Appreciation Pins" to chapter officers, including himself. If you are interested in receiving one of these nifty pins in the future, we can certainly sign you up.

Just so everyone knows what kind of pull our VP has with EAA National, **George Gennuso** suggested to **Bob Mackey** at the Chapter Leadership Workshop in San Diego that EAA National periodically produce a video about recent news in EAA to serve as a fill-in for some of the meeting programs. Bob Mackey immediately responded that such a video is in production and will be available soon.

Minutes

Accepted as published.

New/Old Business

None.

Program

This month's program consisted of Parts II and III of AOPA's "Seminar in a Box" interactive weather seminar. These completed a series of weather seminars taken from the Never Again column in AOPA Pilot. Part II was more weather decision making. It compared two IFR flights from Pennsylvania to the Atlanta, Georgia area on Nov. 27, 1994. One ended successfully, the other did not. The presentation used actual radio communication tapes.

Part III compared two flights inbound to Corona airport on a "LA Basin VFR" late afternoon (Clear and 5 in haze, with a low sun angle). One flight was an instrument training flight flying under IFR, and another was an out-of-towner uncomfortable with flying "in the system." Guess who found Corona and who didn't.

Both the AOPA video and the January 19, 1999 Chapter 1000 meeting video containing both the AOPA video and the local discussion sessions are available in the Chapter Library.

Adjournment

The meeting was adjourned at about 6:30, at which time many attendees decided to gather at the Burger King, a.k.a. PPHFFRC (Project Police High Fat Food Replenishment Complex), where good times were had by all.

Chapter 1000 Election Results

Number of ballots cast:	16
For the office of Treasurer:	0
For the office of Secretary:	
Miles Bowen:	16
For the office of Class II Director:	
Ron Applegate:	15
Jack Roth:	15
Norm Howell:	14
Bob Waldmiller:	1

By the letter of the bylaws, not enough members voted to have a valid election. However, if the chapter is to move on, we will have to interpret the bylaws to mean that an officer will be elected if he/she receives 50% of the votes cast.

- Miles Bowen, Secretary

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The Prez Sez...

Greetings fellow aviators! Looks like we're over the hump--weather wise, that is. Having spent MLK weekend in an unheated hangar up to my elbows in Skywagon, I can attest to the fact that the worst is over. The longer days and milder climate mean just one thing--let's go flying! Having survived another annual inspection and exorcism of a vexing electrical demon, Anne and I are making plans to spend a "romantic" weekend in Napa. We'll be recreating a flyout vacation described in the latest issue of

Pilot Getaways magazine. If you haven't stumbled across this excellent periodical, you need to ask to see my copy. Finally, a flying magazine you'll want to share with your non-flying spouse. The current issue also has a neat Baja trip that would be ideal for a long weekend trip by a covey of Chapter 1000 air machines. I'm told our Project Police credentials enjoy widespread acceptance South of the Border.

But first, duty calls. As you've no doubt seen all over the newsletter and website, we're gearing up for yet another assault on the Flabobians at the end of this month. Since the VC-180 Fighting Skywagon has received another clean bill of health, she'll be leading the armada (unless Jack Roth beats me to the pattern again). Anyway, it's time to dust off your PPTAF uniform (you DO have the uniform, don't you?) and fly, drive, or walk in support of our traditional attack on Chapter One-land. If past experience is any indication, there will be plenty of seats available in the air-mada fleet...all you have to do is hook up with one of your favorite PPTAF Assault Vehicle owner/operators. Who knows, there may be a surprise PPTAF open-ranks inspection in the steak sandwich line. Make sure you attend this month's meeting to receive the detailed scheduling information and related taskings.

Finally, on a more somber note, our sympathies go out to recent PPTAF inductee Gary Sobek. If you haven't heard, his pristine RV-6 "My Sanity" was destroyed in a freak car-plane collision (mid-ground?). I know I speak for the entire chapter when I say "Hang in there, Gary!" When the dust settles on this unpleasantness I'm certain "My Sanity II" will emerge even prettier than the first. If you see him at Flabob, offer a gentle handshake and a kind word....

Fly Safe and Check 6!

- Gary Aldrich

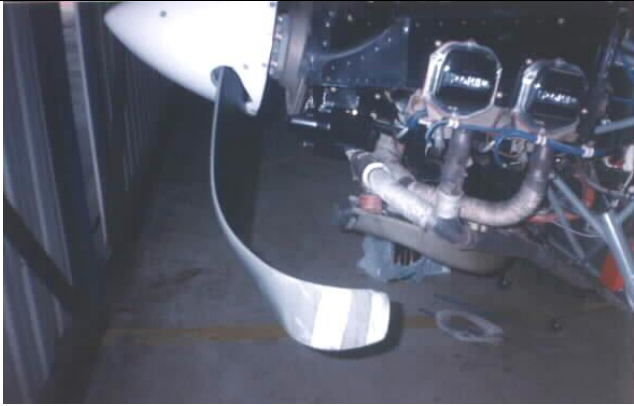
Gary Sobek's RV-6 Struck By Car

On 23 January 1999, Gary Sobek's RV-6 suffered a "bird strike" of the Ford Thunderbird variety.

Gary had returned to Cable airport after a day of flying. After topping off the tanks, he was taxiing by to his hangar. Meanwhile, a Ford Thunderbird was driving toward him on the taxiway, who's driver was more interested in watching the local firemen doing exercises on the airport than in clearing his flight path. The car drove head-on into the front of the RV-6. Gary banged his head on the panel overhang (now dented) after the sudden stop. He's otherwise OK, but "My Sanity" suffered extensive damage. The propeller struck the car and stopped immediately. The engine will have to be torn down and rebuilt with a new crankshaft. The C/S prop has one blade bent approximately 90 degrees. The right landing gear totally collapsed and the tailwheel also rotated 90 degrees.

According to Gary. "My estimate using data from the Police report, the closing speed was between 40 and 45 MPH. Van sure designed a strong airplane to withstand that kind of impact."

We'll let you know more details as they happen.



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Making Water Slide Decals For Your Instrument Panel

I've been experimenting for a while with ways of lettering and marking my instrument panel. I started by creating the lettering on a PC using Corel Draw (you can use any program you comfortable with, the program doesn't matter), printing it with a laser printer and taking that to a print shop. They would make a rub off (like the lettering you buy in the art stores) transfer from my master copy. That worked but it was pretty expensive, and it was hard to find anyone who wanted to just make one copy.

So I started looking for a better way to do it and found some stuff called sticky-back. This is stuff that they sell to architects who print things on it and then peel off the backing and stick it to their plans. I tried this stuff and it worked really well. Once you stuck it to your instrument panel all you had to do was give it a couple of coats of clear and it was permanent. However, it was very hard to place exactly where you wanted it. Kind of like contact cement, you've got to get it right the first time. Pulling it off of your freshly painted panel could get ugly, especially if your transfer is a big one.

So, I kept looking for something better. I happened to ask one of the guys at Data Plate here in town if they could make water slide decals. His answer surprised me. He said "No," but he knew of a group of modelers that made them for their models and gave me a name and phone number. After talking to them, I figured out how to do it and that there are several ways that it can be done.

First, the basic, simple, inexpensive way. You need several things: access to a PC with a printer (a color printer is better), several sheets of water slide decal paper (about \$2.00 each for 8.5" x 11," you'll want to make more than one), and all the data you want on your instrument panel. On the PC type in, draw, copy, scan, whatever, all the things for your panel. You'll want to print them off on plain paper and cut them out to see if the sizes are right and how they look on the panel. You can get very fancy with scanned logos etc.

You can also use colors, but there is a drawback. Dark colors on a light panel look real good, but light colors on a dark panel are kind of washed out. The printer is always assuming that you are printing on white paper and uses the white as part of the color fill, so light colors have lots of white (background) and very little color. You are going to be printing on the clear water slide decal paper, so the light colors will look washed out. My panel is light gray and I used dark colors, and I think it came out really nice.

OK, back to the procedure. Once you have what you want, print off a nice clean copy and get into the car (bring your sheets of water slide paper) and find a Kinko's or Mail Boxes etc. with a nice big expensive color laser copy machine. Color copies are about \$1.00 each. Hand them the water slide paper and ask them to copy your color original onto the water slide paper. Instant color decals!

Now all you have to do is cut them out, put them in water and slide them onto your panel. Positioning is easy now; once you get them where you want them let them dry. Once they are dry a couple of coats of clear sprayed over them make them permanent.

Now that's the easy way, and works fine as long as you keep it simple. But you know me, gotta have the exact color match and I want white with alternating black and yellow bars at a 45 degree angle, etc., etc., etc.... You can gain more control of the colors if you can lay your hands on a color thermal transfer printer. Wait a minute, you say that you have a color printer? Oh, good--print something off and dip it in water. Are the colors running? That's the problem--most color printers are not waterproof. And you can't get the decals off of the water slide paper without water. I tried finding waterproof ink for my H/P and Epson but can't find anyone that makes waterproof ink for them (there's a new business you can go into).

I ended up getting an ALPS thermal transfer printer. Once I had the ALPS I began printing onto transparencies. I could lay the transparence on my panel and see the color change due to the gray of the panel (not the white of the paper). Then back to Corel Draw and change the hue, intensity etc. until it was the color that I wanted over the gray panel (I know it's getting a bit anal here, but I wanted to match the lettering on the panel with the stripe on the outside). Getting white is a whole new ballgame. You can print white with the ALPS, but it's not really, really white. The white on the gray was OK, but I wanted a nice clean white. The decals that I wanted to make with the yellow and black on white were small enough that I could position them fairly easily so I went back to the sticky-back paper. They make the same sort of paper (vinyl, really) in white. So using that type of paper I printed up all of the decals that I wanted to have a white background.

Next, I cut them out and peeled off the backing and placed them on the panel. Once all of that was done I clear coated the whole panel with a matt finish. You could use gloss just as easily, but I didn't want a lot of reflections.

CAUTION

Make sure that the clear that you use says on the label "will not yellow".

On my first attempt (using the rub on transfers) I used a varathane that looked great, but after about 3 months I noticed that my nice gray was looking a little different. I thought that it was the lighting in the garage that made it look funny. Not so. After about 6 months my nice gray panel was an ugly green. I couldn't live with it, so out came the sandpaper and all my nice transfers were sanded off and a new coat of gray paint was applied. And the quest for better, faster, more colorful decals was started.

I hope that all of you can use this method to improve your projects. It is a lot easier than it sounds, and if you're not as picky as I am you can probably do them in a couple of days. And it will give your project that professional silk screen look for about \$10.00 worth of material.

Material Sources

Water slide decal paper can be found at your local hobby shop. Smith Brothers Hobbies in Lancaster carries it for \$1.80 a sheet.

The clear coat that I used, that will not yellow was Krylon, Matte Finish #1311. Krylon also makes the same product in a gloss finish if you want it shiny.

- George Gennuso

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Corrosion Control--Watch Leather and Nylon

Leather and nylon are excellent for aircraft interiors, **BUT, leather and nylon can be extremely corrosive to both steel and aluminum** because they absorb water and retain it.

Leather

In a humid, salt atmosphere, leather will absorb both the moisture and the salt. It is also safe to say that all leather has some residual "salts" from the tanning process. The tanning salts are also corrosive.

Reference 1 does not mention leather as such but warns that non-metallics that absorb water will initiate corrosion of metals. Absorption of water is the nature of the nylon and leather.

Defense

If either leather or nylon is in direct contact with bare steel or aluminum it will cause corrosion.

The best prevention that I am aware of is the use of some corrosion inhibiting surface preparation (chem film for aluminum), two coats of primer, and two coats of paint (top coat) on the steel or aluminum. (Not on the leather or nylon.)

Side Comments

If you want the nylon to stay relatively taut after installation, let it soak awhile before you install it. It will shrink as it dries. Shrink cotton before you install it dry. (Inexperienced Scouts get confused when it starts to rain. They are told to loosen tent (cotton) ropes at Summer Camp and tighten tent (nylon) ropes on a troop campout.)

Leather will shrink and shape if it is wet and allowed to dry. My ideal way to break-in a pair of leather boots is to go on a canoe trip getting them soaked and dried with little walking in between until they shape to my feet.

Reference

1. "Dissimilar Metals," MIL-STD-889

- Lee H. Erb

EAA Chap 1000 Det 5, Arlington, TX Chap 34
LeeErb@Compuserve.com or (817) 275-8768

This is No @\$%&!

or

How a Bad Situation Almost Got Worse

This story is true. Only the names have changed to skillfully protect the identities of the really stupid.

It all started out as a quick trip around the flagpole for a couple of touch and go's for proficiency. Not that the pilot in question was rusty, but the chance to get out and do a little aviatin' was foremost. I had several recent hours in the aircraft and was current in airplanes with the little wheel at the back.

The aircraft in question was a 1946 Piper Clipped-Wing Cub. Basically a stock Cub. Oh, it has eight feet lopped off the wing span, four feet off each wing. It was also retrofitted with a Continental C-90 instead of the old reliable A-65, which equipped the stock J-3. Now if you're unfamiliar with the front office of the Cub, one flies the beast from the rear seat as front seat solo is forbidden by placard. Sure, you can fly from the front with someone in the back, but the front accommodations are pretty tight. The view from the rear is pretty limited. That includes runway environment, instruments, taxiways, small animals, etc. That is, everything but the back of the front seater. One gets a pretty good view of the airspeed around the left side, and the oil temp/oil pressure off the right side. Compass and altimeter are pretty much out of sight. Controls are basic and fairly standard for a '46 aircraft. Left side throttle and stick in the center. Just like an F-15. The fuel mixture and shut-off are located in a recessed panel approximately even with the front seat back, on the left side of the cabin wall. On this particular aircraft, the fuel shutoff is not marked and is painted black. This little tidbit of info is really important for the rest of the story. The carb heat is located just forward of the entry door on the right side, just far enough forward so you have to lean forward to pull the carb heat to "hot".

Getting on to the story...I got in the aircraft, strapped in, checked brakes and pulled to stick aft in preparation for engine start. This example still starts the old fashioned way, Brakes On! Mags Hot! Contact! After the front-

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seater (and owner of the beast) climbed on board, we taxied to runway 30 behind a Glasair III, a Glasair II, a Cherokee, and a Stearman. Hey! Pretty good company for a Saturday afternoon. The infamous CIGAR check was accomplished and all appeared to check good, including mags and carb heat check.

Taking off into a clear afternoon, temperature in the mid-60's, no wind, and good vis with a slight haze, we climbed at the standard rate of about 500 FPM and executed the crosswind to downwind. The plan was to stay in the pattern and enjoy the day. At the time, there were no others in the pattern so we kept the pattern close and just flew the airplane. Radio calls were non-existent as the old Cub has no electrical. Communication is accomplished by the old fashioned method of yelling. At least technology has yielded good-ol' yellow earplugs, which come in handy. Knowing who's in the pattern is accomplished with the MK-I eyeball.

The first pattern was non-eventful. No birds or other traffic. A firm three-pointer and we were off again to slay gravity. Since the field is over 5000 feet long, a mid-field crosswind was flawlessly executed and we were back on downwind for three-zero.

Well, now is when things get interesting. Take off was per normal as was crosswind and downwind. Now when we abeam the numbers, I pulled on the carb heat, as this just about the only checklist item for landing. Let's see Gas (on), Undercarriage (welded), Mixture (rich) Prop (still there and turning). Yup. Got 'em all.

As we had been tooling around the pattern, the engine was running so mixture was always full rich. And there are no provisions to switch the tanks, or at least on this particular aircraft.

As we turned to right base, the engine suddenly began running rough. It corresponded exactly to the moment when the throttle was pulled back for landing. I cycled the throttle back and forth a little and checked the carb heat was on. Mixture was full rich so that didn't appear to be a problem. There's no fuel pump so that doesn't help, and there's no starter either. Just go fast enough to keep the prop going. The old Continental ran rough for the next couple of seconds but the downward vector was enough to keep the prop windmilling. Now the Cub is not exactly a quiet aircraft from the interior and the wind noise is fairly loud, so we really didn't notice the exact moment when the Continental gave up.

As I said before, we kept the patterns close when possible, as we didn't learn to fly with old B-52 pilots. This proved to be a good thing! I cut the turn to final slightly and angled toward the runway a little to round out the approach slightly. Over the overrun, I put the nose down slightly to keep up the airspeed. On short final, and as the nose came up, the prop stopped and suddenly, we were a glider. Yea, that old rumor of wooden props stopping is pretty true. This thing stopped dead! Over the numbers, I had the stick full aft and the Cub settled on all three right on the "30". Not too bad. Roll-out was uneventful but I was concerned for any others that had arrived in the pattern behind me so I rolled toward the right side of the runway. As the speed slowed to a walk, I put the Piper into the grass. We got out and pushed the old

bird a little further off the runway, just as an Extra 300 rounded out on short final.

While we watched the Extra roll-out past us, we made the decision take a look at the mighty C-90. What the heck, "let's see if it'll run. I climbed in and then my cohort in aerial antics flipped the prop. Weather at the time was in the mid-60's and slightly on the humid side, so we thought that a little carb icing might have been the culprit. After a couple blades, the engine caught and ran like a Champ (a little aviation pun there). Since the oil looked good, we had plenty of gas, the sumps were checked, so let's do a run-up. The throttle was advanced to 1500 and each mag was checked. Both. Left. Both. Right. Both. Looks good so far. RPM still 1500. Carb Heat: Hot. Darn! No movement on the RPM gauge. I focus the front seater's attention on the RPM gauge. "Look at that, no RPM movement".

"Hey," he said, "that's not the carb heat. That's the fuel shut off. Hey, did you pull that...?"

Oh @\$%! Push that knob back in. Funny. Engine runs great. Pull out the real carb heat. RPM drop. OOPPPSSSS. A case of gross aerial buffoonery has just been rendered at an unnamed, uncontrolled field, somewhere in the US.

In retrospect, there were some pretty important lessons bestowed that day.

Ensure that you're well-versed in the operation of the aircraft. Even though I had several hours in the same aircraft, I guess something just didn't click that day.

Placards are there for a reason. Better make sure that all of those little signs are legible.

Ensure that knobs are the correct color. The fuel shut-off knob in this Cub is black, as well as the lettering on the recessed panel. Sure looked like the carb heat.

Yea, we did the checklist but being just out for a hop around the patch, maybe we just weren't paying the best attention. Even a 1946 Piper Cub can bite! During the engine run-up prior to flight, the fuel shutoff was pulled and remained "off" for a longer period. When the RPM dropped, the knob was pushed back "on". Looks good for carb heat.

Keep those patterns tight! Luckily, we were keeping close and this time it paid off.

Practice emergency procedures. I had recently had a BFR and the practice came in handy.

Fly the airplane. We were able to continue the pattern and make a nice landing on the numbers, even with a wind-milling...ah...stopped, prop.

It really seemed that we had quite a lot of time to deal with the emergency, although we flew the plane first. As I flew, the other guy checked the mags and ensured the "real" carb heat was "hot". Unbeknownst to him, I had mistakenly pulled the fuel to "off". I also thought he checked the fuel selector to the "on" position. There was no sense of panic and things just seemed like "What-do-you-know, the engine stopped, better land".

A lot of lessons were learned that day and a good story is put in the "back pocket". Not only that, there was a very real exercise in an engine-out landing with, fortunately, a happy ending. Although the names, N-number, place, and date remain classified, the factors and lessons learned of this incident are important enough to

pass on. I'm sure that these things have happened before to other unnamed aviators, and I'm sure things like this will happen again. I was just lucky enough to be in a position to put the old bird on the numbers.

DOOOO! BART! PUSH THAT KNOB BACK IN!!

- Submitted by Jim Piavis from a buddy of his

Bryan Duke Gets OTS Date

Looks like it's finally official. I've now been medically & otherwise approved for Officer Training School (OTS) & my fixed-wing Undergraduate Pilot Training (UPT) slot. My OTS report date is March 1st. I will be leaving California on Feb 23 to drive to the mighty Maxwell AFB in Alabama. Twelve weeks later I turn into a blue & brass pumpkin & start my move to UPT. I will find out where UPT will be for me (Sheppard, dammit!!) about 4 weeks into OTS. Wherever it is, UPT should start roughly mid-summer.

My permanent email is f15c@geocities.com or bduke@geocities.com. I won't be checking them while at OTS, but I should be able to get online as soon as I get back. My homepage shortly will move to <http://www.geocities.com/CapeCanaveral/4595/>

Tanya Adams will be the girl-in-the-know about my happenings. If anyone wants to find out the latest on me, they can contact her at tanya.adams@dfrc.nasa.gov . I think she's going to at least update my web page with at least the info on where I'm going to UPT, so check there too.

- Bryan Duke

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Van's Air Force: SOCAL Wing

In the fall of 1998, RV-6 builder Gary Hart, (Retired Chief of Police, City of Upland; RV-6 builder, engine hung, canopy installed) suggested that we start a SOCAL Wing of Van's Air Force. The purpose was so that we could fly our RV's to destinations together. Later that year, Walt Hastings (RV-6A, N79WH), and his hanger partner Dwain Harris (RV-6, N164DH) also suggested the same thing. I am not sure if the suggesting came from them at the Golden West Fly-In or the Copperstate Fly-In. We did talk about getting together to fly places at the Copperstate Fly-In even if other RVers did not wish to join us. A few messages were posted to the RV-List. A few additional people expressed interest. E-mail messages went back and forth. Due to the end of the year rush and Holidays; Walt, Dwain, and I postponed pursuing this until 1999. Again a message was posted to the RV-List asking for RVers interested to contact me at the Cable Air Fair. There are now 19 names and 10 or 12 airplanes that are interested. The people who put their names on the sign-up sheet also added a few of their friends' names. Upon seeing the 45th Annual Flabob Open House & Fly-In

announcement, I decided to act and try to get something started.

I have not volunteered to be the leader of this group. I do not wish for this to become "My Group" but hope that it becomes a group of friends who share a common interest. I am willing to put some time into collecting information and distributing it to those that are interested. If a group is formed, I desire to have a consensus in the group on what its purpose is. I would like the vision of the group to be the safe operation of RV aircraft in Southern California. The purpose of the group would be Flying, Fun, Friends, and Family.

I do not wish to go and form a formal legal entity with dues, officers, rules, and the rest of the bureaucratic nonsense. E-mail is a cheap way to communicate. It would be nice to get together with friends who share the same interests and do things we enjoy (flying) together. We can also share information we gained from operation of our aircraft and provide support for others when their aircraft become AOG. (Aircraft On Ground / not able to fly) Parts that one has could be loaned to another to get the aircraft back in the air as soon as possible. An example being instead of waiting for a replacement exhaust system part, one could be loaned from a builder so that the other aircraft could fly. The arrival of the new part would then go to the builder who loaned his part out. Hardware (bolts, nuts, etc.) that one does not have in his shop may also be available from one of his fellow SOCAL RVers.

I do not wish to be the one who says what the group is and is not. It is impossible to please all of the people all of the time. I desire to meet others flying RVs that would like to fly places with other RVs. We will not always agree on everything. Just because people do not agree on a single item does not mean that someone is right or wrong, they are just different.

Hope to have at least a half dozen RVs show up at Flabob and park together. Anyone who wishes or has the time to invest in trying to form the SOCAL Wing of Van's Air Force (or what ever the group wants to call itself), please identify yourself.

- Gary A. Sobek

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Boredom Fighter Update

Just thought I'd check in. Finally got the computer back up and running. Installed a 6.4 GB hard disk as the old 1.5 just wasn't going to handle it any more. Too many applications on the box.

Succeeded in adding a discussion board to the Boredom Fighter web site. Still working out the bugs but it seems to work OK.

By the way, it appears I was the subject of the Half Moon Bay EAA Chapter *Project Police* raid. They didn't know that's what it was, but looks like a duck, walks like a duck, smells like a duck...you get the gist.

The locals have gone to Saturday meetings (unknown to me, building airplanes and all) and after the January meeting a van pulls up outside the hanger and these four

THE LEADING EDGE

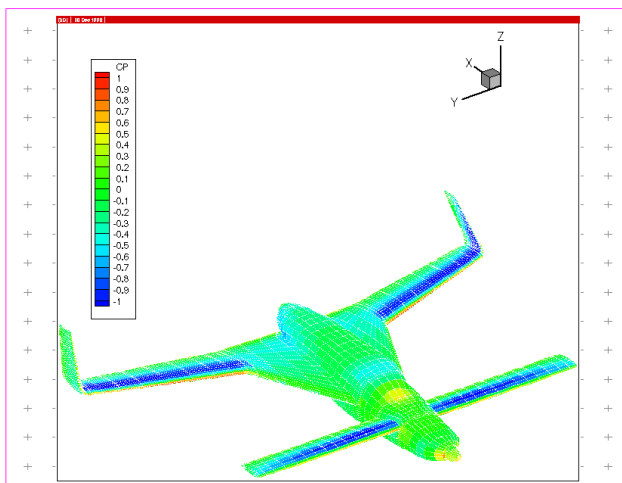
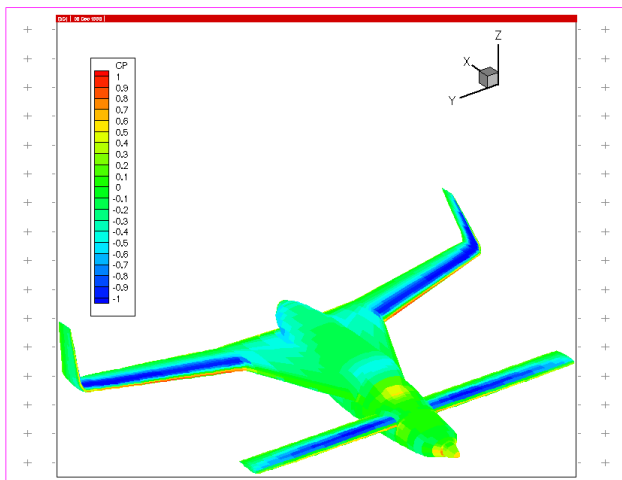
guys walk in and start interrogatin' me about the Boredom Fighter. And after all the cop questions and cop photos (not to mention the aerial photography), they left, apparently satisfied that they had strong-armed another victim into member-hood. These guys have read the book...Just need the black shirts....

- Jim Piavis

Defiant Derivative CFD Analysis

Attached is the A502 run for a Defiant type canard aircraft. This provides pressure distributions about the configuration. This was done as part of my on-going analysis of performance improvements for the configuration prior to construction. An aerodynamicist friend of mine (Greg Page) at Pax River provided me with this goodie. By the way, the fuselage molds are close to done. I just need some special catalysts, bagging materials, and warm weather.

- Brian Martinez



Det 10 Update

I trust that you are all well over there and that the Christmas and New Year festivities did not take too much of a toll on you.

I am still trying to come to grips with tailwheel flying in the Auster - I am getting somewhere after about 4 hours of circuits and hopefully will get a tailwheel endorsement soon.

The next fly-in to Langley Park is scheduled for the 27th. February (my 60th. birthday - gee I don't feel that old!!!). So far we have 135 planes on the list so it looks like a bumper fly-in. I have included the Auster on the list but Jim (my instructor and plane co-owner) will no doubt be pilot in command.

Pass on my regards to the rest of the gang at Chapter 1000 - I don't expect to get back there for another year or so - maybe 2000 or 2001.

- Graham Byass

EAA Chapter 1000 Det 10, Perth, Australia

Are Van's RVs Y2K Compliant?

(Miles found this on the RV e-mail list)

You know, we haven't heard from Van's about Y2K compliance of the RV-3, -4, -6, -6A, and RV-8! What might happen if you are flying your RV at midnight, 1 January, 2000!?! Since the year will reset to "00" your RV will think it is 1 January 1900 and, remember, *the* *airplane* *hadn't* *been* *invented* *yet*! There is a good chance that your aircraft would stop flying and you could find yourself hurtling to the ground at terminal velocity! Even if you were able to escape your crippled aircraft the parachute as we know it hadn't been invented yet either so it would fail and you would probably fall to your death.

I, for one, am waiting to hear from Van's about the testing that they have (or have not) performed to ensure that all of Van's designs meet all federal and state standards for Y2K compliance! To not do so would be *REALLY AWFUL* and would be grounds for a really big lawsuit!

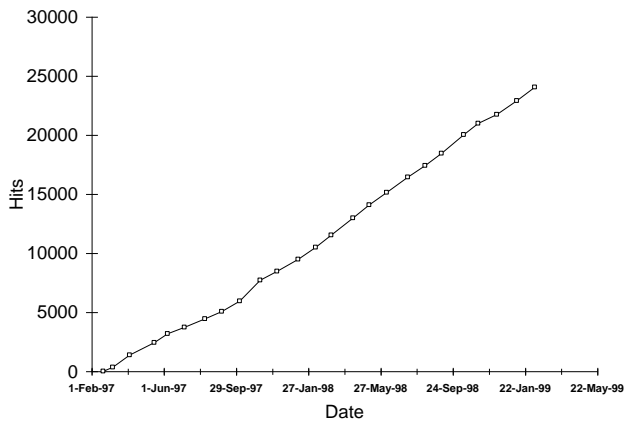
You know, I smell a conspiracy here. I think we need to get the National Inquirer to do an expose'. Remember, it is your life we are talking about here.

(For the Humor Impaired: the above message is actually an example of an attempt at humor.)

- Brian Lloyd

Web Site Update

As of 7 February 1999, the ol' hit counter stood at **24045** hits. January was a good month, with the hit rate up a little to 39 hits/day. Not bad, considering I've been building airplane instead of adding to the site.



Usage History on <http://www.eaa1000.av.org>

For most of you reading this newsletter, this won't be an issue, but I finally added a map to the web site showing how to get to TPS from off base. Hopefully this will help someone who finds the web site and decides he would like to visit our meetings—er—get-togethers.

We received the following e-mail: Just read your "wrong problem" article (<http://www.eaa1000.av.org/safety/wrngprob/wrngprob.htm>). You definitely had an encounter with a mild wave downdraft. If you ran into a strong one, your descent rate at Vy would have been > 2000 fpm. Fun, eh? :-)

You might want to look at my web page on coping with mountain wave. <http://www.wco.com/~shp> will get you to my home page, which has several articles that might interest you.

Best of luck. -- Steve Philipson"

- Russ Erb, Webmeister



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 805-538-2028.

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Order Your Chapter 1000 Apparel!

Bernie Bakken, prima facie new **PPUCO**, aka Der Shirtmeister, announces the latest in **Project Police** fashions now available. By order of the EAA Chapter 1000 Board of Directors and general consent of the membership, apparel emblazoned with "**Project Police**" or "**PPTAF**" are available only to current EAA Chapter 1000 members. For non-members, check with Bernie about shirts with just the Chapter logo.

Style	Size S/M/L/ XL/XXL	Quantity	Price	Amount
(Regular Uniform) BLACK TEE w/yellow print			\$12.00	
(Summer Uniform) YELLOW TEE w/black print			\$12.00	
WHITE POLO w/black logo, PPTAF on back			\$16.00	
(Dress Uniform) WHITE POLO Color logo			\$16.00	
Shipping (not needed if picked up at Chapter meeting)			\$3.00	
Total				

Name: _____
Address: _____

Send to: Bernie Bakken
10505 Hillhaven Ave
Tujunga CA 91042
or call: 818-353-2784 (hm) or 818-354-4654 (wk)
or e-mail: bernie.bakken@jpl.nasa.gov

Dues Are Due!

Pay up! Make your life easier, make sure you keep getting your favorite newsletter, and help keep the Chapter checkbook off of life support. Simply give your check for \$20 to a chapter officer or mail it to Gary Aldrich at his address shown over here (If you have already paid up, please disregard this notice).

Chapter 1000 Calendar

Feb 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Feb 27-28: EAA Chapter 1 Open House, Flabob International Airport, Riverside CA. (909) 682-6236

Feb 27: Operation Rubidoux Sundown VII, Chapter 1000's annual flyout to Flabob. (805) 258-6335

Mar 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

Mar 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Mar 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Apr 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

Apr 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Apr 11-17: Sun 'N' Fun EAA Fly-In, Lakeland FL.

Apr 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

May 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnysdale School. 1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

May 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

May 15: Seventh Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA.

For Sale:

Sonerai IIL project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Call Fletch Burns 760-373-3779

1984 Boredom Fighter 429 TT 429 SMOH. No elec, terra handheld, a 10 in and out. First at Arlington in 1996 Best Mixed Construction. Call Les Tugaw 360-897-6489

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Gary Aldrich, 42370 61st St. W, Quartz Hill CA 93536. Membership in National EAA (\$40, 1-800-843-3612) is required.

Contact our officers by e-mail:

President Gary Aldrich: gary_aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Miles Bowen: miles_bowen@ple.af.mil

Technical Counselor Gary Sobek: gasobek@jps.net

Inputs for the newsletter or any comments can be sent to Russ Erb, 805-258-6335, by e-mail to erbman@compuserve.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

6708 Doolittle Dr

Edwards CA 93523-2106

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 16 FEBRUARY AT TPS

CALL TO ACTION: RUBIDOUX SUNDOWN VII

INSTRUMENT PANEL DECALS

BRUCE WRIGHT RANS S-10 FIRST FLIGHT

