

# 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>

June 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:



**Aircrew Deceleration Project**  
**Speaker: Dana Marcotte Kilanowski**  
**Tuesday, 15 June 1999**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

Buckle up your seat belts for this one sports fans, because we are going to be talking about rockets (is this rocket science or what?) at this month's meeting. Rocket sleds, that is, and their association with our favorite Air Force base, Edwards AFB (Muroc at the time). **Dana Marcotte Kilanowski** will be here to give us the presentation. Her talk will be on "**COLONEL JOHN PAUL STAPP'S PROJECT MX980 AIR CREW DECELERATION ROCKET SLED TESTS AT MUROC AIR FORCE BASE, MARCH 1947 TO JUNE 1951.**" Dana will discuss Dr. Stapp's rocket sled tests on the 2,000 foot track located at North Base (and constructed by Northrop I might add) and will then show a video of original film footage from Dr. Stapp's personal collection of rocket sled testing at Muroc.

Dana Marcotte Kilanowski is an oral historian, author and documentary filmmaker. A graduate of the University of North Dakota with degrees in history and anthropology/archaeology, she is widely considered to be the nation's leading authority on the history of aviatrix and motion picture stunt pilot, Florence Lowe "Pancho" Barnes

and her association with Chuck Yeager when he broke the sound barrier in the Bell X-1 on October 14, 1947. She has been named by the Department of Defense Center for Environmental Excellence as a key research historian of the cold war era in 1997 for her oral history interviews of the Jet and Rocket Pioneers of America who worked at Edwards AFB. She has appeared on The History Channel as a Guest Historian on Movies In Time and is Executive Co-Producer of "Mach One, The Times, The Team, The Sound Barrier", which premiered on The History Channel. She is co-author of The Quest for Mach One, published by Penguin Studio, which is based upon her oral history interviews of Chuck Yeager and members of the X-1 team. The book has been selected by the American Library Association as a Best Book for 1998.

So, we're looking forward to an exciting and informative evening with Dana, and as always, come on out and enjoy the schmooze time before the meeting and the gourmet dining at the BK Lounge afterwards. See you there!

- **George Gennuso**  
**Vice Kommandant and Schmoozemeister**

## JP Named National Soaring Champion!



The following is submitted per **Project Police** procedures:

From May 13 through May 29, **Project Police Officer Jim Payne** and his brother, **Tom Payne**, infiltrated the 1999 Open Class National Soaring Championships in

## ***THE LEADING EDGE***

Reedsville, Pennsylvania. They flew a two-seat ASH-25 sailplane against the best that the Eastern glider guiders had to offer. I am happy to report that the ***Project Police*** came home with a paddywagon fully of trophies including the Championship Trophy and the Stroukoff Trophy for the fastest speed on the contest, 87.94 mph over a 293.17 mile course.

Respectfully submitted.

- ***PPO Jim Payne***

(More info from JP's web site)

### **OPEN NATIONALS REPORT**

The genesis of this championship was a dream from many years ago; a dream that my brother, Tom, and I would someday be able to soar together. The dream came true in 1994. During the intervening years we have flown thousands of miles together.

Before the 1998 Sports Class Nationals, neither of us had flown along the Appalachian ridges. Since the 1999 Open Nationals were going to be at Mifflin, we decided to enter the Sports Nationals to learn about Eastern soaring and to practice for the 1999 Opens. We soared 11 of 12 days including several ridge days.

In 1999 we arrived in time to fly both practice days. Both days had interesting soaring with southeast winds. The locals were saying this was most unusual as normally southeast winds are accompanied by rain. We had fun flying on the "back side" of the ridges.

Day One, May 18, was one of those days where it is important to just get around. The task was 138.46 miles, Carlisle, Mifflintown, Selingsgrove, and return. As during every day, the start was a GPS start that occurred when the pilot flew out the top or side of a six-mile radius cylinder. At launch time it was "mostly overcast." Never more than 3,500 feet above ground, we got around. The final leg included some back side ridge flying. As during every finish, the GPS finish cylinder was of a one-mile radius with a bottom at 500 feet above ground.

Day Two, May 19, was the first good ridge day of the year. At the suggestion of Mission Advisor Striedieck, Charlie ordered low level attacks on Cumberland Airport, Lock Haven Airport, and the tower at Mill Creek, a distance of 293.17 miles. We roared down the Tussey Ridge, leading a pack of composite penetrators over Cumberland. We decided the enemy forces were best evaded along Tussey so we egressed back along the Tussey route. Blasting back north we pulled up in a thermal to make the transition from Tussey to Nittany. We expected to see formations of white lemmings but were surprised to find we were "alone and unarmed." Since none of them had passed us, it meant that the swarm was attacking Lock Haven from the Bald Eagle flank. The key to achieving the tactical surprise that comes by being first over Lock Haven would be the transition from Nittany. The force was with us as we hooked a 5-knotter that lifted us high enough to dart into the 1/4 mile radius scoring circle and return to Nittany. Then it was a fast dash to the south end of Nittany. Enroute we encountered 18-meter fighters piloted by Striedieck and Seymour so our choice of attack routes was verified. The transition thermal was

weak but with a 20-knot breeze pushing us toward the last target, we were able to in short order reach Jack's Ridge. We were now on final glide to the Mill Creek turn and home. Our achieved speed of 87.94 mph was a direct result of knowledge learned during Sports Class missions. It was the fastest speed during the Open Nationals, earning us 1,000 points for the day and the Larissa Stroukoff Memorial Trophy and vaulting us into first overall.

Day Three, May 20, had us tasked 211.44 miles to Midstate Airport, Nesbit Bridge, Woodward, Clark's Ferry, Mill Creek and return. The fast pilots used ridge on the second and last legs. This was another fun and challenging day. Dick Butler showed he's back with a daily win that pushed us back to second overall.

Day Four, May 21, was a 4-hour Pilot Selected Task. We decided that 1330 hours would be a good start time. A serious amount of cirrus entered the task area and we spent the day trying to stay in the sun. By 1700 it was getting real soft so we finished early. Others had the same problem and we ended the day at the top of the cumulative score sheet by three points.

Day Five, May 22, was one of those days that you don't want to be at the back of the grid. We were next to last and when the task opened we were no where near ready to start. A front was coming and the weather iffy. We were tasked 114.93 miles to Penn's Cave, Keystone Gliderport, Spruce Creek, Penn's Cave, Mifflintown, and return. The score sheet was turned upside down as the early starters clobbered the late starters. We ended the day tied for third, 19 points out of first.

At the end Day Five, Tom and I had flown cross-country on 18 of the 19 days we had spent at Mifflin in 1998 and 1999. Unfortunately, the streak was interrupted by poor weather for four straight days, setting up a run for the gold on May 27. During these days we had a big controversy over piano smashing. By a vote of 39 to 37 the pianos lost. I was team captain for the Open Smashers. We won the coin toss and beat the 18-meter whippersnappers. I also made the mistake of suggesting the rules for the softball game and ended up in charge. We used Air Force party rules. The offense provides the pitcher who gets to make only one pitch per batter. The goal is to serve up a fat pitch that can be hit. If the batter doesn't get a hit, the batter is out. Each side got to bat 12 people per inning. These rules eliminate arguments over balls and strikes and make the game go fast. We played four innings which ended in a 24 to 24 tie. Given the enthusiasm we decided to declare victory and call it an evening before one of the many competitive players got hurt.

Day Six, May 27, was forecast to be a great ridge and thermal day. I was hoping for a 4-hour Pilot Selected Task with each turn only allowed once. Charlie gave this task to the 18-meter Class and challenged us with a 285 miler to Bedford Airport, Nisbet Bridge, Schuylkill Airport, and return. We flew the first leg along Tussey, the second leg along Bald Eagle Ridge, the third leg in thermals, and the fourth leg in thermals and ridge. It was a close, fun race. We earned 982 points for the day and won the contest by 5 points.

The closing ceremony was the best ever. Charlie Spratt, Chairman of the SSA Awards Committee, arranged to have the SSA Medallions at Mifflin so they could be

presented in an Olympic style ceremony complete with podiums. We especially enjoyed the ceremony, which should be the model for all future contests.

**Jackie** was home working (Thanks, Jackie) and mothering so our crew was **Mike Robison**. Mike is a student at Penn State and a member of the PSU Soaring Club. He did an outstanding job. (How outstanding you ask? If he lived closer, he would be allowed to date Julie.) He was assisted for the first week by **Kevin Pufpaff**, a buddy of Tom's from high school.

My thanks go out to all who made this contest possible. The folks at Mifflin could not be nicer. We had a great time and went home with big smiles on our faces.

Soar safe,

- **Jim Payne**

### Scotty Horowitz Returns to Rosamond with Reinforcements; Happily Sent Away Again

Once again, May came and EAAers all over Southern California eagerly awaited the event of the weekend, the 8<sup>th</sup> Annual Scotty Horowitz Going Away Fly-In. Friday afternoon saw preparations underway at the AV Aviation hangar at Rosamond Skypark as the Chapter 1000 leadership set up the wonderfully overbuilt Chapter 1000 booth, along with tables and chairs brought by **Frank Roncelli**, **AV Aviation**, and **Russ Erb**. The grill was in place and ready to go (after the remnants of the previous user's fire were extinguished).



The big day dawned right on schedule on 15 May 1999, and the first order of the day was to make sure that the assembling masses would be able to successfully land on our simulated aircraft carrier. Here **Bob Waldmiller** tests the landing area in his Long EZ, as Spot Landing Contest Honcho **Pete Moore** practices grading his landing. The landing was excellent, although he missed all of the simulated wires, probably due to a problem with the simulated tail hook.



Chapter 1000 Landing Signal Officer (LSO) Pete Moore was standing by, ready to guide in any aircraft requesting his services. However, few seemed to request the "Paddles," and probably fewer would have known how to follow them, even though it is published on the Chapter 1000 web site. By the way, that's a non-carcinogenic marker in his teeth, not a cigar. No self-respecting LSO would smoke on duty.



The Fly-In Staff had the grounds up and running by about 0800, but then found themselves twiddling their thumbs for a while before the great influx started. Here **Bernie Bakken**, soon to be member **Jeff Harband**, **Doug Dodson**, and **George Gennuso** stand by at the Chapter Booth, anxiously awaiting a chance to greet a Flabobian or anyone else who showed up.

*Gadgetosis Nervosa* can be an ugly thing, although treatment (influx of money) seems to be able to keep flare-ups under control. **Gary Aldrich**, *Project Police Kommandant* and universally acknowledged Chapter 1000 *Toy-master*, called his good friend **Jeff Harband** on his *Project Police Strategic Communication Device (PPSCD)*, commonly referred to in other circles as a "cell phone," to invite him to come by the Chapter Booth and



try out one of Gary's new collapsible fly-in loungers, complete with head and foot rests. Jeff was suitably impressed, and immediately picked up his *PPSCD* to call Gary and tell him how nice they were. Just what you need for watching the air show at the upcoming *Goldenwest EAA Regional Fly-In*.



**George Gennuso** took up his little publicized but annual role as the *Grillmeister*. Although it is tough to see in this picture, George is lighting up the charcoal for the day after using an undisclosed number of gallons of ozone-depleting lighter fluid. He claims the taste is much less objectionable than that left by 100LL avgas. He should know, as the resulting brats were wonderful (once they finally arrived).

**Vance Jaqua** brought his latest creation from Tri-R Technologies. The non-flightworthy, non-lethal vulcan cannon is his latest device for catching the attention of the passing fly-in public long enough to convince them to buy a KIS kitplane. As reported in last month's newsletter, the barrels spin, and empty shells are ejected. Really cool. Non-VMC weather kept the full-size line of KIS aircraft on the ground in Camarillo, so Vance brought out the backup display aircraft, a Piper Cub rocking plane. It was parked in the Young Fledglings section, next to **Russ Erb's Pedal Pitts**. Russ claims the Pedal Pitts is a show plane, because the only time it seems to come out of its hangar is to go to air shows! If the kids would learn to steer, maybe it would see more use.



Any police force worth its salt has a motorcycle division, and the *Project Police* are no different. **Howard "Hojo" Judd**, mild-mannered USAF Test Pilot by day, showed up in his *PPTAF* leathers and genuine Harley-Davidson to welcome and intimidate our visiting EAAers. Hopefully Hojo is not letting these duties interfere with getting his Giles G-202 built.

Deception and controlled confusion are critical elements of any successful operation, and with the expected influx of Flabobians, the *Project Police* were ready. To provide for this, we put "George" in charge. When asked a question, if required we could say "Ask George." Then our team of confusion experts, pictured below as **George Gennuso**, **George Fischer**, and **George Heddy**, would continue to respond in the same fashion. Eventually the confused Flabobian would just give up and go buy lunch.

Proper headgear is important to the *Project Police*, both for identification and sun protection. Here the EAA Chapter 1000 Hat Models show the latest in Chapter Headgear. First is Vice Kommandant **George Gennuso** modeling the classic black ballistic cap. *PPUCO* **Bernie Bakken** shows how an EAA Chapter 1 cap can be transformed into an EAA Chapter 1000 cap with a simple



silk screen. Guest Flabobian hat model **Ron Karwacky** shows the sun shade model with modified nametag (more on that later). And finally, Kommandant **Gary Aldrich** shows the classic black ballistic cap, complete with bill embellished with the appurtenances appropriate to his position. You can have your own cool Chapter 1000 headgear. Get a Chapter Patch (\$5, see the Kommandant) and apply it to an appropriate hat of your choosing.



Our Guest of Honor, astronaut and EAA Chapter 1000 Charter Member **Scott Horowitz** arrived from Houston via NASA T-38 aerial conveyance. Not one to travel with an empty cockpit, Scott invited astronaut **Shannon Lucid** to

join him. Scott said something about she was the only one in the astronaut office still willing to fly with him. I guess after flying the Space Shuttle 5 times, spending 6 months on the MIR space station, and being presented with the Congressional Medal of Honor, flying with Scott fell into the category of "acceptable risk." Scott and Shannon are shown here at the Chapter booth with **Charleen Beam**, who was reprising her highly successful role as the **Moneymeister**.

After lunch, Scott and Shannon had to leave before the end of the festivities to get the T-38 back before incurring another day's rental fee. They treated the assembled masses to a "low" (~5000 AGL) pass as they departed Edwards.

Two contests were sponsored by EAA Chapter 1000 for the 8<sup>th</sup> Annual Scotty Horowitz Fly-In. Based on the results, apparently the secret to winning was to have a Flabobian aboard the aircraft. We're not sure why, but it just worked out that way.



All of the landings of arriving aircraft were scored for the spot landing contest. Here **Russ Cronk** of Big Bear CA is presented with a plaque by **Pete Moore** designating him as the official winner in the 1999 8<sup>th</sup> Annual Scotty Horowitz Going Away Fly-In Spot Landing Contest. Pointing to the award is the official **Project Police Picture Pointer George Gennuso**, flanked by the Sort-of-In-Charge of Ceremonies **Russ Erb**, yammering away about something somewhat appropriate for the presentation of the award.

To win this prestigious award, Mr. Cronk had to place his V-tail Bonanza F35 1.5 feet(!) long of the appointed line. We suspect that having a Flabobian (**Jim Rose**) assisting him in the cockpit was instrumental to his success. Of the competition that was close enough to even be considered were **Wayne Babcock**, Cherokee N7464W (+3 feet), an Ultralight (+5 feet), **David Kolstad**, Varieze N506D (+5 feet), **Norm Howell**, Long EZ N271J (-10 feet), **Robert Carlson**, Bonanza N8315N (-15 feet), and **John Burchak**, Cessna 172K N79012 (+15 feet).

The People's Choice award went to resident Flabobian **Ron Karwacky** for his beautifully polished 1952 Cessna 195 N3089B. The award is presented by the same



nefarious dudes. The voting was very close, in much the same way as the 1984 Reagan-Mondale Presidential race was close.



Ron can be justifiably proud of his victory. He's been working on polishing it for months in preparation for a photo shoot with a major aviation magazine. If this airplane looks familiar, it was mentioned in the March 1998 *Leading Edge* as being selected for "Lifetime Achievement in Pitot Tube Cover Design." If you've seen Daffy Duck impaled on a Pitot tube at a fly-in, it was on this airplane.



On departure, Ron celebrated his victory with a high speed...uh...er...low approach.



This year Chapter 1000 made a special effort to ensure that our Flabobian friends from EAA Chapter 1 felt welcome. In fact, we invited them to join our ranks for the day. In several strategic and tactical locations signs were posted stating "Welcome Flabobians! Stop by the Chapter 1000 Booth and pick up your complimentary extra zeros!" There we had label stock printed with "000" with the idea that it could be applied to a Chapter "1" patch to make it a temporary Chapter "1000" patch. Much to our surprise, everyone of the six visiting Flabobians graciously accepted their extra zeros and applied them in appropriate places, mainly on their Chapter 1 nametags. **Jack Gentry**, EAA Chapter 1 President, pictured here on the right, stated that he planned to leave his zeros on for the next Chapter 1 meeting! He went on to say again that it was good to be having fun again.



Paul Rosales, EAA Chapter 49 Secretary and Webmeister, snapped this photo of a subset of those present. Left to right are **Penny Erb** with **Ryan** and **Allison**, **Russ Erb**, **Gary Aldrich**, Astronaut **Shannon Lucid**, **Dallas Wood**, Astronaut **Scott Horowitz**, **Michael Keating**, **George Gennuso**, and **Harry Richardson**.

Recipient of the award for Longest Distance Traveled in a Propeller Driven Aircraft went to **Ed Dutreaux** of EAA Chapter 1000 Det 11, San Carlos CA. Ed was very interested in Vance's creation. Discovering that the Jaqua



Minigun mounts to a standard tie-down ring, Ed requested a fit check on his RV-4 N444ED.



Here we see the mounted minigun, redesignating the aircraft as the ARV-4. Watch for a MPEG movie of the minigun in action on the Chapter Web Site soon!



Having come all the way from San Carlos, Ed wasn't quite ready to just hop back in the airplane and leave when there was more **Project Policing** to be done. After parking N444ED in Norm and Bob's hangar, we proceeded to **Paul Rosales'** place for an update on his RV-6A. This is a project that Ed has been following for several years now.

All was found to be progressing according to plan. Pictured here are **Ed Dutreaux**, **David McAllister**, **Paul Rosales**, prop blade #1, **Bob Waldmiller**, and **Norm Howell**.



But one inspection was not enough. Ed continued over to the Pulsar factory at **George Gennuso's** garage. After several minutes of contemplation, Ed finally determined that there indeed was a propeller attached to the airplane.

In the end, we cleared about \$160 for the chapter. We sold about 85 lunches, and had 15 to 20 visiting airplanes. Note the typical **Project Police** attention to such details....

Anyway, the Kommandant declared the fly-in a success. With no stated goals (other than not losing money, bending metal, or hurting people) that was pretty easy.

Looking back through the archives, since 1993 the Annual Scotty Horowitz Going Away Fly-In has marched forward in time from 23 May 1992 to 15 May 1999. If we continue this march forward in time, next year the fly-in will end up on Mother's Day Weekend. Therefore, in an effort to keep our annual party in the right part of May, we propose the date of 20 May 2000 for the 9<sup>th</sup> Annual Scotty Horowitz Going Away Fly-In. Mark your calendars now!

## **Next to Last Month's Meeting**

### **EAA Chapter 1000**

Scobee Auditorium, Test Pilot School, Edwards AFB  
1700, April 20, 1999

**Gary Aldrich**, Presiding

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

### **Guests**

**Donna**, friend of **Bill Irvine**. (Sorry, I didn't catch her last name).

## Announcements

**Pete Moore** will handle spot landing contest at the May 15 fly-in.

**Gary Aldrich** will attempt to coerce the Golden Cantina into catering the fly-in (*they weren't real interested in playing - ed*).

## Project Reports

**George Gennuso's** Pulsar: Aircraft is complete, painted, and ready to fly... except that it lacks most if not all of its polymer-insulated circuit completion devices (Seems that George has a bad case of wiring paralysis).

**Russ Erb's** Bearhawk: Much of the aluminum torture is complete. Ribs have been beat into subm...I mean shaped and primed. Spars are essentially complete. Ribs and spars remain unmated pending space to store the results. Steel wing parts (struts, hinges, etc) started.

**Bill Irvine's** Cessna 310: Reduced to kit form. Many parts separate from many other parts. Repairing/replacing corroded parts. Landing gear overhaul complete. Airframe reassembly to begin soon.

**Doug Dodson's** Glasair: Laminating one exterior butt joint in fuselage (I can't find any humor in fiberglass work). Engine plumbing is next.

**Doug Dodson** and **Gail Nusz's** Baby Dragon Formula One: Getting ready for Reno. Looking for help with cooling, 4-into-1 exhaust, wing planform. Any volunteers?

**Miles Bowen's** Rocket II: Tail surfaces forever 80% complete. Wing kit received and inventoried. Waiting for mass infusion of motivation.

**George Fisher's** F-model Bonanza: Redoing engine cowl.

**Harry Crawford's** Fisher 303: Building trailer.

**Randy Kelly's** C-182: Redoing wheelpants.

## Minutes

Accepted as published.

## Old/New Business

None.

## Program

This month's program consisted of the tales of the trek to Sun-N-Fun by **Gary Aldrich**, **Russ Erb**, **Doug Dodson** and **Gail Nusz**. Please find **Russ's** report elsewhere in the newsletter.

## Adjournment

The meeting was adjourned at about 7:00, 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 (at least I assume so, since I was unable to attend this month).

- **Miles Bowen**, Secretary

## The Prez Sez...

Greetings all! I think I'll keep this short so NLE Erb has more room to regale you of our epic Sun 'n Fun adventure...Actually, I just returned from an R & R trip in the Skywagon that rivals that trip—at least in the enjoyment category. **Anne** and I, along with almost-chapter-members **Jeff Harband** and his wife **Jean**, spent Memorial Day weekend reflecting on the contributions of American servicemen/women over many glasses of wine in the famous Napa valley. Once again, the benefits of general and sport aviation were proven as we spent an enjoyable 2+20 flight over the gorgeous landscape, landing at the small hill-top airport at Angwin (203). We spent the weekend in the lap of luxury called the "Ambrose Bierce House" bed and breakfast. This neat little inn was written up in a recent issue of Pilot Getaways magazine and is everything that was advertised, and more. A definite "4 (8?) thumbs up" from the travelers.

Unable to shed my official duties, I took the opportunity on the return trip to stop by Half Moon Bay (HAF) airport to visit with Chapter Charter Member (and reputed patch designer) **Jim Piavis**. The flight from Angwin skirted the SFO Class B airspace and forced us (darn!) to fly right past the Golden Gate and along the picturesque coastline. Jim drove up from his abode in Mountain View (about an hour with traffic—yecch!) to show me the nearly flightworthy Boredom Fighter. He and I have been electronically chatting about first flight plans in my capacity as Flight Advisor. After a thorough inspection of the Fighter (outstanding workmanship) and a good discussion of Jim's flying background and safety planning, I left with the comfortable feeling that we'll be reporting on another first flight and test program in these pages shortly. If everything stays on schedule, the first flights should be occurring as you read this. How about a collective "Good Luck Jim!"

Fly safe and check 6!

- **Gary Aldrich**, Kommanding



## Young Eagles Update

Thanks for your support for the last 2 rallies. I have consistently gotten Young Eagles thanks to your help. Also, the pilot turnout has been super!! Thanks **Paul** and **Victoria** for your huge contributions as ground support this year, I would have a hard time making it happen without you. Thanks again **Ron Wilcox** for bringing your computer to print certificates.

It seems like e-mail notifications and updates are really working well. If you are not getting Young Eagles e-mail updates from me and would like to receive them, please send your e-mail address to me at: david.mcallister@dfrc.nasa.gov

Just a reminder, if you are flying Young Eagles outside of regular rallies, please send the completed Young Eagles Registration Forms directly to me. This way I can update my records and give you credit at years end. I will then forward those certificates, and I will forward them to National. If you need certificates, just let me know and I will get them to you. Note my new address and phone number: 17920 Alps Drive, Tehachapi, CA 93561, (661) 822-0462.

The next rally is currently scheduled for June 12th at Fox Field. Be sure to mark your calendar for this one, as this is National Young Eagles Day. Please help me make this our biggest event of the year!!! Go out of your way this month to help out, because if the weather is good, I expect to have lots of Young Eagles. I plan to invite the local media to cover this event, so if any of you have connections within the news media, encourage them to attend. See you there!!!

**April 10, 1999 Rosamond Skypark Rally Total = 20**

**Flight Crew**

<i>Pilots</i>	<i>Equipment</i>	<i>#YE</i>
<b>Jim Barrilleaux</b>	<b>Cessna 177B</b>	<b>4</b>
<b>Miles Bowen</b>	<b>Cessna 170B</b>	<b>2</b>
<b>John Bush</b>	<b>Cessna 140</b>	<b>3</b>
<b>Steve Irving</b>	<b>Thorp T-18</b>	<b>1</b>
<b>Art Landsgaard</b>	<b>PA28-180</b>	<b>1</b>
<b>Ed McKinnon</b>	<b>Mooney 231</b>	<b>3</b>
<b>Dick Monaghan</b>	<b>Luscombe 8A</b>	<b>3</b>
<b>Con Oamek</b>	<b>Bonanza F-33A</b>	<b>3</b>

**Ground Crew:**

**Paul Rosales**                      **Victoria Rosales**  
**Kristin Abraham**                **Ron Wilcox**

- **David McAllister**

**Young Eagle Operations:**

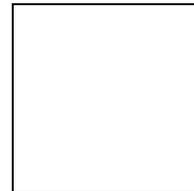
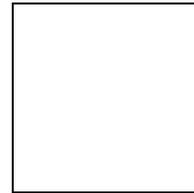
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**New Members**

This month we welcome **Phil Edwards** to our chapter. Phil is a test pilot at the F-16 CTF who couldn't resist joining up after hearing about our outstanding chapter direct from the Kommandant. He currently flies an Aeronca Champ 7EC when he's not flying F-16s for Uncle Sam.

We also welcome back to the fold a charter member of Chapter 1000, **John Burchak**. John had been off the roles for a few years, and decided at this year's Scotty Horowitz Going Away Fly-In that it was time to pay up and be a full fledged member again. John flies a Cessna 172 in the service of the **Project Police**.

**Boredom Fighter Almost Ready To Fly**



*(Jim Piavis plans to have the official Chapter 1000 rollout of the Boredom Fighter at the 1999 Edwards Open House)*

- **Jim Piavis**  
 EAA Chapter 1000 Det 11  
 Mountain View CA

### Mauro Mezzacappa Has Heart Surgery

Mauro Mezzacappa, Kommander of our EAA Chapter 1000 section in Sao Jose dos Campos, Brazil, recently underwent heart surgery. The following message came to us from a friend of his:

"He had been complaining for some time about getting physically tired too easily, frequently becoming sort of breathless, and there it was, after a detailed heart examination. He should go through heart surgery this weekend (29 May 99), 3 bypass sections shall be added. Took everyone here by surprise, but at least the clogged spots were found early enough."

No word back yet on the results of the surgery.

### "My Sanity" Flies Again!

*Gary Sobek is a happy man again. His RV-6 "My Sanity" has fully recovered from its bird strike with a Ford Thunderbird. Now that it is flyable again, Gary hopes to be able to start participating in our Chapter 1000 activities. Gary forwarded us this report on his second first flight*

"All went well. I know that a two (2) hour test flight is a bit long. Tried to make 75% power continuously to get the rings seated. Used 17.5 gallons of fuel.

Departed Cable and circle over head at 5,500 for about 30 minutes. Headed for Daggett, San Bernardino, French Valley, Redlands, then home to Cable.

Airspeeds were higher than I am used to seeing. Was running continuously in the 172-173 knot range (198 - 199 mph) at 7,500 and 8,500 altitude. The only squawk that I have is that I needed more right rudder to correct for the yaw. The ball on the skid indicator had the right line centered on the ball. After 1.5 hours, I slowed it up and checked the stall. Stall buffet occurred at 48 KIAS with 44 degrees of flaps. Except for the yaw, the airplane still flies hands off.

Touchdown was very smooth. Flew a wider pattern a little faster than I usually did. Touchdown was a little long just past the numbers but still made the turn off at Delta. This was well shorter than the Cessnas and Citabrias that were in the pattern.

Van sure designed a wonderful airplane. Thanks Van for designing such a beautiful flying bird. Thanks also need to go out to Van's for supplying parts and propeller so fast. Thank you Ron Munson for engine work, Dick Stephens and Jack Pickering for help with metal work, and Fred LaForge for doing my machining work and being my safety inspector. Hope I got everyone that helped make this occur so much faster than I expected. I am glad that I will not be spending 14+ hour days getting it ready. Thanks Chris for the use of your scales to redo the weight and balance. The airplane gained 8 pounds since first flight. Mostly due to now having paint on it.

Thanks everyone for encouraging me to see this through.

The only complaint I have is that the airplane is nosier with the shorter exhaust pipes since 6 inches of damage

was cut off. They do not stick out in the slipstream anymore.

Will be repeating all the flight maneuvers and revalidating performance. I do not take anything for granted. An old FAA rep once said "In God we trust. Everything else we check." I still remember his words and live by them in all my aviation endeavors.

- Gary Sobek

### Sun'n Fun 1999

or

### Doug, Gail, Gary and Russ's Excellent Adventure



(We pick up the story at Double Eagle Airport (AEG), Albuquerque NM)

### Getting' in the groove

After passing the bag o' bagels around (since we weren't eating lunch until Lubbock), we strapped in, checked in, and taxied to the runway. We managed to avert the Double Eagle trap—each runway has a separate taxiway from the ramp, and they only meet at the ramp, and then at opposite ends. Doug picked the correct taxiway and we were off to the runway. In light of our flight test data on relative climb rates, we changed the plan slightly for the Mooney to lead the takeoff and climbout. This worked much better and would remain the standard procedure for the remainder of the mission.

Double Eagle sits right outside the Albuquerque International (ABQ) Class C airspace. Our proposed route of flight to the east would have required climbing to miss Sandia Crest ( $P_k = 1$  if you hit it), and that climb would have taken us through the Class C. Prior to takeoff, we contacted Albuquerque Approach since we were already within 20 miles. They directed us to climb to the south toward the ABQ VOR. The takeoff reminded us why density altitude is important, even though the winds offset some of the effects. After we had gained sufficient altitude, he turned us east and we flew directly over the ABQ airport.

Heading east, we flew toward the only VOR named for a character in the movie "Airplane!" and headed out into the marvelous desolation that is New Mexico. We swapped the Skywagon into the lead and settled into the groove cruisin' and watchin' the tailwinds.

As we neared Texas, we properly identified Cannon AFB at Clovis NM, and Gary told me the story of the time he flew Kent Crenshaw's Sundowner into Clovis Muni on the other side of town for a TPS TDY. We kept a sharp eye out for F-111s flying out of Cannon but didn't see any. Perhaps because the Air Force retired all of the F-111s several years ago. We didn't see any of the currently assigned aircraft either.

Crossing into Texas, we watched as another hour zipped by in no time, crossing into CDT. If nothing else,

this would let us miss the lunch rush and still eat at a time not unreasonable for us.

Coming up was one of the larger navigational challenges of the trip. V62 from Texico (TXO) to Lubbock (LBB) crosses onto the south side of the Albuquerque sectional just long enough to cut the corner off, about 2.5 inches worth. Thus I had both sides of the Albuquerque sectional and the Dallas-Fort Worth sectional out trying to keep track of where we were. Of course, NOAA couldn't make it easy by giving us a reasonable amount of overlap.

As we approached Lubbock International (LBB) we started our descent and did what all pilots do at this point—start looking for the airport. Following our faithful GPS, we noticed a large, international-sized airport off to the right of our course. Was this the airport? It was big enough, but two things were wrong. It wasn't where the GPS said it should be, and it had two large parallel runways. The airport diagram said there should be two runways in a T-configuration. Using our combined knowledge of the Lubbock area, Gary and I determined it must be the closed Reese AFB. Checking the charts, it was in the right place to be Reese. This was no easy task, since LBB only shows up on the Dallas-Fort Worth sectional, but Reese, only 12 miles away, only shows up on the Albuquerque sectional, and then only as a closed airport with no runway diagram. How many other pilots have fallen into this trap?

At this point in the mission, we still weren't comfortable calling in for landing as a flight. As we were descending, Doug volunteered to go on ahead and land first, since the Mooney would pick up speed in a dive faster than the Skywagon. It seemed reasonable at the time, so Gary cleared him off to land first.

However, this introduced an unforeseen problem. Doug, being a good wingman, had just been following lead around the sky and therefore only had a passing acquaintance with his location (...uh, somewhere over Texas...). Add to this that the LBB VOR is located about 5 nm from the LBB airport. We saw him accelerate and pass under us, now on a ground track about 30 degrees to the right of ours. After a short period we realized that he must be headed to Reese, thinking it was Lubbock. Gail noticed the error about the same time Gary called on mission freq to ask if he was heading to Reese. With a turn to the left, gross buffoonery was averted.

Landing at Lubbock was a preview of things to come. The tower actually let us land before the Mooney was clear of the runway. Of course, the runway is 11,500 feet long and Doug was at least 5000 feet ahead of us, so it actually seemed the reasonable thing to do. We kept our speed up because someone else was landing behind us.

Route of Flight: AEG – ABQ – OTO – ACH – TXO - LBB. Flight time: 2.2 hours.

Lubbock International has several FBOs and several places listed on the airport diagram for General Aviation parking. With nothing better to go on, we just followed Doug over to Lubbock Aero and tied down. After the requisite plumbing check, Gail got the keys to the courtesy car, which we were told was a gray Taurus. Out in the parking lot, we found two Tauruses (Tauri?) parked next to each other. One was bluish-gray, and the other was

silvery-gray. Which gray Taurus did we want? While we discussed various chromatic analysis methods to determine the answer, Gail tried the other method—try the key in the door. Hmmm, didn't work. Try the other Taurus. Success! We piled in and headed to town to answer one of life's eternal questions—what do we have for lunch? We found a Pancake House that was reasonably uncrowded, not surprisingly as it was about 1430 local time.

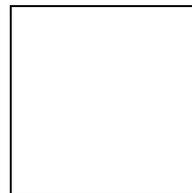
*(Once again we're out of space. Tune in next month and maybe we'll get farther than Waco...)*

**- Erbman**  
Official Trip Historian

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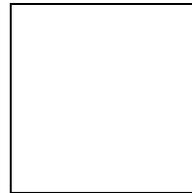
### Web Site Update

As of 5 June 1999, the ol' hit counter had rolled up to **28727** hits. The hit rate hovers at 38 hits/day. See chart below.

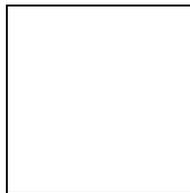


#### Usage History on <http://www.eaa1000.av.org>

You'll want to log on and see **Waldo's** report on the design and construction of his 10g aerobatic wonder *Excalibur*, accessible from the **Project Police Picture Pages Phor Pilots**.



#### - 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 661-538-2028.

**Chapter 1000 Calendar**

Jun 12: EAA Chapters 1000/49 Young Eagles Rally, 8:00 a.m., General William J. Fox Field, Lancaster CA (661) 822-0462

**Jun 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Jul 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Jul 7-11: Northwest EAA Regional Fly-In, Arlington WA

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

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

Jul 28-Aug 3: EAA AirVenture '99 Fly-In Convention, Oshkosh WI

Aug 4: No EAA Chapter 49 Monthly Meeting

Aug 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

**Aug 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Sep 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Sep 10-12: Golden West EAA Regional Fly-In, Castle Airport, Atwater, CA

Sep 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Sep 18: EAA Chapter 49 Old Fashioned Fly-In, General William J. Fox Field, Lancaster CA (661) 948-0646

**Sep 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Oct 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 948-0646

Oct 9-10: Edwards AFB Open House and Airshow

Oct 7-10: Copperstate EAA Regional Fly-In, Mesa AZ

Oct 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

**Oct 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

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

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

**Dec 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m.**, Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

**For Sale:**

Sonerai III 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

*To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Gary Aldrich, 42370 61<sup>st</sup> 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, 661-258-6335, by e-mail to [erbman@compuserve.com](mailto: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 15 JUNE AT TPS**

**JIM PAYNE NATIONAL SOARING CHAMP**

**SCOTTY HOROWITZ FLY-IN REPORT**

**BOREDOM FIGHTER ALMOST READY TO FLY**

