



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>

March 2000

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:



PROJECT POLICE OFFICER TRAINING FIELD TRIP II

Tuesday, 21 March 2000

1700 hrs (5:00 PM Civilian Time)

Martinez, Irvine, Hojo, and Opie Workshops

Golden Cantina

Lancaster and Rosamond CA

Woop De Doo, boys and girls...This month has us on the road again, we're going to have a look at **Brian Martinez's** new project. He and his son **Sten** have been working on Desert Fire, a variant of the Defiant with expensive (sic) modifications to the fuselage design. The last time I talked to Brian he had finished the fuselage plug and was getting ready to start making the female molds to pull the actual fuselage parts. This should be very interesting, as the Defiant is not a small airplane. I've seen the drawings of the modifications that Brian has done, and they look really sleek. Brian lives at 41746 Crispi Lane, just east of 60th street West (see the maps, next page).

Next we move on to Fox Field to visit **Bill Irvine**. Bill is working on a complete restoration of an early Cessna 310. When the **Project Police** first ran into Bill, he told us how the project began. Seems he was inspecting the landing gear and decided that they needed to be rebuilt. As he was rebuilding them he found some corrosion, and things just took off from there. You will be amazed at the quality of Bill's work and the degree of disassembly that he has accomplished. Things are starting to go back together now with all new skins. Bill is in hangar 804 in the second row of hangars on the west side of the airport (see the maps, next page).

From Fox Field we will be traveling to Rosamond where we will take a look at **Hojo's (Howard Judd's)** Giles G-202. Hojo won't be expecting the **Project Police** back so soon, so this promises to be a real surprise visit. Just hope he has those Chocolate Chip Cookies (C³) handy. Hojo has really got a beauty going together in his

garage and he's made a very interesting mod to the rudder that you just have to see. I'll leave it to Hojo to tell you about it. I wonder how much progress he's made since our last visit.

After we leave Hojo's we'll travel to Rosamond Sky Park and have a look at **Opie's (Doug Dodson's)** Glasair. The last time we were there we all had a hand in mating the wing to the fuselage, which was great fun, what with all these guys holding the wings and the fuselage together while others were trying to get the bolts in before things slipped out of alignment. Talk about helpful suggestions, there were about a million of them, but we did get the job done. I wonder what Doug has planned for our next visit?

After that it's time to move on over to the Golden Cantina for some authentic Mexican food. So, let's get together and have a great time Policing the Projects of Chapter 1000.

(Note: Many Chapter 49'ers are expected to participate, since they missed out on our last tour. Come show them that well known **Project Police** hospitality.)

- **George Gennuso**
Vice Kommandant and Schmooze Meister

Operation Rubidoux Sundown VIII



Read the
complete
report!! See
Page 3!

DVES DELINQUENTS!!!

Check the list on page 2 to make sure your name isn't on it! If you find your name there, get your check into the Treasurer NOW!

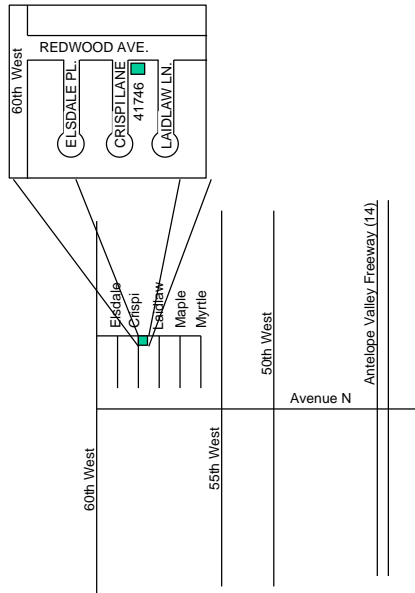


THE LEADING EDGE

PROJECT POLICE OFFICER TRAINING FIELD TRIP II

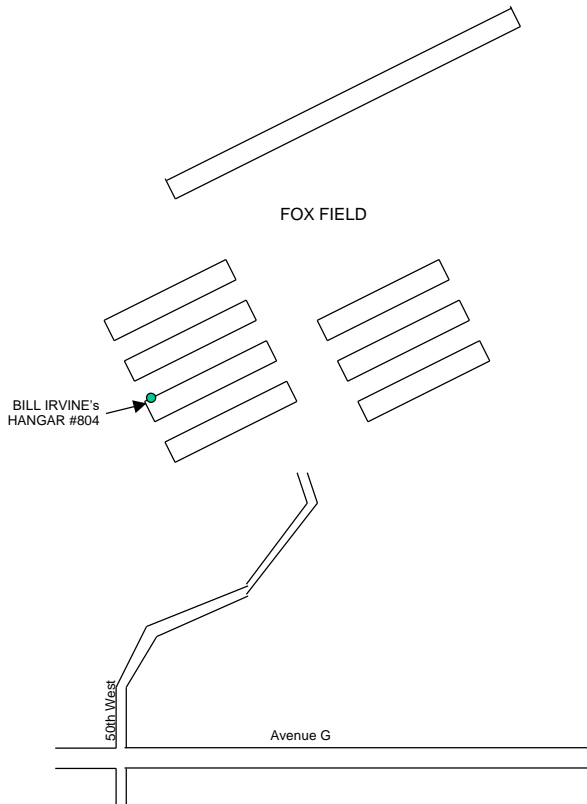
Stop 1

Brian Martinez
41746 Crispi Lane
943-5379
Lancaster



Stop 2

Bill Irvine's Homebuilt Cessna 310
Hangar 804
Fox Field



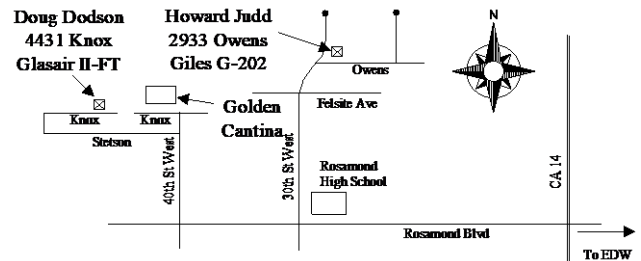
Stop 3

Howard Judd's Giles G-202
2933 Owens
256-0635
Rosamond

Stop 4

Doug Dodson's Glasair II-FT
4431 Knox
256-7276
Rosamond

Note that you'll have to turn down Stetson to get there...



Stop 5

Golden Cantina
Rosamond

DUES DELINQUENTS!!!

All right, we've threatened you enough, now it's time for public humiliation, right here in the Chapter 1000 News-rag! Oh, the shame of it all! If your address label is highlighted and/or your name appears below, the keeper of the chapter database (the Information Czar) shows you as having not paid your dues for 2000! Pay up now (see page 12), or we'll convert your file to a string of zeros, cut off your favorite newsletter after April, and you'll lose that coveted "continuous membership since..."! (If you've paid up but your name has been included here by mistake, point it out and we'll happily print a retraction on page 11 next month...)

The Delinquents:

Don Alderson, Ron Applegate, John T. Blaha, Vernon J. Blomquist, John A. Burchak, Vance Cochrane, Ron Cox, Nathan Davis, Norm DeWitt, Jimmy Doolittle, Bryan Duke, Phillip Edwards, Dave Evans, George Fischer, Pete Freeland, Jon Goldenbaum, Bill Grahn, Tom Hallendorf, Jeff Harband, Roland S Harris III, George Heddy III, Mark Hidingier, Gretchen Howell, Rodney Howes, Vance Jaqua, Howard Judd, Shawn Keller, Joe Lewis, Stephen MacLeod, David McAllister, Bill McCune, Michael McKinley, Michael Meyer, John Miltner, Dave Morgan, David Munday, Bernie Nitz, Alan Norman, Brad Norman, Jim Payne, Mike Pelletier, Jim Piavis, Bill Piavis, Terry Pierce, Chris Reeder, Murry Rozansky, Quentin Toyloy, Concha Trippensee, Charles Wagner, Robert Waldmiller, Leo Williams, Larry Wright, Bruce Wright.

PAY UP!

Operation Rubidoux Sundown VIII

OFFICIAL REPORT TO THE MEMBERSHIP

Once again, the EAA Chapter 1000 Calendar popped up and notified the *Project Police* that in order for the EAA Chapter 1 (just like EAA Chapter 1000 but with a few less zeros) airworthiness certificate to maintain its validity, the chapter needed its annual inspection before the last day of February. Being skilled in the art of planning, preparation, and forward thinking, the *Project Police* finally got their act together just in time to make it look like we waited until the last minute.

Kommandant Aldrich was excited and looking forward to once again leading the furious assault against the Flabobians



in the mighty VC-180 Fightin' Skywagon, seen here in this file photo. In an effort to scope out the usual staging base at Apple Valley (APV), he set out on an undisclosed date in January 2000 with **Newsletter Editor** and **Webmeister Erb** as his onboard wingman for a Stan-Eval inspection. Upon arrival at approximately 1355, they found that the Wings Cafe had been close since 1300. Actually, it had been closed much longer than that, as the restaurant was being renovated, with a scheduled completion date in mid-February. To the casual observer, this would have appeared that the base would be available on time for the congregation and formation of the *Project Police Tactical Assault Force (PPTAF)*. However, the **Kommandant** and **Webmeister** were well acquainted with the ways of construction schedules, having just helped move the *Project Police* base of operations (the USAF Test Pilot School) from one end of the Edwards Flight Line to the other. As such, the likely unavailability of the usual staging

point was taken under advisement and a search for suitable alternatives was commissioned.

During this time frame, **Science Officer** (Technical Counselor in EAA parlance, not to be confused with Jack Palance, who did not play a Science Officer in any *Star Trek* or other movies) **Gary "Birdstrike" Sobek** contacted the **Kommandant's Special Planning Commission** (the **Webmeister**) about the possibility of enlisting the **SoCal Wing of Van's Air Force** to support the upcoming "inspection." This offer was enthusiastically accepted, and pertinent and proper planning poop was exchanged. A ground rendezvous was planned in concert with the staging of the *PPTAF*, even though no music or performances were planned.

As D-Day approached, *Project Police Intelligence Operatives* (the ones who got good grades in school) determined that, as expected, the Apple Valley staging base would not be ready in time. Without carbohydrates and lots of High Fructose Corn Syrup, the invasion was sure to be a bust (so much for Pikes Peak). Therefore, the **Kommandant** called an audible (which was distributed in a decidedly non-audible fashion, by e-mail) relocating the staging point on a one-time basis from Apple Valley (APV) to Hesperia (L26).

Unfortunately, during this time frame, **Frau Kommandant** was scheduled for disk-ectomy surgery, which occurred two days prior to D-Day. As a result, with the full support of the Board of Directors and the membership of EAA Chapter 1000, the **Kommandant** bowed out of his leadership role for this strike and passed the mantle to **Vice Kommandant Gennuso** in a very ceremonious e-mail. This left the VC-180 Fightin' Skywagon crew, consisting of the **Vice Kommandant** and the **Webmeister** scrambling at the last minute for a ride to the operation. Realizing that cooking eggs would not help at a time like this, they launched into a series of round-robin phone calls and eventually landed seats with **Treasurer Dodson** in the M20C Strike Mooney.

You'll be happy to hear that **Frau Kommandant** is recovering nicely.

Early on the morning of 26 February 2000, members of the *Project Police Tactical Assault Force* quietly congregated from their disparate points and started arriving at the staging base, the restaurant at Hesperia. First to arrive was the M20C Strike Mooney with **Treasurer Doug "Opie" Dodson**, **Special Assistant to the Treasurer Gail Dodson**, **Vice Kommandant George Gennuso** (Mission Kommander), and **Webmeister Russ Erb**. The field was quietly secured, as was the airplane, and the advance contingent moved into the staging base and ordered breakfast, as was their custom.

Next to arrive was **Science Officer Gary "Birdstrike" Sobek** in command of the *PPTAF* support force, the SoCal Wing of Van's Air Force. They were greeted appropriately during the ceremonial passing of the Camlocs, destined for transfer to supporter of the *PPTAF* **Paul Rosales**. The VAF group spent most of breakfast briefing their highly complex precision formation arrival over the target area. Read of their exploits separately under another heading.

THE LEADING EDGE

After fighting the evils of ground fog at Fox and exercising a Special VFR departure (I seem to remember something about Special VFR on my written test--is that something we do here in the severe-clear desert?), the HC-182L (heavy) Combat Skylane arrived with **PPOs Jeff Harband, Randy Kelly, Mark Dickerson, and Bill Irvine**. Soon thereafter the BE-76 Strato-Duchess arrived from El Monte with **Charleen Beam and Joe Riley**. We found out during breakfast that Joe and Charleen had backed out on buying the FBO at El Monte after uncovering sufficient debt in the FBO to scare the idea out of them. Last to arrive was the VC-170 with **Secretary Miles Bowen** and his support staff **Amanda Bowen and Rebecca Bowen**.

After a hearty breakfast was enjoyed by all, the **PPTAF** did what they do best, namely they took a picture of themselves at the airport. Seen here in front of the VC-170 are (in roughly left to right order) **Russ Erb, George Gennuso (Kommanding), Mark Dickerson, Doug Dodson, Gail Dodson, Jeff Harband, Charleen Beam, Joe Riley, Amanda Bowen, Rebecca Bowen, Miles Bowen, Randy Kelly, and Bill Irvine**.



After the standard briefing (Don't hit nuttin', don't do nuttin' dumb), the crews then dispersed to their respective aerospace contrivances and departed for the target area. The location of Flabob International Airport was cleverly chosen by the original Flabobian such that the airport is hidden by a ridge when approaching from the north. I've never been able to find the airport until we were right over it. I can't speak for the other aircraft, but we in the Strike Mooney tested out what could become the standard **Project Police** arrival procedure to Flabob. It went something like this:

1. Set GPS for RIR (Flabob)
2. Fly toward RIR, talking to SoCal Approach for assistance in avoiding the maze of special use airspace in the Los Angeles Basin
3. Nearing RIR, get distracted by traffic
4. Fly past RIR, and start tracking toward RAL, now on the screen
5. Mis-identify RAL as Flabob
6. Properly identify RAL as Riverside
7. Ditch GPS, look at sectional for guidance and execute approximately 200 degree turn to the right
8. Look out window and search for Flabob
9. After finding Flabob, stop looking at airport (mostly) and start looking for the swarm of airplanes trying to hit you
10. Fly a bomber pattern around Mount Rubidoux and land
11. Try to make the center turnoff so you can get a good parking spot. If you roll to the end, expect to go out in the mud
12. Prominently display **Project Police Aerial Assault Vehicle** placard in windscreen
13. Step out of aircraft, see if anyone notices
14. Fiddle with your various electronic devices and attempt link up with other **PPTAF** elements

During the arrival of the Strike Mooney, other **PPTAF** forces were already at work on the field. **Jenna and Joe Ware** arrived by LC-120, along with **Project Police Dog (PPD) Counselor Troy** of the **Project Police K-9 Support Division**. As they searched the field, they found this hot air balloon which seemed to be having trouble



getting more than about 20 feet off of the ground. Always ready to help out fellow aviators, Joe and Jenna did a complete investigation of the situation and determined that the problem was that they had forgotten to release the ropes tethering the balloon to the ground. For some reason the balloon aeronauts didn't seem too interested in their assistance. Go figure.

Critical to the success of any *PPTAF* operation is use of the proper procedures while taking pictures of ourselves. Here **Vice Kommandant** and *Project Police Picture Pointer* **George Gennuso** instructs the *PPTAF* in the proper procedures for

making pictures more interesting by pointing at something of interest while standing in front of an airplane. Here the assembled group congregates in front of "The Flying Outhouse," a single-hole open cockpit aircraft of the Fly-Baby or similar type, sporting a rather unusual paint scheme. **Randy Kelly, Miles, Rebecca, and Amanda Bowen, Russ Erb, and Doug Dodson** give it their collective best shot, while **Mark Dickerson, Gail Dodson, and Jeff Harband** look on in disbelief. **Doug Dodson** also demonstrates the proper handling of the *Project Police* coffee mug.

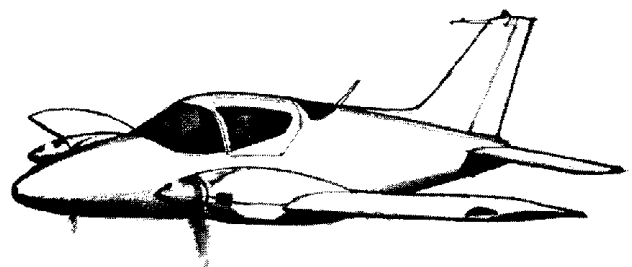


Perhaps we need some more training on what constitutes "something of interest."

Here **Miles Bowen, Russ Erb, and George Gennuso** interrogate Chapter 49 Technical Counselor **Scott Liefeld** and his right hand man **Rick Lipinski**. Questions included how many days ago did he depart Lancaster to make it to Flabob in his Pietenpol, which had previously been seen on display.

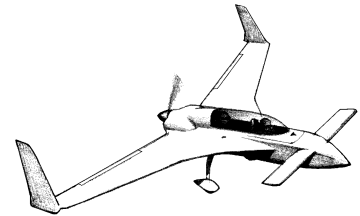


The **Bowen** clan stops to mug for the camera while **Doug** attempts to improve **Rebecca's** reception while **Gail** watches the flanks for Flabobian security.





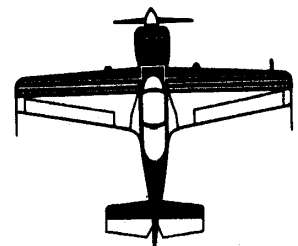
Though the *Project Police* tend to roam in clumps, you may notice that any group picture never includes the entire *PPTAF*. While we like to say that we like to have a group large enough to incite fear while maintaining dispersal to guard against terrorist attacks, some have suggested that it's just because we can't get everyone together at once.



Part of every trip to Flabob is a visit to Bill Turner's Repeat Aircraft, where **Joe** is seen inspecting the propeller for the Roscoe Turner Special "Champion." We've been following the progress on this airplane for the last several operations, and it's starting to look much more like an airplane. Later it was seen outside in the sunlight. As we assume it is an accurate reproduction, we noticed several interesting design features that Roscoe Turner implemented. For instance, the flaps and ailerons are operated by coaxial torque tubes. That's one way to get the horns and cables out of the airstream.



Gary Sobek caught **Russ, Miles, and George** inspecting "My Sanity" while Joe and Counselor Troy provided security cover. No evidence could be found from last year's mid-taxiway attack by a Thunderbird of the Ford variety.





"My Sanity" finally got to display her official status as a **Project Police Aerial Assault Vehicle**, along with the International "Thunderbirds Verboten" sign prominently displayed.

"My Sanity" nose art. Makes you wonder what condition his sanity was in when he chose the font...



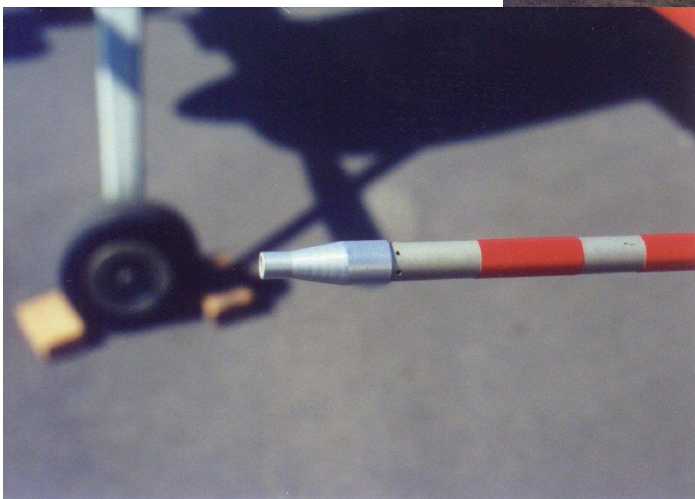
The **Project Police** are always on the lookout for interesting design features. On this DeHavilland Tiger Moth, we noticed that the up elevator cable was routed such that it would rub on the leading edge of the horizontal stabilizer. DeHavilland's solution to this was to install a rod in the cable and an eye bolt for the rod to pass through. While this would introduce some friction into the control system, it probably wasn't much more than the various pulleys and fairleads contributed already.



A rather badly shadowed picture of the same Tiger Moth. This Tiger Moth came equipped with the famous British horizontal compass in the front cockpit that looks like it was spirited away from the *Cutty Sark*.

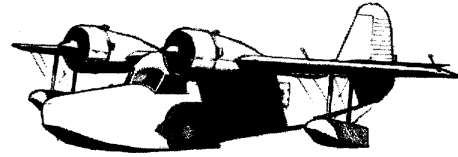


An interesting Pitot-static tube found on an aerobatic airplane whose type has since been forgotten. The front of the tube provides the total pressure, while the static pressure is read from the holes just behind the machined tip. The lip at the back end of the tip causes a low pressure area, compensating for the high pressure area just in front of the leading edge of the wing. The entire tube was not much longer than shown here.





Ron Karwacky, well known for his polished Cessna 195 displayed with Daffy Duck impaled on the Pitot tube, seems to have started something around Flabob. Several cartoon characters were seen impaled on various airplane parts. A personal favorite of the Kommandant's, Marvin the Martian is shown here.

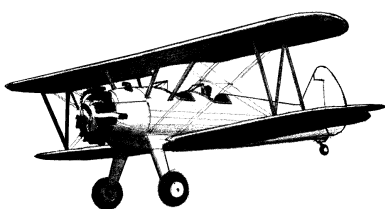


The **Project Police** are always here to help. We noticed several discrepancies with this airplane. **George** points to a missing cowl, while **Miles**, **Jenna**, and **Joe** point to where the wing should be. Further investigation revealed a wing missing on the other side as well. Identification of this temporary double amputee was tricky. At first it was thought to be a Cessna 180, but it was missing two cylinders from the engine. The tail shape was wrong for a Cessna 170, as pointed out by world renowned Cessna 170 expert **Miles Bowen**. He went on to prove that based on the window shape, this was a Cessna 172 that was being converted to a conventional geared tail draggin' configuration. Evidence was found of the patch covering the previous main gear location.



All aircraft are of interest to the **Project Police**. This rather old Travel Air biplane was found to be in great condition as its pilot did the zig-zag taxi on the way to the runway with two passengers in the front cockpit, bedecked in leather flying helmets and goggles. No silk scarves were seen. It seems that a door was missing from the front cockpit, but this could not be verified.

After inspecting the Travel Air and being rebuffed for free rides, the **Vice Kommandant** and the **Webmeister** approved continued taxi of the Travel Air.





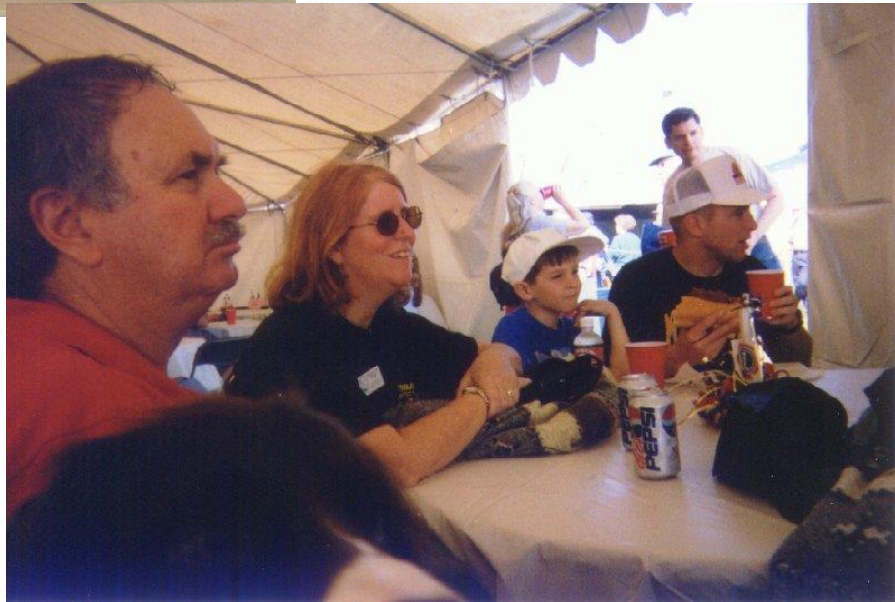
Joe Riley and Charleen Beam are caught in the act of trying to convince **Erbman** to pressure the **Kommandant** into mounting a trip to Oshkosh. **Pat Peters**, almost a Chapter 1000 member (if he'd just pay some dues), eats his sandwich and tells us about the Aeronca Champ he has for sale.

After finding all to be in order, the diplomatic power of Chapter 1 was once again left in place, as the **PPTAF** departed and dispersed back into the population.

To the members of Chapter 1: Thanks for another great party! We expect you to return the favor by coming to visit us on **20 May 2000** at the **Ninth Annual Scotty Horowitz Going Away Fly-In** at Rosamond Skypark (L00)! But don't get complacent--the **Project Police** will be back to check up on you again next year--you can count on it!!

(See this report with full color pictures at <http://www.eaa1000.av.org/pix/orsviii/orsviii.htm>)

- **PPO Erbman**



The **Project Police** were somewhat surprised at the lack of resistance produced by the Flabobians. Either they were getting cocky or they had their hands full just putting on the fly-in. In either case, finding no such posters to ~~deface~~ sign to show our presence, the **PPTAF** proceeded to the lunch lines in search of nourishment. The service was noticeably improved this year, with quicker service on some popular items. However, the advertised chips were nowhere to be found, and there was still a noticeable lack of cheese on the cheeseburgers.

Also shown in this picture is **John "Bushman" Bush** who was in the area but released from work, so he came over to link up with the **PPTAF**.

Last Month's Meeting Gathering

EAA Chapter 1000

Scobee Auditorium, Test Pilot School (Bldg. 1864)
Edwards Air Force Base
1700, February 15, 2000
Gary Aldrich, Presiding

Secretary Bowen was unable to get the minutes or the seconds of the February meeting in before press time. Expect to see a double portion next month.

As a correction to the January minutes, **Bernie Bakken** writes in "In the last Newsletter Miles Bowen made 2 errors in the minutes. The first being the misspelling of my last name TWICE! The second was in my announcement that VAA Chapter 33 had been

chartered in Corona WRONG!! Chapter 33 is chartered in Riverside at FLABOB Airport.

As an additional announcement, VAA Chapter 33 will host its First Annual Open House on May 6&7."

- **Erbman**
Pseudo-Secretary

THE LEADING EDGE

The Prez Sez...

Greetings and congratulations to all the stalwart troopers who braved the marginal weather and chaotic traffic pattern in the shadow of Mt Rubidoux to secure yet another resounding victory over the Flabobians. My apologies for failing to live up to my **Kommandant** duties; but marital duties demanded my presence elsewhere. I never doubted for a minute, though, that **Vice-Kommandant Gennuso** could rally the forces and ensure success of the aerial envelopment. Further, I'm told, the force was augmented by warriors tasting battle for the first time! Kudos to the crew of N182MP, an HC-182L (heavy) Combat Skylane for participating in its inaugural assault mission.

There's precious little time to bask in the glory that was **Operation Rubidoux Sundown VIII**....we have to look forward to our own fly-in in May that will doubtless draw a retaliatory strike from the chapter with no zeros. If you would like to be on the planning staff for this popular and fun event, contact any of your board members. We are soliciting ideas that will make the day even more memorable.

See you at this month's **PPTAF** internal inspection tour (oops! Was I supposed to mention that?!)

Fly Safe and Check Six,

- Gary Aldrich
Kommanding



Young Eagles Update

California City Airport, February 26, 2000

What a great day for flying!! This rally was a wx makeup, and we picked a beautiful day. As usual, Cal City brings us some fine young ladies and gentlemen. This rally was kinda small, but we had a lot more time to spend with the Young Eagles. I always look forward to rallies at Cal City.

We flew 13 Young Eagles. There were 4 pilots and just me for ground crew volunteers (well, only 'till **Dave Webber** showed up). This was a perfect balance between pilots and Young Eagles.

For those of you that haven't been to Cal City in a while: this is the place to be seen. **Mike Lamb** and **Charlie O'Loughlin** stopped in; they were flying their girlfriends to Death Valley for the weekend. **Doug Triplat** and **Larry Hellwig** stopped by for gas (**Hellwig** was easily talked into flying a couple of late arriving Young Eagles - Thanks!!). Thanks for checking in on us!!

Many thanks to **Tom Weil** and Cal City Airport for supporting another very fun and successful rally!!

NEXT RALLY: APRIL 15TH @ ROSAMOND

Pilots:	Equipment:	#YEs
Larry Hellwig	Cessna 182	2
Ozzie Levi	Cruisair	3
Dick Monaghan	Luscombe 8A	4
Shel Simonovich	Cessna 150	4

Young Eagles this Rally: 13

Young Eagles this Year: 22

Young Eagles Grand Total: 2618

Rallies are scheduled as follows.

If you see a conflict, please let me know.

**Denotes changes in the schedule.

Jan 8th - Fox Field - complete - 9YEs

Feb 12th - Cal City - wx cancel

Feb 26th - Cal City - complete - 13YEs

Mar 11th - Fox Field - complete

Apr 15th - Rosamond

May 13th - Fox Field

**May 20th - Fox Field - Tentative add-on

Jun 17th - Tehachapi

Jul 15th - Fox Field

Aug 12th - Cal City

Sep 16th - Fox Field

Oct 14th - Rosamond

Nov 18th - Fox Field

Dec 16th - Tehachapi

- David McAllister

Report to Kommandant's Special Planning Staff, Operation Rubidoux Sundown VIII

To: Kommandant's Special Planning Staff, Operation
Rubidoux Sundown VIII

Subject: SoCAL Wing VAF (Van's Air Force) support of
Operation Rubidoux Sundown VIII

Date: 26 February 2000

From: Acting Kommandant SoCAL WVAf

"Redtail" in his F-RV6 from CNO got up first. He flew high cover (3,200) for "**Mother Goose**" launching out of CCB in the KC-210 AWAC. To support "**Mother Goose**", "**Birdstrike**" FA-RV6 and "**Flintstone**" FA-RV4 launched in formation with "Mother Goose". Fingertip, strong right formation was assumed for the cruise flight to L26. Approaching L26, a Right Echelon formation was assumed for the Overhead. The WHP attachment wing was 8 miles out to the north with "**Red Dog**" FA-RV6A leading "**Joker**" in his F-RV6. After the break, an attack HIGH WING attempted to shoot down **Birdstrike** and **Red Tail**. (He was going the wrong way on downwind.) He was last seen in a 60 degree left bank with 30 degrees of nose down. Looks like **Flintstone** gets another confirmed kill for his FA-RV4. On the radio, "**Hack**" was converging to the rendezvous from L01 in his F-RV6A. Last on the ground was "**JSF Springman**" (works for a

spring company in Seattle on assignment at PMD) due to Special VFR out of WJF in his F-RV6.

Kommandant's Special Planning Staff for *Operation Rubidoux Sundown VIII* had secured Forward Operating Location (FOL) L26 (Hisperia) for our arrival with the assistance of SoCAL WVAF "**Jocko**" out of HMT in his F-RV6A.

"**Computer Kid**" from L00 was on special remote operations in the Seattle OpArea. Weather permitting, he was taking delivery of the first STEALTH RV Wannabe for SoCAL Wing VAF. If mission was not completed, he will be returning until appropriations are cancelled.

We briefed for the raid over protein and carbohydrate grub. **1. Don't hit nuttin'. 2. Don't do nuttin' dumb.** After paying for the grub, we proceeded to aircraft and rehearsed our flight on the ramp walking through the entire flight.

From the FOL, **Mother Goose** launched to gather info and photos in support of the operation. RV Flight Lead and Red Wing Lead - Red 1 **Birdstrike**, Red 2 **Red-Dog**, Red 3 **Red Tail**, Red 4 **Flintstone** were up next. Following were Blue Wing Lead - Blue 1 **Jocko**, Blue 2 **Joker**, Blue 3 **Hack**, and Blue 4 **JSF**. Flight Rendezvous occurred at 4,500 and the RV Flight proceeded toward check point SBD and descended to 2,500. **Mother Goose** orbited in support and photos. The KC-210 AWAC with all its electronic gear, picked up RAL ATIS and relayed altimeter setting. The aircraft over SBD was warned of RV Flight of Eight approaching and retreated to the ground.

Arizona Wing VAF Flight of six in two wings of three was not as well organized. They were TOT (time on target) correct but forgot to brief about "choking the Parrot" when they talked to SoCAL approach. The **Kommandant's Special Planning Staff** for *Operation Rubidoux Sundown VIII* reported this to **Birdstrike** after the RIR arrival. The Arizona Wing of VAF reported to **Birdstrike** that they flew here as a flight of 6 in two wings of 3. **Birdstrike** may not be the brightest but he can add $3 + 3 = 6$ and assumed that it was the Arizona Wing of VAF. Hope this does not start a feud within VAF.

With the SoCAL Wing VAF KC-210 AWAC flying overhead and only RV Flight lead squawking, RIR did not know we were coming. The Radio Check-In sounded like: "Red 1, Red 2, Red 3, Red 4, Blue 1, Blue 2, Blue 3, Blue 4." This gave away our strength but they did not know position or intent till we call "Flabob Traffic RV Flight of Eight 5 mile initial for the overhead at 1,700 Flabob."

The break to downwind occurred about as planned. A few SPAM aircraft infiltrated the flight on downwind but that was expected.

Kommandant's Special Planning Staff for *Operation Rubidoux Sundown VIII* will report on the rest of the operation.

Signed,

Gary Sobek

Acting Assistant Kommandant SoCAL WVAF, Special Planning Staff, Operation Rubidoux Sundown VIII

Web Site Update

Checking the web site counter on 12 March 2000 showed the hit count at **40498**, for a rate of 44/day for the last month. It's amazing that our hit rate stays so constant when I haven't updated anything for about six months. Something's got to wait to get progress on the Bearhawk. But fret not, I'm planning a massive update surge here soon.

Rather than take up space showing you a graph of another rather straight line, let's look at some e-mails collected by your webmeister from the Bearhawk e-mail list:

"The last few weeks of my time off I have been busy building work tables. Up to now I have been doing all my building at my work location. Now I will be starting to build the wings at home so I will be attacking this project on two fronts so to speak. I have a large garage but I needed to get it organized and some work tables built. I have built four tables pretty much to plans as found at <http://www.eaa1000.av.org/technicl/worktabl/worktabl.htm>. These are a very well designed, very sturdy table 2 x 5' in dimension. You can bolt them together to make larger tables as necessary. I built one of them 4' wide. I will mount a roll of aluminum on the end of this and do my layout and cutting for ribs on this table. It will be away from the wall for access to both sides. The other three tables are laid out in a L around one corner of my garage. I will mount my drill press between the two on one wall and this will provide a large enough area to fabricate the wing spars. My hat goes off to Russ and the rest of the Chapter 1000 gang. Check it out.-- Rod Smith #246, Wasilla, AK"

"Just thought I would chime in on the excellent work tables. Mine are "non standard" EAA chapter 1000 standard work tables. Instead of the trim strip called for in the plans, I put a 1/2" radius on the edges with the router to prevent snags, seems to be working fine. After building the first couple of tables, I found myself with a piece of plywood 3' by 4' which was too short for the "standard" worktable. So I made one a foot shorter than the others, and liked it so much that I've made the last 3 that way, since it is less wasteful of the plywood (4 tables from 1 sheet). It is slightly more wasteful of 2x4 lumber though.

You need to be careful not to leave the finished tables unsupervised together, or else they will multiply and you will soon have a shop full of them. -- Del Rawlins"



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

Mar 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Project Tour, see newsletter. (661) 609-0942

Apr 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 949-7214

Apr 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Apr 15: Young Eagles Rally and Tax Day Celebration, Rosamond Skypark, 661-822-0462

Apr 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942

May 13: Young Eagles Rally, Fox Field, Lancaster, 661-822-0462

May 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942

May 20: Ninth 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

GP-4 Project Including many extras, Over \$4000.00 invested, builder donated to EAA Mariposa #1261, \$2000.00 Klaus 209-742-6170

Stephens Akro Derivative on the gear. IO-540 mount. Tail section complete w/ servos and tail wires. Bill Scheunemann wing, canopy w/ kevlar frame, fuel tank, cowling (kevlar), firewall (kevlar), fuselage skins w/ bulkheads (kevlar), wheels,tires and brakes, tailwheel and spring. Asking \$ 16,500.00 for all. Tim Whittaker (208) 267-6329

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. 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, 661-258-6335, 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

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Edwards CA 93523-2106

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

PROJECT POLICE OFFICER TRAINING

FIELD TRIP II, 21 MARCH 2000

RUBIDOUX SUNDOWN VIII REPORT

SOCAL WVAF AUGMENTS PPTAF

