



# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

*Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition*

<b>President</b>	<b>Gary Aldrich</b>	<b>661-609-0942</b>
<b>Vice-President</b>	<b>George Gennuso</b>	<b>661-265-0333</b>
<b>Secretary</b>	<b>Miles Bowen</b>	<b>661-822-0806</b>
<b>Treasurer</b>	<b>Doug Dodson</b>	<b>661-256-7276</b>
<b>Newsletter Editor</b>	<b>Russ Erb</b>	<b>661-258-6335</b>

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

**July 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:



### The Barber of Seville

**Tuesday, 18 July 2000**

**1700 hrs (5:00 PM Civilian Time)**

**Speaker: Jon Goldenbaum**  
**USAF Test Pilot School Auditorium**  
**Building 1864**  
**Edwards AFB, CA**

And now for something completely different...An evening of chamber music, punctuated by selected operas featuring the big fat guy and his friends...Had you going for a few seconds, didn't I?

I begin again, and now for something completely different...This month our guest speaker is **Jon Goldenbaum**, the proprietor of Poly-Fiber Aircraft Coatings and Chapter 1000 member. Jon's background includes 20 years in the Air Force (many of them right here at Edwards), and 6 years with Delta Airlines. After flying A-1's in Vietnam, his 6 years of straight and level with Delta were boring by comparison, so he launched into something new. Jon has restored many of the old tube and rag airplanes such as Cubs, Champs, Stinsons and Taylorcrafts which gave him a good background for what came next. Jon worked for a while helping to run Alexander Aeroplane, then eventually bought the Poly-Fiber business from Ray Stits. Jon has built up the business developing and introducing a new line of water-borne, non-hazardous aircraft finishing products known as the Flight Gloss System.

But, wait a minute, I said something completely different...Gasp's from the audience!!! Yes, that's right, Jon is not going to talk about Poly-Fiber or Flight Gloss... Heresy! you say? Not so...it seems that Jon has been studying the Homebuilt Industry for many years. This evening Jon is going to share with us an overview of the information he has gathered on Homebuilding. I don't want to give too much of his presentation away, but some of the high points are: number of starts, number of completes, how the industry supports the movement (musical term in keeping with tonight's theme!!), and is it worth doing.

Well, as you can see we're in for a fun night, so come on out and partake of the festivities. And as always come and enjoy the chips and dip and the fine dining at the BK Lounge afterwards. Rumor has it that there may be an impromptu inspection of **Erbman's** freshly skinned Bearhawk wing as well.

- **George Gennuso**  
**Vice Kommandant**

### Last Month's Meeting

#### EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB  
 1700, June 20, 2000

**Gary Aldrich**, Presiding

A small but hardy band (but not the **Hardy Boys**) gathered at the appointed time and the appointed place. As expected, we saw some things we had seen before, namely some of the cookies from our last great fly-in. As stewards of our chapter resources, we are not about to let good cookies go to waste. If you haven't had some of these yet, come to the next meeting....

**Schmoozemeister George Gennuso** also supplied our usual fare. In spite of the lack of a package of Chewy Chips Ahoy! we were still able to determine  $\pm 10$  minutes when to start the meeting.

#### Guests

We welcomed **Lorraine Davis**, mother of **Gail Dodson**. Lorraine was in town mostly to attend the festivities of Gail's retirement from the Air Force the following Friday, but she also came out to see the infamous **Project Police** and to see how much **Opie's** presentation varied from the personal presentation she had received earlier that day.

#### Announcements

Chapter secretary **Miles Bowen** was not present, as he was "North To Alaska" in the VC-170 for the annual

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Cessna 170 Association convention. Perhaps he can tell us about his adventures at a future meeting.

### Program

This month's program was presented by **Opie** and **Gail Dodson**. The subject of the evening was their recent flight through the Bahamas.

Why were Gail and Opie flying through the Bahamas? Some extended flight test to see if the engine would go into autorough? No, it was a vacation plan wrapped around an air race. Sort of like a cruise—going to the Bahamas with a group of people you've never met before—only without the boat and cruise director.

As you would expect, Opie and Gail prepared for this mission with all of the thoroughness that he would put into any flight test mission. Of course, as with anything, a trip to the Bahamas involves paperwork. Since the Bahamas is another country (as is Turks and Caicos), even more paperwork is needed with Customs and other bureaucracies being involved. Opie studied the ICAO Flight Plan form, which is very different from the FAA Flight Plan form. He filled out the boilerplate and then made a bunch of copies for use on the trip. All appropriate paperwork was carefully filed in a binder, which was passed around for all to see.

Weight and Balance was another issue, with three crew members and luggage and survival gear. Getting to Waco was no problem, as was getting to Florida. However, since additional survival gear was picked up in Florida, such as an inflatable raft, the Strike Mooney was right at gross weight, and everything was arranged carefully to keep the c.g. in limits. Again, Opie had calculated all of these details prior to departure.

Opie had also put together quite the survival kit. He started with a commercially available kit, and then added additional items as he saw fit. While this wasn't cheap to do, Opie's theory is that the more money you spend on a survival kit, the less likely you are to need to use it. Also on board were LPUs (water wings) for all crew members for the overwater legs.

Prior to leaving Florida, preparations also included egress drills, practicing how to get the crew, life raft, and survival gear out of the airplane in case of ditching. They even practiced going out the baggage door.

The first part of the flight, from California to Florida, was covered very quickly, as Opie said it was almost identical to the trip to Sun'n Fun last year, as detailed in several of last year's newsletters. Opie and Gail picked up an additional crewmember in Waco, TX. **Doug Dodson Sr.** would be the official trip photographer. Doug Sr. forwarded many of the photos to Opie for inclusion in the presentation.

After staying in Lakeland and making another trip to Hooters, they left for their departure point. Along the way, they flew near Kennedy Space Center. Since Doug Sr. had worked on the Apollo program back in the '60s, Opie was working the system trying to get close to see landmarks such as the Vertical Assembly Building (VAB). Sensing what he was up to, the ATC controller asked him if he wanted to fly the "Shuttle Tour." This was exactly what they wanted, but didn't know that such a thing existed to ask for.

The path of the race took them through Abaco Island and on out to Turks and Caicos, where they spent a couple of days at a resort. Doug Sr. likes to take pictures of people, and the story sometimes sounded more like a soap opera than a competitive race. The return was basically a retracing of the route back to Florida.

The race was handicapped based on a monitored test flight of each aircraft on the first day. The crew of 43Q came in in the middle of the pack, something like 8<sup>th</sup> out of 15 or so.

Rumor has it that evidence of the **Project Police** was left at many locations along the route of flight, but if you weren't there, we ain't tellin'.

### Adjournment

The gathering was adjourned when Opie finished talking, 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.

- **Erbman**, psuedo-secretary.

### Kommandant's Korner

Hope everyone had a safe and enjoyable 4th. Last night I attended Chapter 49's meeting which was held at Fox Field and featured the "official" debut of **Paul and Victoria Rosales'** beautiful **RV-6A**. I know some of you reading this were there and, no doubt, were as impressed with the finish and workmanship as I. The requisite ramp viewing was supposed to be followed by a report by world-famous Test West pilot **Norm Howell**, who had performed the first few flights. As luck would have it, Norm was called away before he could speak (probably some highly classified project) so Paul took up the task. Instead of the crisp and precise flight report, dotted with technical jargon, we were given a glimpse into the true spirit of homebuilding as Paul, and then Victoria, regaled the audience with a very personal account of their five year vision of building and flying their own aircraft. It was a story of dedication, sacrifice, love, and mutual support that touched all of the assembled and struck many resonant chords. It was, in a larger sense, a testament to the American spirit and work ethic that was underscored both in Paul's experience, and in ours by the fact that his first solo in the airplane occurred on our Nation's birthday.

One particularly poignant moment came when Paul asked everyone in the audience who had provided support, solace, encouragement, tools, advice, etc, etc to them during the RV's gestation to raise their hands and accept a public thank you. More than half of the listeners had some part in the project and, again, provided clear evidence of the strengths of the EAA community and the camaraderie of sport aviation.

Paul and Victoria's building experience and their unbridled enthusiasm for the task will serve as an outstanding inspiration for those still months or years away from moving their project to the airport. Further, N628PV will not only attract envious stares wherever she lands, but will undoubtedly bring more Americans into EAA and

raise the public's awareness of sport aviation. I'm sure all of Chapter 1000 joins me in offering our heartfelt congratulations to Paul and Victoria with a wish for clear skies and following winds!

Did anyone miss Norm's report? Nah, don't think so....

Fly safe and check six,

- Gary Aldrich

Kommanding

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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 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

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## Just An Old Fashioned Fly-In, Part III

Chapter 49 has released the date for its 3<sup>rd</sup> annual "Just An Old Fashioned Fly-In." This year's festivities will be on 16 September 2000 at Fox Field. That's one week after the Goldenwest Fly-In, so mark your calendars and plan to be there!

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## Genuinely Interesting Web Site

Check out the First Flight Centennial Foundation web site at <http://www.firstflightcentennial.org>.

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## Proposed Federal Aviation Regulation Act

1000.A No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.B If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.C Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

1000.D The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

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## Web Site Update

Checking the ol' hit counter on 9 Jul 00 showed it standing at **44934** for a hit rate of 35 hits/day for the last month.



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**

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

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

Jul 26-Aug 1: EAA AirVenture '00 Fly-In Convention, Oshkosh WI  
Aug 2: No EAA Chapter 49 Monthly Meeting

Aug 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Aug 12: EAA Chapters 1000/49 Young Eagles Rally, California City CA. (661) 822-0462

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

Sep 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Sep 9-10: Golden West EAA Regional Fly-In, Sacramento CA

Sep 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Sep 16: EAA Chapter 49 "Just An Old Fashioned Fly-In," General William J. Fox Field, Lancaster CA. (661) 949-7214

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

Oct 12-15: Copperstate EAA Regional Fly-In, Mesa AZ

Oct 21: Edwards AFB Open House and Airshow

**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

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.

Contact our officers by e-mail:

President/Flight Advisor Gary Aldrich: gary\_aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Miles Bowen: m Bowen@cybersurfers.net

Treasurer Doug Dodson: 73773.1546@compuserve.com

Technical Counselor Gary Sobek: gasobek@jps.net

**EAA Chapter 1000 Technical Assistants**

Composite Construction		
Doug Dodson	73773.1546@compuserve.com	256-7276
George Gennuso	pulsar1@qnet.com	265-0333
Norm Howell	testwest@qnet.com	256-1643
Brian Martinez	brianmmartinez@cs.com	943-5379
Bob Waldmiller	waldmiller@qnet.com	256-0932
Wood Construction		
Bob Waldmiller	waldmiller@qnet.com	256-0932
Aluminum Sheet Metal Construction		
Miles Bowen	mbowen@cybersurfers.net	822-0806
Russ Erb	erbman@compuserve.com	258-6335
Welding/Welded Steel Tube Construction		
Russ Erb	erbman@compuserve.com	258-6335
Engine Installation		
Bob Waldmiller	waldmiller@qnet.com	256-0932
Doug Dodson	73773.1546@compuserve.com	256-7276
Electrical Systems		
Miles Bowen	mbowen@cybersurfers.net	822-0806
Instrumentation and avionics requirements for VFR/IFR		
Gary Aldrich	gary_aldrich@pobox.com	609-0942

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 18 JULY AT TPS**

**ROSALES RV-6A DEBUTED**

**LEATHER AND NYLON**

