



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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September 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 III

Tuesday, 19 September 2000
1700 hrs (5:00 PM Civilian Time)
Evans, Shearer, and Erbman Workshops
 (see reverse)
Edwards AFB, CA

This month we're taking a break from Olympic fever (*what's all of the hubbub about an ocean liner in Australia anyway...what?...huh?...OH!...well, DUH!*) and our usual round of exciting guest speakers and head out where the rubber meets the runway, or the debris falls on the floor. Yes, we're going to see how actual builders are doing on actual airplanes. This month's training will be fully within the housing area on Edwards AFB. Flip the page for a convenient map to the **Project Police** strike locations.

We'll start out the training in a low threat environment. Low threat for the inspectors, that is, because you've already seen a portion of this project. Show up around 1700 at **Erbman's** place, where we will conduct a re-check on the Bearhawk wing. When we last saw it, it was a skeleton on a jig. It is now skinned with several items (such as a fuel tank) installed. The flap and aileron should be mounted, complete with fairings over the hinges, assuming we can ever get this parts order straightened out. Come see that **Bill Irvine** was able to actually teach **Erbman** to set a decent rivet. Be sure to marvel at **George Gennuso's** work on the wingtip in progress.

At precisely 1730-ish, we will disengage this target and proceed individually in groups to **Chris** and **Lisa Shearer's** house, where the training will continue. Here we will inspect a scratch-built **Acroduster II**, a two-place aerobatic biplane. Lisa will show us the art gallery where she hung some beautiful works of art on the wall. At least that's what the movers thought it was. Of course, one of our trained **Project Policemen** will probably look at it and

marvel at how much it looks like four wood frame wing panels (to be fabric covered later), some ailerons, and some welded tail surfaces. Then Chris will show us to the workshop (we don't have "garages") where we will see the welded steel tube fuselage on its rotisserie. That is, unless something has changed since I last saw it. Chris decided early on to jump in whole hog and TIG weld (or GTW for you purists) his fuselage. You can argue with him about the need for stress relieving or you can amaze yourself at how he has built such a beautiful airplane from the chicken scratch they call "plans." With proper warning, Lisa has been known to bake some killer C³s (perfect score on the Mountain Valley C³ scale). Don't let the Kommandant get in front of you in line if she does. We can only hope...

EAA bylaws state that every chapter must include some RV builders (*or so it seems*), and we've got our share. At or around 1800 we will move on to **Dave Evans'** house, where an **RV-4** is in an advanced state of construction. Dave's pretty much past riveting, so be ready with lot's of questions about systems installation and the fun of getting full deflection on his elevators.

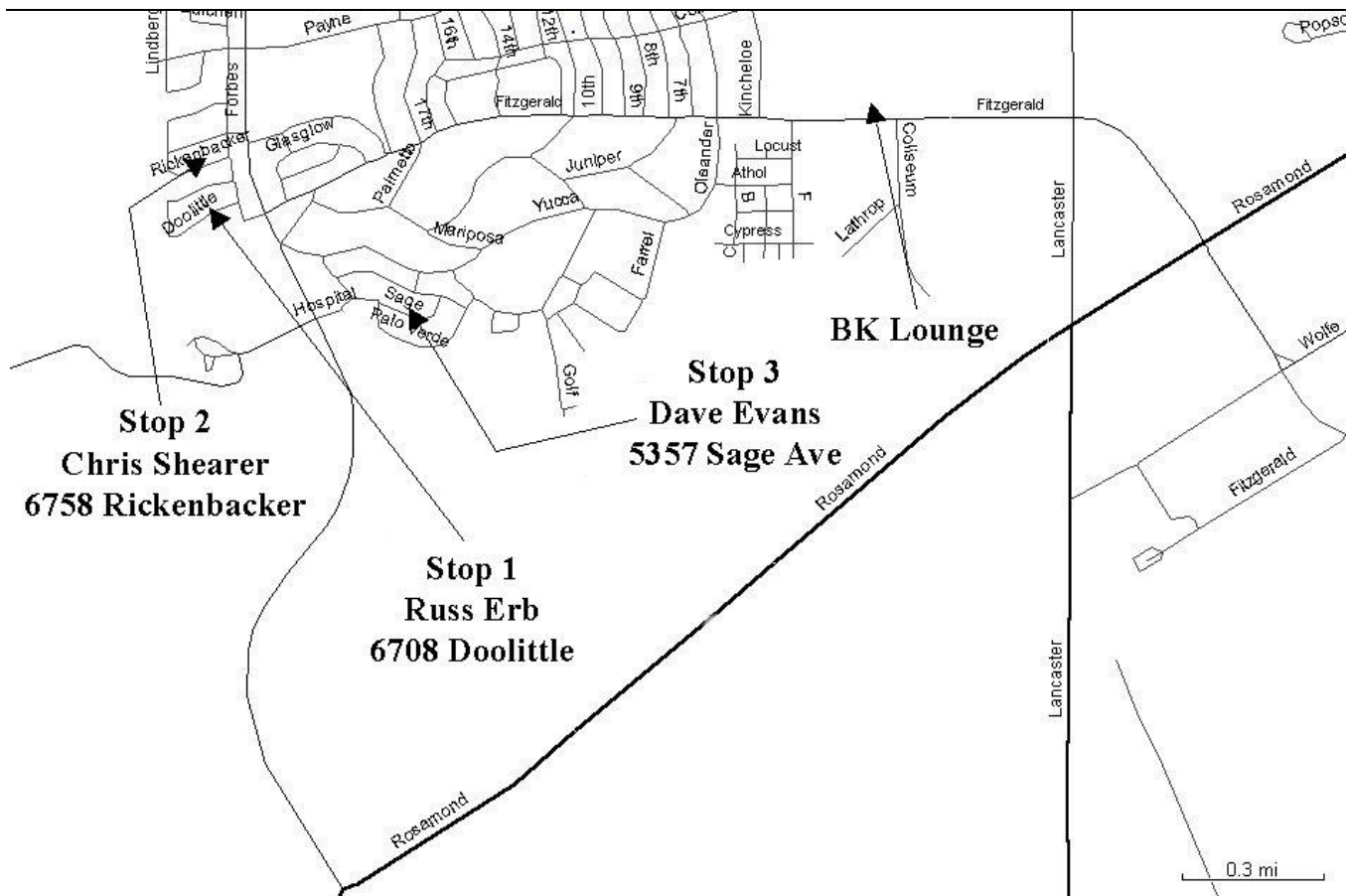
After a highly successful round of project inspections, we will proceed to the **BK Lounge** to revel in our victory and solve all of aviation's problems over a Whopper®.

Come and learn from the experts how to barge in to a workshop, ask a non-stop barrage of inane questions, offer opinions in areas unfamiliar to you, and see what fine craftsmanship looks like. There may even be a training session in the proper use of the dreaded P²3DI!

Just An Old Fashioned Fly-In III



On **16 September 2000**, our good friends in Chapter 49 will be holding the third annual **Just An Old Fashioned Fly-In** at **Fox Field**. This very successful format includes no airshow, no judging, and no registration fee. It does include breakfast, lunch, and a whole bunch of other stuff. Go to <http://www.eaa49.av.org> for the rest of the details, or call Ozzie at (661) 942-7149.



Last Month's Meeting Gathering

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, August 15, 2000

Gary Aldrich, Presiding

Schmoozing, Visitors, Announcements, Old Business, New Business

As best I recall, we schmoozed. There was food there, and we finished off the Chewy Chips Ahoy before starting the meeting. While eating, we watched an edition of "Chapter Views," a videotape from the Chapter Office with our own favorite video star, the **Vice Grand Poobah for Chapter Stuff** himself, **Bob Mackey**. Not a lot of business to take care of. **Kommandant Aldrich** is still looking for someone to step forward to take care of handling the General Aviation display at the Edwards Open House (21 October 2000).

Program

If you skipped the meeting figuring that I would be publishing another 20 page tome in the newsletter describing in excruciating detail my trip to **AirVenture 2000** with the **Kommandant**, well, you screwed up. I've decided to spend that time building my airplane instead of writing another travelogue. You'll have to settle for the few random notes recorded here.

The program was presented by **Russ Erb** and **Gary Aldrich**, who actually attended **AirVenture 2000** this year (*which it's a good thing they went this year—it would be tough to attend AirVenture 2000 next year...*). **Ron**

Wilcox was also on hand, who had a couple of sentences to add about his experiences there, but otherwise said we covered it pretty well. **Bill Irvine** was at **AirVenture 2000**, but didn't make it to this meeting. He did tell us at the board meeting that the vendors became very interested in talking to him when they heard he had a twin (Cessna 310). If only they knew...

Other Chapter 1000 members seen at **AirVenture 2000** were **Jeff Harband** and **Gary Sobek**. The entire Det 11 crew (**Ed Dutreaux**, **Norm Dewitt**, and **Jim Piavis**) was present as well.



The **Kommandant's Crew** started their **AirVenture** experience by flying to Arlington TX to pick up **Lee Erb** (Det 5). The next day (27 July 2000), the VC-180 Fighting Skywagon flew a flawless approach through RIPON and FISK and on to a landing on KOSH Runway 36. Of course, this touchdown point was about as far as you could get from our final campsite. For the next 13 minutes we

taxied the off-road Skywagon the full length of 18-36 and around Runway 09-27 to get to the North 40 camping area. We set up camp behind the left wing, and later found that we were lucky enough to be located right next to where all of the jets and turboprops waited on the taxiway for takeoff on Runway 09. Such luck.

We made our way into the convention area and paid our tribute to the money changers and received arm bands allowing us to stay. As we roamed in I spotted the Boredom Fighter of **Jim Piavis** (see later this issue) and shortly thereafter Jim himself. He told us that some of our other members were over in the RV area and showed us the way over there. Pretty soon we had standing in one area **Russ Erb, Gary Aldrich, Lee Erb, Paul and Victoria Rosales, Gary Sobek, Ed Dutreaux, and Ron Wilcox. Norm Dewitt** was reported to be in the area somewhere but was not present. The **Kommandant** made some komment about here we were 1500 miles from home and we manage to get together a bigger group than we do for a normal monthly chapter meeting!



Paul and Victoria had decided at the last minute to take their freshly finished RV-6A to Oshkosh. Good decision. Besides contributing to much dead grass in the area, much to their surprise (but not ours) Paul got home to find out that they had been awarded an **Outstanding Workmanship – Kit Built** award! Not too shabby, especially when Paul had not set out to win an award but just to build an airplane that satisfied his idea of “the way it should be.” Paul also credits many of us who helped him with the airplane, including his brother who did the painting and **George Gennuso** who did much of the outstanding fiberglass work, especially around the windshield. I just hope Paul never has to replace his windshield! It would be a shame to have to cut out all of that beautiful work and then have to recreate it.

The primary reason that the Kommandant's Krew pushed to get into OSH on Thursday before the airshow was so I could actually be present for once to accept an award. As you can see here, **Brenda Anderson** is presenting me with the 2nd Place Web Editor's Award, as mentioned by the Kommandant last month. **Vice Grand Poobah for Chapter Stuff** looks on from the lectern while making comments about Chapter 1000 being an “interesting” chapter. You know what the Chinese say about wishing someone an “interesting” life. He had plenty of ammunition to harass us much worse but mercifully chose not to.



Of course, I accepted the award in my official **PPTAF** uniform shirt. You can also see that I was practicing my perverse practice (that's *perverse*, not that other word you were thinking of) of emphasizing comfort over fashion, although that doesn't explain the **BLACK** T-shirt. Fortunately for the assembled masses, the Theater In The Woods staff did not budget any time for acceptance speeches. No tellin' what I might have said.



You can see lots of pictures of AirVenture airplanes on the National EAA web site and the AVWeb web site. One that I thought worthy of including for this group was the **NACA TF-51**. This is the airplane modified by



NACA to do terminal airspeed dives to accomplish supersonic research over small models mounted on short pylons above each wing. This airplane and its restoration was covered in a recent *Sport Aviation*.

We couldn't help noticing the additional Pitot tube added on the left wing. This was installed in one of the

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former machine gun bays. The odd thing was that it was just outside of the prop arc, so it couldn't be too far from the slipstream. We thought they would have at least mounted it in the most outboard bay. Then again, the induced velocity from the propeller in a screaming dive at transonic speeds is probably not very much greater than the freestream velocity anyway.

In the Aeroshell Square, we noticed the absence of the **Concorde** and the **Vickers Vimy**. We figured the absence of the Concorde had something to do with all of the recent news coverage, but no explanation was ever given for the absence of the Vimy, even though *Sport Av* had reported that it would be present.

There were still plenty of interesting airplanes for the public to gawk at. Probably the most popular was the NASA Super Guppy. That would be the one that looks like the results of a pressurization test on a KC-97 gone horribly wrong. NASA has had several of these aircraft over the years, and this one had the R-3350s replaced with T-56 turboprops that appeared to have been stolen directly off of a P-3 when the Navy had its collective back turned. This is the same engine as used on C-130s, only mounted upside down.

Speaking of C-130s, there was a C-130 there which was modified for the Arctic/Antarctic mission with skis. Those skis had some serious engineering behind them and were very interesting. No need for chocks on this bird—just lower the nose ski enough to raise the nose wheels off of the ground and it ain't goin' nowhere.

A beautiful Lockheed Constellation Super G (is that redundant?) was there with lines of people passing through it long enough to scare off even the most dedicated **PPTAF** officer, who, of course, was not there.

The recently restored Delta airlines DC-3 was there, and nobody was passing through it. Nobody was even allowed near the door. Seems Delta is so anxious to protect its restoration job that they won't show it to anybody. Of course, if you had lots of money, well then maybe...

The Collings Foundation apparently wasn't satisfied just having a B-17 and a B-24. They now have an F-4 painted up like Steve Richie/Chuck DeBellevue's Vietnam Ace aircraft. The interesting thing I noticed looking at the dates that they shot down the MiG-21s was not only that they all happened in about a two month period, but that five victories over two months works out to a lot of days of flying and not seeing anything at all!

We also found Jimmy Buffet's Albatross, which we took our picture in front of for **Houdo** (nee **Opie**) who was back at TPS doing all of our work. We also found what he described as a "Buffet-esque" T-shirt which he has been seen wearing under his flight suit.



Chapter members **Jon** and **Tricia Sharp** were also there with *Nemesis*. During AirVenture, Jon made the last ever flight of *Nemesis*, after which it was turned over the National Air and Space Museum.

The Adams M-309, the new "I'm not a Cessna 337/O-2/Skymaster" twin built by Scaled Composites, was on display. I mention this mostly because we ran into **Bob Waldmiller** who was there on a non-working vacation from Scaled.

On Saturday morning I attended the **Chapter Leaders Breakfast**. Food was eaten, speeches were made. The **Grand Poobah Tom Poberezny** said a few words and then, in a daring move, opened the floor to questions. Someone asked the question I first asked back in 1992. Much of the emphasis in the Young Eagles program has been toward flying one million kids by 17 December 2003. The question was "Well, what about after that? Will the program continue?" The answer was that the Young Eagles program has been so successful (recognized throughout the aviation community) and since all of the infrastructure is in place, the program will continue past 2003. Gee, I kind of expected that.

Tom also talked about a "Grassroots Fund" to be used to reimburse some of the expenses incurred by chapters executing educational programs for the public. Some restrictions apply.

Tom also announced the "First Flight" program for 2003. Per the EAA web site, "EAA's "First Flight Program" will honor all members who complete their homebuilt aircraft, ultralights and restorations during the calendar year 2003. Those that do will receive a special "First Flight Celebration Package" from EAA that includes log books, a certificate of achievement, and "First Flight" centennial decals for the plane.

Poberezny also pointed out that all youngsters who fly Young Eagles Flights during the calendar year 2003 would receive special "First Flight Celebration" Young Eagles Certificates. EAA member pilots giving Young Eagles Flights will receive a special "First Flight Celebration Certificate" at the end of 2003 recording the number of Young Eagle Flights they have provided during the calendar year." EAA is apparently much like any large corporation, as **Steve Buss** told me that was the first he had heard about this.

And speaking of Steve Buss, I made my way to the Young Eagles house to meet with Steve, **Michelle Kunes**, and the other Young Eagles staff that I have worked with over the years. They still love WinYEFC. Oddly enough,

they were having a strange problem with it, and asked me if I would come look at it. Again, here I am, 1500 miles from home doing tech support on a program that I haven't looked at the source code in about two years. Even so, sans code, I was able to solve the problem. Then again, they pointed out some other annoyances they had experienced. Time for a minor upgrade.

At another time, Gary and I went to the Chapter House to see **Bob Mackey** and the rest of the Chapter Office staff, where we talked about important and critical issues. That's right, we talked about the paint scheme on Bob's Cessna 182. What did you expect?

On Sunday, our primary objective was to see the Air Adventure Museum. Everything you've read was correct—this is an outstanding museum, and you need to visit it sometime. We also walked through all of the buildings at Pioneer airport, to the constant tune of Bell Model 47 helicopters giving rides. In the Wittman hangar was a very interesting and appropriate memorial to Steve Wittman. The propeller from the **O&O Special** that he had died in was mounted on the back wall, continuously turning in memory of one of the world's greatest homebuilders. Sort of like an aviation eternal flame. Very touching.

Of course, there was the airshow every day. A lot of it looked like stuff you've seen before. Two of the notable acts worth stopping and watching were **Sean D. Tucker**, who does things with airplanes that will get him subpoenaed to Physics Court, and the **Northern Lights**, who do a formation show that the Thunderbirds never could.

Then there was my nomination for the most annoying act of the airshow. Sure, Jet Noise is the Sound of Freedom and all that, but when you live around it all of the time, it can get annoying. I'm referring to Jim Franklin's Waco UPF-7 biplane. I'm not sure how many beers he had had at the time, but somehow he got the idea to strap a jet engine from a Cessna Citation under the fuselage, which is lit off for increased vertical penetration (up, that is). Kyle Franklin also does wing walking on the same airplane.



Being the Kommandant isn't all glory and begging for volunteers. Sometimes there's the diplomatic duties that you have to do, no matter how disgusting or uncomfortable they may be. Here our illustrious Kommandant is doing an outstanding job pretending to enjoy meeting with the EAA

Chapter 20 Prezint. Apparently Chapter 20 doesn't have a very good dental plan.

What? You don't believe that? You say no EAA Chapter has a dental plan. My point exactly...you're not buying this, are you? Okay, here's the real story. On Sunday night EAA Chapter 20 hosted a barbecue get together near the convention grounds. Event coordinator **Norm Dewitt** and Chapter Prezint **Ed Dutreaux** (both undercover **Project Police** officers working out of EAA Chapter 1000 Det 11) extended an invitation to the Kommandant's Krew to join with our aviation brethren (and sisteren (?)) from "up North." Good food, drinks, and times were had by all.

Overall the weather was better this year than what was reported last year (excessive heat), as long as you didn't mind getting wet occasionally. Weather was generally overcast with high humidity, and we got rained on occasionally. While it helped keep the temperatures down, the overcast also seemed to keep a lot of aircraft from being able to arrive (or depart) on Saturday or Sunday.

We departed Monday, and other than a precautionary landing after an incident that we later determined was probably another data point showing that engines don't run well with ice in the carburetor (it never stopped, but did make some odd noises as the ice made its way through), the flight back was rather uneventful. There was also the time spent flipping through the AOPA book trying to find an airport in the right area that had a restaurant on or near the field.

Someone is still putting quarters in the giant washing machine that we call the Southeast California/Arizona skies.

If you want to see more coverage of AirVenture 2000 (although probably without the **PPTAF**), tune into Speedvision Wednesday, Sept. 20 at 9 p.m. PT for the official video version. That's the day after the September project tour.

Aftermath

Much as you would expect, after listening to Russ and Gary ramble on, the assembled mass-ette departed the TPS for the BK Lounge, where they were last seen finally enjoying themselves.

- **Erbman**

Pseudo-Secretary



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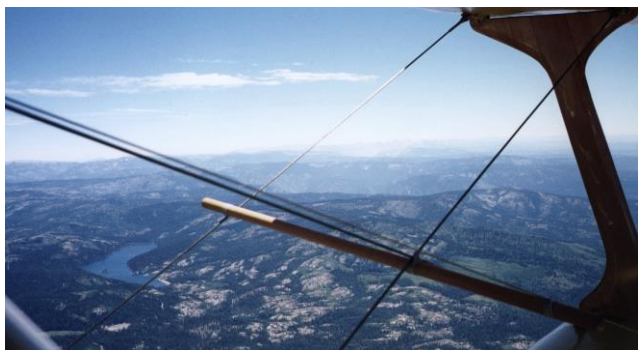
Magellan, Marco Polo, Lindbergh, "Wrong-Way" Corrigan, and Me

(or How I Flew an 800 Pound Bi-Plane 3400 miles to Oshkosh and Back)

Overall, the planned flight to Oshkosh this year was to take about 4 days out and 3.5 days return. I was to meet Frank Baldwin, retired TWA Captain, with his Boredom Fighter in Oelwein, IA on Tuesday prior to Oshkosh, then fly into OSH together on Wednesday morning. At least that was the plan...

I started this odyssey on Friday 21 July, moving the Boredom Fighter from Half Moon Bay, CA down to Hollister. We have a slight problem with fog along the Northern California coast this time of year. So, on Saturday morning, after waiting for the overcast to clear, I headed out on the journey to OSH.

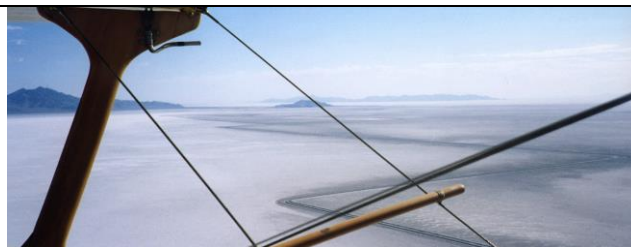
First stop was Auburn, CA, along Interstate 80 in the Sierra foothills. This was the last stop before heading out over the Sierras, hoping to cross just north of Lake Tahoe. I had installed a mixture control on my Continental A-75 and this was the first time I could really try the new control. Fortunately, the new mixture control worked great. It basically had to because the elevations along the route were going to be a little on the high side. Out of Auburn, I was able to coax the BF up to a nose-bleeding 10,600 feet. At the time I suppose the density altitude was somewhere around 13,000 feet.



Over the High Sierra at 10.5. That's a long way up in a Boredom Fighter!

I then stopped at Reno-Stead, home of the National Championship Air Races, and was tempted to a trial run around the pylons, but thought better of that idea. After gassing up, I headed out towards the booming metropolis of Winnemucca, NV, then on to the day's final destination of Wendover, UT. For anyone who hasn't been through Wendover, it's worth a trip. Either spend a couple of dollars on the Nevada side in one of the casinos, or wander around the old Wendover Army Air Corps base. It happens to be the training base for the atomic crews who flew B-29s and the old base is generally just like the Air Force left it when they closed the base.

Sunday morning was a nice weather day, allowing a quiet and calm hour as I flew out over the Great Salt Lake Desert, followed directly by the Great Salt Lake.



Bonneville: Lots of places to land!



Out over the Great Salt Lake near Antelope Island. There's A LOT of water down there!

Somewhere over those 40 miles of lake, I realized that there's an awful lot of water down there. There's a reason why so many manufacturers installed Continental A-65/75s in the early aircraft. That engine didn't miss a beat for the entire trip. Going feet-dry on the east side of the Salt Lake, I contacted approach, crossed the Wasatch mountains through a VERY narrow pass just east of Hill AFB, then headed for the first gas-stop of the day; Evanston-Unita, WY (EVW, elevation 7163).

Density altitude had already started increasing for the day as the DA was already at 9300'. After a Coke and gas, I headed out for Rawlins, the third highest airport in Wyoming at 6813'. Two hours later I arrived at Rawlins for more gas and a quick trip to Wendy's in the airport courtesy truck. The third stop for the day was Scottsbluff, NE, located in the Nebraska panhandle. The trip to Scottsbluff was over many miles of unpopulated Wyoming and across the Continental Divide. At a cruising altitude of 1000 AGL, you actually notice the streams running to the East.

After a nice stay at the Scottsbluff Holiday Inn Express, and despite the fact that I awoke significantly smarter, I flew down the Platt River at 500' towards Omaha. By mid-day I had made Millard (MLE), west of Omaha, and decided to call it a day. I happened to land with the winds blowing at 14G18 and I thought better of pressing on. Besides, I ran into a large group from Livermore, CA who had parked their homebuilts in the same hangar. I ended up having dinner with those folks in Omaha's Old Market and calling it an early evening.

Tuesday morning required a two hour delay for weather, but I was able to make it out of MLE, and head out for Ames IA, near Des Moines. I was planning on

swapping oil when I reached Oelwein, but at Ames I was at minimum oil. In 16 hours of flight time, I had to add one quart. Darn! Pressing on ahead, I made Oelwein an hour later and put the airplane to bed. Frank and I then spent the afternoon cleaning up the Boredom Fighters, gassing up, and getting ready for the flight to OSH Wednesday AM (if the weather held).

Unfortunately, the trip across NE and IA was ahead of a very slow moving cold front, ensuring low overcast and scattered rain for a couple of days. At about 0800, Frank and I cranked up the planes while a short shower dumped rain on us. We headed out towards OSH on the low and slow route, dodging and not-dodging showers along the way. 1:45 minutes later were at RIPON and inbound to FISK. Winds were 180 at about 14. Unfortunately, Frank's radio chose a bad time to act up and he was directed to runway 27. Not wanting to follow suit, I promptly told the controller I could understand him just fine and requested 18. Not a problem. Turn to 100 degrees, contact tower and join downwind for 18 Left. I was able to land, taxi to the RFA parking and tie down, 10 minutes before Frank was able to even enter the RFA area.



Frank Baldwin's and my Boredom Fighter at OSH, buttoned up for rain.

Luckily the weather enroute to OSH was very pleasant, however somewhat hot. That is until I hit the mid-west. OSH continued the cool trend with showers on and off. At least it kept the dust down!

Sunday was the target day to leave OSH. With IFR conditions early in the morning, engine start was delayed until about 9:30 AM. The cold front that affected OSH for the last four days was slowly making its way across the East. I was going west, so the nasty weather was not an issue. Like me, another several hundred pilots also decided to depart at the same time. From engine start to actual departure, the wait was one hour. Departing runway 36 with a right downwind departure, and continuing south 5 miles, I was then able to make a right turn to 270 to get on my way. The Wisconsin countryside is pretty green this time of year and I was able to see most of it from 500' AGL for the first hour. Running into inbound traffic was not my first priority. First stop was Decorah, IA airport where I ran into two guys in Grumman Tigers. They were trying to head east by making a run to the west. They sure were picking the long way around.



In line for departure with the other 500 pilots. One hour start to departure. Taken by Ed Dutreaux.



Taken by Ed Dutreaux on departure from OSH.

After another two hours I stopped at LeMars, IA for another 8 gallons of gas where I noted the scourge of the Iowa bugs. Every forward-facing surface of the BF was covered with black bugs! Sunday was a day off for the attendant, so I had to literally interrupt his golf game. He apparently had someone else come out and pump the gas. I proceeded to then depart and made my way through western Iowa, skirting the southeast tip of South Dakota, and pressed on into Nebraska. I chose the northern Nebraska route this time and made the day's final stop at O'Neil, population 4,000. I found that these smaller airports were always a pleasant place to stop. Always friendly, had coffee ready, and usually a courtesy car to borrow.

Day two found me just to the west of fog-induced IFR conditions, but O'Neil was unrestricted and calm. After being beaten-up over Utah and Wyoming, calm cool air is always nice. 2:45 later, I landed at Le Mars, NE. A long leg, and previously consumed coffees were taking their toll. As the BF settled from a nice wheel landing, a gust from the right side decided to push the tail around somewhat and the result was a scraped left wingtip. No damage other than some missing fabric and minor wood damage. The attendant fueled 12 gallons of gas and was kind enough to lend me a roll of duct tape. Instant repairs then off again. By this time though, the slab back-seat cushion was beginning to take effect. My lower back was feeling the pain.

Another two hours and I was out over Wyoming, this time stopping in Casper, located in central WY. Also, by this time, the much-reported western wildfires were beginning to sprout and I saw first-hand results. Visibility for the last 20 miles into Casper was down to about 10

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miles. Very low for that part of the country. From here to the end of the trip, NOTAM restrictions for fire fighting were consistently in my route.

The next leg was planned and flown from Casper direct to Rock Springs, WY. If one takes a look at a map, one notices absolutely nothing about this part of WY. I'm serious, there's absolutely nothing through this leg. No roads, lakes, trees, significant mountains, etc. Nothing but a couple of alkali ponds and wellheads. For 185 miles there was absolutely nothing out there. This was serious dead reckoning. I figured out that if I went in the right direction, at least I was going to hit the I-80 within 2 hours. This plan worked out well as I did intercept the I-80 within a mile or so of plan. Then into Rock Springs just in front of a P-51 and a King Air. Not bad company.



Navigate This! Navigation over Wyoming. Not much to go by...

By this time the afternoon temps were peaking and I had one more short hop to make for the day. I had planned to make Evanston-Unita WY for the evening, which was another hour away. With a very hot day at Rock Springs, and a high elevation airport (6760'), the AWOS was reporting a density altitude of 10,300. I also had 10,000 feet of runway that provided enough room to abort if necessary. The takeoff was fairly normal, although long, with the aircraft getting airborne within the first 1000 feet. By the time I passed the departure end, I had only gained about 300' of altitude but climbing slowly. With out any further delay, I headed for Evanston-Unita. An hour later I landed for the day at Evanston.

The next day was starting out somewhat cool but the heat was to start its onslaught. I departed Evanston-Unita at 0756 and headed towards Wendover. The smoke from the wildfires was still with me as I entered the gap in the Wasatch Mountains immediately East of Hill AFB, UT. I called up Hill tower and headed across the Class D at mid-field. I made for the lake and was soon "feet-wet". The visibility over Salt Lake was down to about 8-10 miles so navigation over the lake was somewhat suspect. From the east shore I could faintly make out the outline of Antelope Island. Over Antelope Island, I could make Stansbury Island, and from there, the west shore. Once clear of the lake it was an easy trip across the Great Salt Desert and into Wendover for an easy two-hour flight.

I put another 8.9 gallons of gas in the BF and departed to the Northeast, following the I-80 to clear the terrain. Once clear of the hills, I was direct to Battle Mountain, NV. 1.7 later, I was arriving at Battle Mountain and the heat was approaching 100. Finally, I needed to add

another quart of oil. Generally, this A-75 engine ate one quart of oil in about 15 to 16 hours of flight time. Not too bad. I met a couple of the Air Attack pilots, one flying a PC-6, and the other a P-3 fire bomber. They did give me some good-natured harassment over the size of the Boredom Fighter, but that quickly ended when I suggested that I had the privilege of leaving Battle Mountain. They got to stay. On to Reno-Stead, NV.

I headed out over some of more desolate country between Battle Mountain and Reno. I had plenty of confidence in the engine to stray from the highways and did so frequently. 2.3 hours later I was on the ground at Reno-Stead. I parked in good company for the night; MiG-15s, TS-11 Iskra, F-86. I was fortunate to get a ride into town and equally fortunate to get a room at Circus-Circus. Hot Summer Nights was starting in Reno and the hotels were quickly filling. Circus-Circus provided a great prime-rib dinner and a good Margarita.

The next day was the last. I caught the bus to Reno – Stead, which let me off ¼ mile from the airport. At 8:50 I was airborne towards Donner Pass and Lake Tahoe. I crossed over the area at 8500 and generally followed I-80 down the west slopes of the Sierra Mountains. Landing in the desert if an engine quit is one thing, but landing in the mountains among redwood trees is certainly another. I kept within gliding distance of I-80 this time. After 1.3 hours I landed at Placerville, CA had a Coke, and filled up the airplane. Placerville is one of those airports that you really would like to go back to. It sits at approx 2700 feet and is located in the Sierra foothills. Both approach and departure are over greatly rising terrain as the airport site is at the top of a butte. Next stop Hollister.

The 1.7-hour trip to Hollister was fairly uneventful. After monitoring Stockton Approach, I felt it wise to give them a call and let them know I was out there. The San Joaquin Valley in California gets to be a busy place and I was at 6500'. Just high enough to get run over by a Queen Air. After delaying the landing at Hollister for a C-172 with an engine problem, I finally made it back. I was lucky enough to find some hangar space until the coastal marine fog would let me back into Half Moon Bay. Three days later I was able to make it back to Half Moon Bay.

In summary, I spent the better part of 46 hours airborne for the odyssey to Oshkosh, covering approx. 3400 statute miles. 25 stops (including OSH) and 183 gallons of gas were consumed. Not too bad on the fuel consumption. Averaging just under 4 gallons per hour, you can't beat a grand tour of the western US at ten bucks an hour. Weather both ways was most excellent! The aviation gods must have smiled upon me as I came the closest to having the mythological tail wind in both directions. And who would have thought that a plan drawn up well ahead of the flight could have been flown per plan over a two-week period? Who needs a GPS? When you're going this slow, you really can't get lost that fast. I relied on MK VI eyeballs, sectionals, a plotter, watch, and the all-important E6-B whiz wheel (used for ground speed and fuel consumption calculation). I have to admit that the most difficult navigation I did was out over Iowa and Wisconsin. Never did get lost, however there were times when I wasn't quite sure of my position within 10 miles. All those darned towns look the same! I believe that state

planning officials told the original occupants that they were to be issued the following:

Tower, water type, one ea.
Silo, Grain, three ea,
Railroad, siding, two ea
Railroad, through tracks, one ea
School with track, one ea.
Church, large with steeple, one ea.
Field, Corn, 50 sq miles.
Stream, winding, one ea.

That's about how eastern Nebraska, Iowa, and Wisconsin appeared. Sometimes the towns didn't even have the good sense to put their town name on the water tower either. Don't know how long it took to find that town "Caterpillar".

The airplane performed equally as well. I developed a minor exhaust leak on the #4 cylinder that was about the extent of the mechanical problems. That 55 year-old Continental never missed a beat! Well, that about wraps up the trip to OSH 2000. I'm still doing some repairs to the bird and hope to be back in the air by press time!

Would I do it again? You bet!

- Jim Piavis

EAA Chapter 1000 Det 11, Bay Area CA

PS...I was awarded the Longest Time Enroute award by the Replica Fighter Association (aka, Iron Butt Award).

Kommandant's Korner

Greetings All! This month's column will be brief as your NLE has promised a full accounting of our trip to Airventure. I'll just mention that I, Russ, Vice-Kommandant **George**, and soon-to-be-**Project Policeman Matt Acer** traveled this weekend to Sacramento Executive Airport to attend this year's version of the Golden West Fly-in. It was a rather low-key affair...good turnout and variety of amateur-built; but a bit shy of "big-iron" warbirds. Also, the flying activity was limited to rather mundane fly-bys by various types (at least on Saturday). Still in all, it was good fun and aviation camaraderie as well as an excellent excuse for flying the **Skywagon**. Given the **PPTAF** penchant for culinary adventures during our outings, we stopped in to Harris Ranch (308) near Coalinga to partake of some fantastic beef products.

The previous weekend saw the **Fightin' Skywagon** in formation with the **Strike Mooney** on a short outing to Laughlin-Bullhead City Airport (KIFP) where Mrs. Kommandant and I contributed to the local economy as the "token" big losers. The **Dodson's**, on the other hand, relieved the dealers of some coins, spurring my comment that it would have been cheaper for us to stay home and just write Doug and Gail a check!

Anyway, enjoy the rest of the warm weather and have fun with Sport Aviation!

Fly Safe and Check 6!

- Gary Aldrich

Kommanding



Young Eagles Update

Cal City Airport, August 12, 2000

Another Great day for flying (just a little hot). We had lots of pilots and lots of eager Young Eagles. We even had some time to stand around and tell some more war stories!!!

This rally, we flew 26 Young Eagles. We had 11 pilots and 2 ground crew volunteers. We had a great time and this month, and were not over-worked. The Young Eagles of California City are exceptional!! Most of them are really interested in aviation.

Thanks to Tom Weil, the Cal City Airport crew, and all of Cal City for making this a great rally. We'll be back soon.

UPDATE #1: Since I haven't sent in a report in a while, I'd better catch you up. Here's a summary of this year so far:

Jan 8 - Fox - 9 YEs	Feb 28 - Cal City - 13 YEs
Mar 11 - Fox - 33 YEs	Apr 8 - Rosamond - 57 YEs
Apr 15 - Fox - 36 YEs	May 13 - Fox - 23 YEs
Jun 17 - Tehachapi - 7 YEs	Jul 15 - Fox - 41 YEs
Aug 12 - Cal City - 26 YEs	

UPDATE#2: The rumors are true! I will wed the beautiful, young, and vivacious Young Eagles volunteer and RV-6 rivet-bucker, Kristin Abraham on August 20th in Yosemite. Thanks for supporting us!!!

August 12th Summary:

Ground Crew:

Victoria Rosales

Pre-flight registration

Brandon Stille

Post-flight certificates and pictures

Pilots:

Gary Aldrich

Equipment:

Cessna 180

#YEs

(moral support)

John Bush

Cessna 140

2

Doug Dodson

Mooney M20C

1

Don Gates

AA1-C

1

George Heddy

Cessna 172XP

8

Larry Hellwig

Cessna 182

2

Bob Hoey

BD-4

1

Ozzie Levi

Cruisair

1

Dick Monaghan

Luscombe 8A

2

Wen Painter

Cessna 182

5

Shel Simonovich

Mooney M20E

3

Young Eagles this Rally: 26

Young Eagles this Year: 259

Young Eagles Grand Total: 2855

The remaining 2000 Rallies are scheduled as follows. If you see a conflict, please let me know.

Sep 16 - Fox - 0800

Oct 14 - Rosamond - 0800

Nov 18 - Fox - 0900

Dec 16 - Tehachapi - 0900

- David McAllister

Chapter 1000 Calendar

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. Project Tour. (661) 609-0942

Oct 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Oct 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Oct 14: EAA Chapters 1000/49 Young Eagles Rally, Rosamond Skypark, Rosamond CA. (661) 822-0462

Oct 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Oct 21: Edwards AFB Open House and Airshow

Nov 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 949-7214

Nov 7: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Nov 14: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 18: EAA Chapters 1000/49 Young Eagles Rally, 8:00 a.m., General William J. Fox Field, Lancaster CA. (661) 822-0462

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

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:

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Secretary Miles Bowen: mbowen@cybersurfers.net

Treasurer Doug Dodson: 73773.1546@compuserve.com

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

PROJECT TOUR 19 SEPTEMBER

KOMMANDANT KREW OSHKOSH REPORT

BOREDOM FIGHTER TO OSHKOSH

