



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>

August 2001

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:



Host: Mike Machat
Tuesday, 21 August 2001
1700 hrs (5:00 PM Civilian Time)
AFFTC Flight Test Museum Theater
Edwards AFB, CA

OK, listen up here...I said LISTEN up here, yeah, you guys in the back, LISTEN UP!!!! (#*/ slap!, *#@~biff)...Why do I always have to slap a few heads to get you to pay attention?

OK, now, this month's meeting is the **best one we have ever had**, so take notes, and you might even want to

invite a few friends to this one. This month you're going to be transported back in time...Warm up the "Way Back Machine" Mr. Peabody!



It's 21 August 2001, you've just passed through the guard gates at Edwards AFB (is that the Twilight Zone music I hear in the background?). Off in the distance your eyes are drawn to the Flight Test Museum, yet somehow it seems different. You continue to drive, and as you do you can feel the years retreating into the past. The warm desert wind blows through the car's open windows. As the wheels turn so do the hands of the clock, days, weeks, months and years retreating into yesterday. The music on your car stereo fades from Jimmy Buffet to Beach Boys, and then to Elvis. You are incredulous as you see your CD player morph into a cassette player, then an 8-track, and then into an AM radio. The Street Pilot GPS on your dash first shows "Poor Satellite Reception" then disappears altogether.

As you approach the museum a strange sight comes into view. You pull into the parking lot, and hear the gravel crunching under the tires of the big '48 Buick Roadmaster you're driving, and your watch shows the date is 21 August 1955. You haven't seen this in a long time, a very long time. It looks like a movie premier from the 50's...

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Klieg lights are out in front of the museum, white columns of light are piercing the evening sky moving slowly back and forth. Just then, the **Kommandant** pulls in, behind the wheel of that sharp 1953

Studebaker (*Jeeze, it looks like it's doing sixty just sitting there*). **Gary** gets out

sporting a nice Fedora, and who pops out of the other door...none other than **Mike Machat**. Well, sports fans, it looks like it's shaping up to be one of the best meetings we've ever had.



As a matter of fact this is the premier of a 1950's movie. It's the EAA Chapter 1000 premier of "*Toward the Unknown*" starring **William Holden** and **Virginia Leith**. This is a movie about the **X-2** and the **Gilbert XF-120**. It was filmed on and around our chapter headquarters, Edwards AFB. You'll get to see what the base looked like in the 50's. Our esteemed member, **Mike Machat** (F-105 Guy), was able to lay his hands on one digitally remastered copy of *Toward the Unknown* for his private collection, and has graciously consented to share this unique bit of film history with us at this month's meeting. Visit <http://www.bellx-2.com/ttu/> to learn more about the movie.



Not only is Mike bringing the film, he also has the original movie posters and some of the actual scripts that were used during the filming of the movie. And to top that, Mike will be bringing actual 1950's Muzak to lend an air of authenticity to the evening. Mike will be narrating the evening's events so we we'll have plenty of opportunities to ask questions and look at the artifacts.

We also have to thank **Doug Nelson** for letting us use the Flight Test Museum to hold this unique meeting.

Now this evening would not be complete without the proper period food, so in a departure from the fine cuisine

that we regularly have, there will be sodas, bags of popcorn, candy and chewing gums. There might even be a couple of sticks of Beemans, you never know. But, it's not a complete departure, we will still have the traditional tray of Chocolate Chip Cookies, (couldn't start a meeting without those).

Just then a motorcycle cuts into the lot followed closely by a government issue Jeep.. Look out! Isn't that **Hojo** riding that new Indian, and **Bill Irvine** behind him? That Jeep looks brand new. Now there's a sight, **Doug** and **Gail** in a 1955 Pink Cadillac Convertible...they look just like celebrities, don't they? Elvis could take some lessons in style from these two. The way this evening is going, it wouldn't surprise me to see **Jim Piavis** come taxiing up in the Boredom Fighter....

Well guys, we'd better get out of the parking lot and into the museum. You'll want to pick up **Mike Machat's** latest print—a painting of an F-86 with an F-22 chase. Besides, I think I see **Russ** coming in the *Project Police Paddy Wagon* with a full head of steam, and he's yelling something about "Sprinkler's Be Damned...."

Knife

Vice Kommandant

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB

1700, July 17, 2001

Gary Aldrich, Presiding

After the usual schmoozing, we moved to Scobee Auditorium for our presentation. After a brief discussion of the Kommandant and NLE's trip to Flabob to see the Vickers Vimy, **Russ Erb** introduced **Graham Byass**, Kommander, EAA Chapter 1000 Det 10, Perth, Australia. Graham was with us on his way to Airventure 2001 in Oshkosh.

In this his first appearance at a Chapter 1000 meeting, he graciously agreed to speak to us about Sport Aviation in Australia. He started with a geographic orientation for those of us who didn't know where Perth was. He showed us a picture of Serpentine, his home airport. Interestingly, it is not restricted in size by suburban encroachment but rather by wildlife reserves. He showed us the high-tech FBO facilities and some of his fellow airport denizens. After pictures of the local coastline, he showed pictures of his airplanes and other airplanes around the airport. Finally, he showed pictures of his project, a Zenith Zodiac, which he is scratch building from plans.

During the presentation, Graham was peppered with all sorts of questions, some of which had rather interesting answers. Some of the more interesting points:

Australian maps and charts are printed North up.

The seven subdivisions of the country are called "states."

Australia is essentially the same width as the 48 contiguous US states.

The primary building material for most houses in Perth is brick.

About 30 or 40 years ago when Australia converted to the metric system, they also changed their monetary system from pounds, shillings, and pence to a decimal system of dollars. An Australian Dollar is currently worth 51 cents US.

Everyone present seemed to enjoy the presentation judging by the number of questions. The questions continued at the BK as those present enjoyed a full and satisfying meal.



Map of Australia. Perth is located in the state of Western Australia, down near the southwest corner



Overhead view of Serpentine Airport



Some of the other airport denizens



Graham owns a share of this Auster, powered by a DeHavilland Gypsy Major of 145 horsepower



Graham also owns a share in this Fournier RF4 motor glider. This is the airplane you read about in these pages many moons ago



Spars and ribs of one wing panel of Graham's Zodiac

Kommandant's Korner

Well, it appears I may have finally struck a chord or two with my ramblings in these hallowed pages. Last month's Korner resulted in two unsolicited e-mails concerning my comments on our limited gathering attendance. The essence of the messages, submitted by long-time chapter members, was that there have definitely been changes over the decade that Chapter 1000 has existed. One member thought that the meetings had become more technical and/or military-oriented and, to paraphrase, "not as much fun". This was attributed, indirectly, to the change in leadership from the founding members. Another comment was that we may be "resting on our laurels"...a polite way of saying that chapter development and growth has stagnated. A suggestion was made to increase our public relations and advertising efforts (currently confined to this newsletter, the web site, and the Edwards Open House.)

All of this excellent feedback was circulated among the chapter leaders and several changes may be in the offing to address these issues. First, we have decided to support two public events in the Antelope Valley to increase our public exposure and generate members. These events are the Antelope Valley Fair and the Lancaster Aerospace Walk of Honor events coming up next month. We'll be working these events in concert with Chapter 49 and will require volunteers from both chapters to ensure success. The Fair operation will entail a display in the Technology building with illustrations of members' projects and Young Eagle material. Chapter 49 President, **Jeff Luther**, is leading this effort and is soliciting both volunteers and display material. The Walk of Honor event will entail a display on Lancaster Boulevard along with other aerospace-related organizations. We would like to display completed aircraft and/or partial aircraft assemblies to spur public interest. The Palmdale Learning Plaza Kitfox is currently planned for display, but volunteers are needed to arrange movement on a trailer and to man the aircraft during the display. If anyone has other ideas for displays please contact me or any board member.

Secondly, we will be moving the time and/or venue of at least one gathering a quarter. Not only will this change address the issue of encouraging non-Edwards-employee members to attend; but these gatherings will be of a more social nature to try and put more "fun" back in. We are currently soliciting ideas for locations, topics, and times for these events. Please contact **Vice Kommandant Gennuso** with your inputs.

Finally, we are looking for six to ten fine examples of sport aviation to put on display at this year's Edwards Open House and Airshow. If you'd like to transport your plane or project to Edwards, either by trucking it down Yeager Boulevard; or by landing on the biggest piece of concrete around, let me know as soon as possible.

See you at this month's gathering where we will return to the hey-day of Edwards flight testing through the outstanding generosity of **Mike Machat** and the AFFTC Flight Test Museum.

Fly safe and check 6!

- **Gary Aldrich**
Kommanding

Det 12 Update

Gentlemen

Just wanted to give you an update on my project. I don't have any pics to send along right now, although it appears the Erbman has been filling the pages with some pics I sent a couple of months ago. Over the 4th of July week, my Dad and I made some great progress on the airchine. Landing gear legs were welded, flying wire attachments were finished, walkways were made with inspection holes, some steel flanges for mounting the brakes, and a wooden turtle back was started. Many thanks go to a wonderful and caring wife, **Lisa**, who supported this effort and my parents for making the trip and helping out here in Florida. Also, I have been working with the mill that I got from the **Dodson's** (thanks again to **Lisa** and also to **Bill Nusz**) to make some great parts for the canopy opening mechanism.

I read about your dilemma with attendance and have this to offer to your members. While I was only there for a year at Edwards, and only able to make about 6 meetings due to TPS, I was amazed at the quality and variety of your meetings. Having now seen about six different chapters around the country and having talked to a lot of EAAers, I have no doubt that Chapter 1000 has some of the BEST meetings ever. The ones I remember well were the two different project police tours (6 airplanes all together, one was mine), Mr. **Mike Machat**, **Gail** and **Doug Dodson's** trip to Florida, and a fascinating one on the flight of ravens (**Bob Hoey**). After every meeting I came away with knowing a little more about aviation and ideas that I could apply to my own project. I remember Mike Machat suggesting that once you come up with a paint scheme, turn it upside down. If it still looks good than it will be a good design. So I would encourage all the members who can make the meetings to do so. Personally I have some lame excuse like living in Melbourne, FL.

Cheers

Chris Shearer

EAA Chapter 1000 Det 12, Melbourne FL

P.S. The sky is not the limit, the ground is!



Young Eagles Update

Even with the special Airport Day Young Eagles Rally only 10 days before, 30 more Young Eagles showed up for the regularly scheduled Tehachapi Rally on July 14. Moderate temperatures and winds, and high enthusiasm among the pilots, ground crew, and Young Eagles made for yet another very successful rally.

The following pilots and airplanes flew Young Eagles at the July 14 rally:

Pilot	Aircraft	# YE
Doug Dodson	Mooney M20C	3
Don Gates	Grumman AA1C	4
Jim Gude	Grumman AA1C	1
Ed McKinnon	Mooney M20K	7
Space Miller	Cessna 172	4
Dick Monaghan	Luscombe 8A	3
Wen Painter	Cessna 182	4
Ralph Patrick	Piper Commanche	2
Shel Simonovich	Grumman AA1C	2

Thanks as always to the ground crew without whom we couldn't have a successful rally. This is a great way to participate even if you don't have an airplane. We were ably assisted by the following ground crew:

Kelly Tellez	Registration and Certificate Printing
Brittany Abraham	Certificate Presentation & Photography
Lauren Abraham	Certificate Presentation & Photography
Dave McAllister	Certificate Presentation & Photography
Miles Bowen	Certificate Presentation & Photography

The following is a report from Doug Dodson on yet another July rally, this one held at the Mountain Valley Gliderport:

A special Young Eagles rally was held at Mountain Valley Airport (L94) on 21 Jul 01. 11 Boy Scouts from Troop 141 (based at Edwards AFB) were flown in gliders.

The weather was excellent for the event which went off without a hitch.

The following pilots flew:

Pilot	Aircraft	# YE
Doug Dodson	SGS 2-33	4
Dave Evans	SGS 2-33	3
Gary Aldrich	Blanik L-23	4

Thanks to **Lt Col Gary Plumb**, **Col Chris Seat**, and **Maj Dave Evans** for organizing the event. Special thanks to **Gail Dodson** for acting as ground crew, taking all of the photographs and completing all the forms and certificates. Also a special thanks to **Jane** and **Larry Barrett** who operate a first class glider operation at L94 and an excellent on-airport restaurant.

Total Young Eagles for July 14 rally: **30**

Total Young Eagles for July 21 rally: **11**

Total Young Eagles this year: **347**

Young Eagles Schedule for the remainder of the year:

Aug 11 Lancaster, Fox Field 8:00 am
 Sep 15 Cal City Municipal Airport 8:00 am
 Oct 13 Lancaster, Fox Field 8:00 am
 Nov 17 Rosamond Skypark 9:00 am
 Dec 15 Tehachapi Municipal Airport 9:00 am

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
 mbowen@csurfers.net
 (661)822-0806 (home)
 (661)275-6528 (work)

Old Fashioned Fly-In IV 15 Sept. 2001

William J Fox Airfield, Lancaster Ca.

Sponsored by: EAA Chapter # 49

Co-hosted by: Antelope Valley 99's,
 Fox Airport Association
 American Airports Corp.

PANCAKE BREAKFAST (07:30 - 10:00 am)

SPOT LANDING CONTEST (07:30 - 10:00 am) (check ATIS)

LUNCHEON (11:00 am - 2:00 pm) Combined Effort with FOXY's Landing Restaurant

LONGEST DISTANCE of a 99'r Award (1:00 pm)

FREE RAFFLE (12:30 - 2:00 pm) Be SURE to REGISTER on Arrival.

PEOPLES CHOICE AWARD (1:30 pm) Get a Ballot with each Breakfast/ Lunch ticket, until 12:00 pm.

Further Information? <http://www.eaa49.org> or

Rodger 661-251-9559

THE LEADING EDGE

Project Police Aircraft Spotters Quiz



Our first response to last month's quiz came from **Mike Machat**, who wrote:

Hi Russ,

Just got my EAA 1000 Newsletter in today's mail, and great job as always! 'Don't know if I'm the first to answer your "name-the-plane" contest entry, but that is the carcass of a famous (infamous?) BUDD 'Conestoga' twin-prop cargo plane, circa 1945. It was made out of stainless steel - a great feature if it ever went down as you could always shave till help arrived...

The plane was unique in that it had a C-130-style rear loading ramp, and could lift a 7,000-lb. payload over a 500-mile route. Cruise speed was a very 'stately' 150 mph. It was built by the BUDD rail car manufacturing company, and was used as a commercial freighter by Flying Tigers from 1945 through 1947 until they were replaced by C-47s. First payload was bushels of grapes flown cross-country from California to Georgia. I believe another airplane to use the 'Conestoga's' novel hump cockpit over its main deck is the Boeing 747.

'Hope I win a free chocolate-chip cookie at the next meeting...(Knife—get that man a cookie!)

See you soon,

Mike

The following information from the 1943-1944 Janes All The World's Aircraft was provided by **Lee Erb**:

The Edward G. Budd Manufacturing Co. has specialized in the development of welded stainless steel products and is probably best known for its production of spot-welded stainless steel streamline railroad cars. In the

aeronautical field it has concentrated mainly on the production of component parts under sub-contract with most of the aircraft manufacturers, although it has also devoted considerable research into the design and manufacture of spot-welded stainless steel aircraft,

In June 1942 it was announced that the Company had been awarded a contract by U.S. Navy Department for the manufacture of a number of transport aircraft of stainless steel construction. This aircraft, carrying the naval designation RB-3 has since been adopted by the U.S. Army as the C-93. Few details are known except that it is fitted with two Pratt & Whitney "Wasp" engines and that it will have accommodations for twenty/twenty-four troops or the equivalent weight in cargo. Special freight loading facilities are provided with a ramp beneath the fuselage.

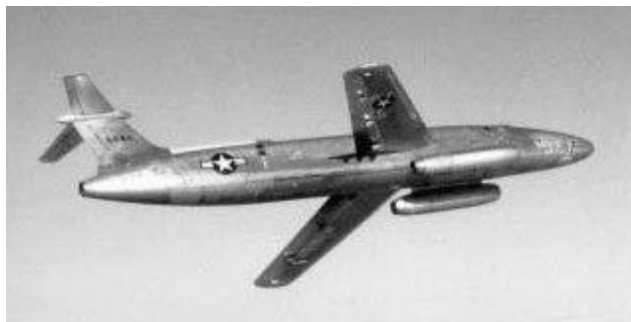
Just for fun, **Jenna** and **Joe Ware** sent in this guess:

ID THE PICTURE -- Timothy Leary's personal Biz Jet.

AND WHAT IS UNIQUE ABOUT IT? He's flying it right now. This is an in-flight photo.

So the main point here was that the airplane was built of stainless steel, not aluminum, and there are no rivets in it at all. Instead, it is all spot welded together.

Now, in keeping with this month's meeting theme, I'm going to throw you guys a bone. **This one should be easy.** The following photo shows the **Gilbert XF-120** from *Toward The Unknown*. Except, of course, that there is no such aircraft. What is the real identification of this aircraft? Who built it? What is the crew complement? What was the design mission? Why did it not go into production? What else might be interesting about this aircraft?



(Hint: If you show up for the meeting, maybe you'll find out!)

Send your guesses to the newsletter editor at erbman@pobox.com, call at 661-258-6335, or write to the return address on this newsletter.

Mooney For Sale



1970 MOONEY M20C RANGER

AIRCRAFT SUMMARY

Year: 1970

Type: Mooney M20C Ranger

Registration: N9438V

Airframe Total Time: 1441 Hours

Engine Times: 1441 Hrs Top/0 Hrs Bottom SMOH

Lycoming O-360-AID

Prop Times: 0 SPOH Hartzell HC-C2YR-1BF (Newer Style Prop)

AVIONICS:

King KX155 KI 208

King KX165 w/GS

King KI 206 Switches between KX165 and GPS

King Audio Panel KA134

King KLN90B GPS -IFR Approach Approved

Mid Continent Switcher for GPS

King KR85 ADF

Three Light Marker Beacon

Avionics Master Switch

PS2000 Stereo 4 Place Intercom System

3M Ryan WX 8 Storm Scope

Transponder King KT78 w/ Narco AR850 Blind Encoder

EXTERIOR:

Imron Paint Excellent Condition

INTERIOR:

New Interior, Including Leather Panel Covers.

ADDITIONAL REMARKS:

Annual: June 2001; Static and Transponder Cert: May 22, 2001

All AD's in compliance; Complete Original Logs.

Jennifer 714 897-3017 California

jlanning@socal.rr.com

\$73,000

Web Site Update

As of 7 Jul 01, the hit counter stood at **61872**, giving an unexpected spike in the hit rate to 54 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.



Opie's 1,000 Days to Go* Labor Day Cook Out



4431 Knox



Knox

Knox

Stetson

40th

Rosamond Blvd

Highway 14



Where: High Cay (look for orange flags)

Exotic Airpark Residence of Doug & Gail Dodson

When: Monday, 3 Sep, 1300-???

What: Food, Drink, Friendship

Who: You & Your Family (kids too)

RSVP: 256-7276 or gnsz@qnet.com (to help with food planning.) If you forget to RSVP, please drop in anyway.

*Time until Maj Dodson becomes retirement eligible. No warranty is implied or expressed as to the exact date of his separation. Your mileage may vary.

Chapter 1000 Calendar

Aug 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. AFFTC Flight Test Museum. (661) 609-0942

Sep 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863

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

Sep 15: EAA Chapter 49 "Just An Old Fashioned Fly-In," General William J. Fox Field, Lancaster CA. (661) 940-6863

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

Oct 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863

Oct 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Oct 16: No EAA Chapter 1000 Monthly Meeting. Go to Edwards Open House instead.

Oct 20-21 Edwards Open House

Nov 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863

Nov 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

Nov 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Dec 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 W. Ave. J-8, Lancaster, CA. (661) 940-6863

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

Dec 18: EAA Chapter 1000 Monthly Meeting, 6:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@pobox.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:****TOWARD THE UNKNOWN 21 AUGUST****AT MUSEUM WITH MIKE MACHAT****DET 12 ESTABLISHED IN FLORIDA****OPIE'S 1000 DAY PARTY****The Leader In Recreational Aviation**