



# THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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

June 2002

Chapter 1000 meets monthly on the third Tuesday of the month in the USAF Test Pilot School Scoobe 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:



## RETURN OF THE FLIGHT OF THE GREEN HORNET

**Tuesday, 18 June 2002**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**



Guess what?? I've said this before and I'll say it again, at this month's meeting we are going to have **Dave Goddard** giving us a first hand account of some of his exploits with the 20<sup>th</sup> Special Operations Squadron, Green Hornets. Yup, déjà vu all over again. This was a little known (for obvious reasons)

squadron used to assist the Army's Long Range Reconnaissance Patrols (LRRPs) in the jungles of Viet Nam, Cambodia and Laos. It's also unusual in that Dave is one of the few Air Force Fighter pilots that were selected to fly Bell UH-1P helicopter gunships.

But, before I get carried away and ruin the presentation, a little about Dave:

Dave grew up in the Albuquerque, New Mexico area. He has earned a Bachelors Degree in Architecture and a Masters Degree in Management. Dave spent over 20 years in the Air Force and retired as a Lt Col. During his career with the Air Force he accumulated over 4000 hours in both

## Help Fight Breast Cancer with Donna! See Page 2

fixed wing and rotary wing aircraft. 500 of those hours were in combat missions in Viet Nam. Dave has flown tankers, fighters, trainers and helicopters. His military decorations include two Distinguished Flying Cross medals for combat in Viet Nam, two Meritorious Service Medals for action in Viet Nam, seven Air Medals, one Air Force Commendation Medal, four Viet Nam Service medals, two Republic of Viet Nam Gallantry Cross with Device.

After separating from the service Dave spent 10 years flying a desk for Northrop Grumman putting that Masters Degree to good use before doing what he truly enjoys. Dave is the owner of Classic Furniture Designs - custom handmade wood furniture. I have seen some of Dave's handy work and it is truly beautiful, and the fact that he has a large backlog of orders attest to the quality of his work. Log on to his web site and see for yourself ([www.goddardsfinefurniture.com](http://www.goddardsfinefurniture.com)).

But, back to the meeting. Dave is going to tell us a little about when he was assigned to the 20<sup>th</sup> Special Operations Squadron, Green Hornets in Tua Woa Viet Nam. He was flying the Bell UH-1P gunships. While there he was the instructor pilot and flight examiner. They worked out of Army Special Forces A camps as a forward operating location. Their primary mission was to support the Army LRRPs patrols that gathered intelligence. As gunship pilots they were to provide cover for slicks during infil and exfil operations. They worked with an overhead FAC at all times.

Well sports fans I could go on, but you get the idea, and I'm sure Dave will do a far better job in the briefing than I'm doing here.

As you can see we're in for a fun night, so come on out and partake of the festivities. Dave will have you riveted bonded to your seat (us composite guys have to get some press once in a while). As always come and enjoy the chips and dip and the fine dining at the BK Lounge afterwards.

- George "Knife" Gennuso, Vice Kommandant

**Join The *Project Police* In Raising Funds To Fight Breast Cancer!**



**Donna Drucker with Bill Irvine at Bill's Birthday Party in July 2001**

Hi!

My name is **Donna**; some of you know me, while a lot of you don't. I need your help...

Please think of nine women who you know. Now, think of one of them getting breast cancer. The odds are one in nine women will get this disease. Because of past research, many will win this battle, but the sad fact is, not all of them will.



In 1993 AVON formed a foundation to fund not only research, but also education and help for these women. Part of the fund raising is a 3 day/60 mile walk. This is where women, like myself, join 3000 strangers, to sleep in tents, shower in trucks and walk 20 miles a day for three days to raise money for this cause.

This October, I am going to walk from **Santa Barbara** to **Malibu**. That is my small part, but I can only do this if I raise \$1900. This is where I need your help. Please go on line, to

<http://www.bethepeople.com/training/training.htm>

click on "Make an online donation" (*at the top of the page*), then using either my number 2836, or my name, please give whatever you can.

On behalf of myself and all of the women you will be helping, I want to thank you in advance for your support.

- Donna Drucker



**Eleventh Annual Scotty Horowitz Going Away Fly-In**

**18 May 2002  
Rosamond Skypark**

As is their custom, the *Project Police* and friends gathered at Rosamond Skypark for their annual gathering to wish one of their own good luck on his "new" career at NASA. Yes, once again it was time for **Scott Horowitz** to leave the Antelope Valley and head to the stars via Houston TX.

Much to our surprise, Scott actually showed up this year. It seemed that **Lisa Horowitz** was at home within single digit days of pickling out twins, and Scott had only decided the night before to attend his namesake event. He was able to successfully talk his **Uncle Sam** out of the keys to a T-38 and flew into Edwards, as the plans to lengthen the Skypark runway to 10,000 feet and install jet support equipment are still tied up in committee.

The day started out in the usual fashion with the spot landing contest. Additionally, this year a Young Eagles rally (reported separately) was held in the morning hours before the official fly-in lunch and festivities were commenced.



**Scott Liefeld** brought out his ever-popular Pietenpol for the crowds. The Piet was looking exceptionally good this year as it had been through a complete decover, inspection, repair, and recover since we saw it last. It looked brand new even though it is far older than the Chapter. Earlier that day, Scott had been flying Young Eagles in his new-to-him straight tail Cessna 150 that also looked like it just flew in from Wichita.



The ramp was filled with a collection homebuilts and production aircraft, with the RV series being the most prevalent homebuilt type.



An RV-6A parked next to **Rick Lipinski's** Ragwing Special, a former **People's Choice** winner at this fly-in.



An RV-4 is parked behind a local swept tail 1976 Cessna 150. Behind the RV-4 is **Scott Liefeld's** new straight tail Cessna 150.



**PPO Nathan Davis** from EAA Chapter 1000 Det 51 joined us this year with his Piper Aerostar. With him in the right seat and in this picture is new **PPO Chuck Rider**. Several Young Eagles got to have their first flight on this

day with Nathan in this twin-turboed fire-breathing aeromachine.



Eventually we got around to the best part...the eating. This year's **Grillmeister** was **Randy "Raven" Kelly**, seen here eating lunch with his wife **Leigh**. For his outstanding performance at the Chapter Grill, Randy has been promoted to fully qualified **Project Police Grillmeister** this year, joining **George "Knife" Gennuso** in this vaulted and important post.

We couldn't help noticing that Randy chose to sit in this chair which was labeled "**Captain Hollywood**". Maybe there is something we need to know here....



**PPOs Jenna and Joe Ware** had contacted the **Kommandant** requesting permission to make a presentation to the **PPOs** that were in the military or closely connected to the military in appreciation for their service to our country. After lunch, these **PPOs** were each presented with a bottle of Jack Daniels. In this picture, **PPO Russ "Erbman" Erb**, long known for not imbibing in such spirits, is presented with a form of alcohol that he considered far more useful, namely the 70% isopropyl type.





After these presentations, the **Kommandant** introduced **Erbman** to present the official presentations. After an uncharacteristically short (for him at least) review of the history of the fly-in and Chapter 1000, he introduced **Scott Horowitz**, Space Shuttle Commander and namesake of this event. We welcomed Scott and reviewed how he made it to within about 100-200 miles of the event last year (as he orbited overhead—we need to talk to those NASA schedulers).



Scott presents the **Spot Landing** award to **Paul Rosales** for landing N628PV about 8 inches (!) past the target line. This feat had been simultaneously and independently scored and verified by **Russ Erb**, **Gary Aldrich**, and **Doug Triplat**, who were amazed...no, shocked...no, shocked and amazed at this feat.



**Paul** was heard to mutter as he walked back to his seat something about “I’d rather be lucky than good any day” and “I’m lucky **Jenna** wasn’t able to fly her Cessna 120 today to defend her title.” We have received unconfirmed reports that Paul has already been beating up the pattern at Rosamond Skypark, practicing his landings to defend his title next year.



Here Scott presents the **People’s Choice** award to Dan Gray of Santa Paula.



Dan was a late arrival to the fly-in, but quickly garnered enough votes with this pristine Turbine Legend to take the People’s Choice award.

After the festivities, the **Project Police** split up to the three winds (one wind was not available due to funding cutbacks) vowing to return again next year to send Scott back to NASA regardless of how much he pleads to return to the Antelope Valley. As per **Project Police Directive...er...where is that number...I know it's around here somewhere...check the bylaws web site...oh, yeah...we never posted those...well, whatever...**, the fly-in is scheduled on the third Saturday of May, so the **Twelfth Annual Scotty Horowitz Going Away Fly-In** will be held on **16 May 2003**. Mark your calendars now!

- Erbman

**Kommandant's Korner**

Ahh, June...the time of year when a young man's fancy turns to...well, flying. It's the season of airshows, fly-ins, fly-outs, and Young Eagles. If you are still building or restoring it's a frustrating time of staring out of the hangar/garage at beautiful flying days while your project quietly beckons for attention behind you.



It's also time to plan family vacations, be they aviation-related or not, and to fine-tune your aeronautical skills for those long cross-country trips afforded by the extended daylight hours. Finally, it's accident season...when a combination of factors can contribute to broken birds, hurt pride, or worse. Some of those factors are dehydration, over-exertion, and psychological pressures caused by the All-American drive to live life to the fullest. Summer flying weather here in the high desert can be challenging when the Sun has cooked the ground and thermal turbulence and gusty winds are a regular feature of the afternoon. Couple the added workload of a bouncy approach into the setting Sun with nervous, uncomfortable passengers and the result could be disaster.

That's not to say that we should diminish our enjoyment of sport aviation...only that some planning is in order. Early morning or early evening goes are the preferred option, when the solar furnace is not at its peak and the atmosphere is the calmest. Carrying plenty of liquids is a must...even if that means an extra "comfort" stop for some. The effects of dehydration can be insidious and judgement-eroding. Just because there's 14 hours of daylight doesn't mean we should press the endurance of ourselves or our machines. Flying, especially at the altitudes dictated by our mountainous terrain, can be fatiguing even when things are going smoothly.

As we enter the busy flying season, coincidentally called the "101 days of Summer", let's be safe out there and try to turn around the disturbing general aviation accident trend while we enjoy our freedom to aviate!

See you at the gathering!

- Gary Aldrich (stepping down off the soapbox...)  
Kommanding

(ed note: Reading this column satisfies your monthly safety meeting requirement. To log this event, send an e-mail stating that you have read and understood this column to the **Project Police Safety Officer Jon Goldenbaum** at [jon@polyfiber.com](mailto:jon@polyfiber.com). Jon was appointed to this position by virtue of the fact that he claims to have attended more safety meetings than anyone else in the chapter.)



**Young Eagles Update**

Since I haven't submitted a Rally report since the Inyokern Rally in early March, please let me get everyone caught up.

First of all, the March 16 Rally at Cal City was postponed to April 6 due to high winds, then subsequently cancelled on April 6, again due to high winds.

The April 20 rally at Fox Field in Lancaster helped get us back on the right track with a total of 37 Young Eagles flown by the following pilots and aircraft:

Pilot	Type	#YE
Jack Schweizer	Piper PA-28	10
Ed McKinnon	Mooney 231	8
Con Oamek	Beech F-33-A	8
Gary Aldrich	Cessna 180K	6
Shel Simonovich	Mooney M20E	4
Paul Rosales	RV-6A	1

The ground crew consisted of **Karen Steinaway, Len Voelker, Victoria Rosales, John Sullivan, Janice Belanger,** and **Miles Bowen**. Many thanks to all for a very successful rally!

The May rally was held just this past weekend on Saturday the 18th at Rosamond Skypark in conjunction with EAA Chapter 1000's **11th annual Scotty Horowitz Going Away Fly-In**. (Yes, the guest of honor was in attendance this year. Last year, as some may not be aware, he missed the fly-in due to being in command of Space Shuttle mission STS-105.)

Balmy temperatures and low winds combined to make textbook-perfect weather for the Rosamond rally, as the following pilots and aircraft flew 38 Young Eagles:

Pilot	Type	#YE
Doug Stone	RV-4	6
Jack Schweitzer	Piper PA-28	11
John Bush	Cessna 140	4
Nathan Davis	Piper Aerostar	5
Wen Painter	Cessna 182	10
Paul Rosales	RV-6A	2

The ground crew consisted of **Karen Steinaway, Beth Triplat** and **Miles Bowen**. Again, many thanks to all for a successful rally, but due to the low turnout of ground crew, they were really hopping! We really do need more of

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you to come out in the future to assist as registrars, escorts, and photographers.

### News and Notes:

July 4 Rally Change of Venue:

Due to a conflict with city-sponsored activities, the Tehachapi Airport Manager, **George Walker**, has requested that we not hold our Fourth of July rally at the Tehachapi Airport this year. However, I have been in contact with **Tom Weil**, manager of the Cal City Airport, and he is welcoming us with open arms to hold the rally at Cal City. Please note the change on any 2002 Young Eagles rally schedules you may have lying around. To make up for the inconvenience of having to move the rally, Mr. Walker has offered to pump fuel at cost to participants in future Young Eagles rallies held in Tehachapi.

### Remaining Rallies for 2002

July 4	California City	8:00 am
August 10	Fox	8:00 am
September 21	Fox	8:00 am
October 19	Tehachapi	9:00 am
November 16	Fox	9:00 am
December 14	California City	9:00 am

- **Miles Bowen**

EAA Chapter 49/1000 Young Eagles Coordinator  
av\_young eagles@yahoo.com  
(661)822-0806 (home)  
(661)275-6528 (work)

### New Member

The allure and attraction of the *Project Police* is incredibly powerful. Back in 1999, **Nathan Davis** and **Chuck Rider** had the privilege of hanging out with the *Project Police Tactical Assault Force* at Sun N' Fun. Nathan joined Chapter 1000 on the spot, but it took a little longer for Chuck to be convinced.

This year, somewhere around the *Eleventh Annual Scotty Horowitz Going Away Fly-In*, Chuck decided what we all knew and signed up with the *Project Police*, and was immediately assigned to EAA Chapter 1000 Det 51 (Tipton, IN).

Chuck and his wife Judy live in Russiaville IN. Chuck is retired, and a long-time EAA member with a 5 digit EAA number. He has been a friend of Nathan Davis for a long time and is a frequent co-pilot in Nathan's Piper Aerostar. Chuck also has a Citabria that he enjoys flying.

Chuck, we the *Project Police* welcome you into the fold.

### Pan American Airways Revived? NASA Tries New Partnership With Industry?

NASA-Dryden Flight Research Center recently acquired a "new" B-52H for modification to serve as a "mother ship" for flight research vehicles. This is hoped to take some of the workload off of B-52B/008 which has

been working since the X-15 program. As the only flying B-52B, it was becoming difficult to maintain.

The "new" NASA BUFF showed up in white livery with a dark blue stripe on the fuselage. However, based on the photo below acquired by *Project Police Intelligence*, it appears that it was merely an unfinished paint scheme. See the picture and decide for yourself.



### Aviation themed eatery takes wing at El Monte Airport

(This article sent in by **Gary Sobek**, who got it from EAA Chapter 96)

By **Cindy Arora**  
Staff Writer

EL MONTE -- For more than a year, Diane Hershkowitz worked 17-hour days, five days a week for her dream of becoming a chef.

The long hours and hard work just paid off.

On Wednesday, the 49-year-old entrepreneur/chef was welcomed by city officials at the grand opening of her restaurant, Mallard's Sky Dive Cafe, at the El Monte Airport.

The aviation-themed bistro offers kitschy breakfast and lunch goodies with a touch of fine-dining, said Hershkowitz, who graduated from the California Culinary Arts School in Pasadena.

"We wanted to bring in new possibilities into El Monte," she said. "Good food and nice presentation."

Hershkowitz, a pilot herself, used aviation lingo to name the food. A "Hammerhead Stall" is actually a short stack of buttermilk pancakes, two eggs and choice of bacon or sausage. And a "Tomahawk" is a hamburger with Ortega chilies and jack cheese.

The opening of the restaurant at 4233 N. Santa Anita Ave. has been eagerly anticipated by city and airport officials.

El Monte gained another sit-down restaurant and the airport finally got the eatery it's been waiting for for the last 30 years.

El Monte was the only airport in Southern California that still didn't have a restaurant, said Richard Freeman, airport spokesman.

"We are very glad to see it here," he said. "Now people can finally come to this airport."

Los Angeles County recently finished construction of the administration building at the airport. The new building was intended to serve as a focal point for airport users and to provide meeting rooms and a restaurant.

Hershkowitz leased 2,625 square feet of the terminal for \$1,705 a month. She invested an additional \$6,000 to help her start Mallard's, a small price to pay for having the restaurant in the community.

"We've been looking forward to this for a long time," said Richard Thomas, emergency services coordinator for the El Monte Police Department. "Our office is here (at the airport) and having a restaurant so close is convenient ... we've had a lot of folks who flew in here and had to bring a bag lunch or go somewhere else to eat. Now they can come here."

The restaurant's patio was the main attraction for many of the patrons on Wednesday.

Dozens of people sat outside watching airplanes take off and land while waiting for their meals.

"I live in the community," Beverly Yates said. "And I think this will be a great place to come and watch the sunset."

Diane Weissburg, a resident director at MacLaren Children's Center, said now she has a new place to eat lunch on her breaks.

"I think this is wonderful," she said. "They have a great patio and a unique view to look at."

The Latest In Fly-In Furniture

Various PPOs have investigated various forms of folding chairs for use at fly-ins and other events. But once again, our Kommandant, the Toy Master, has raised the bar, demonstrating the latest in light weight folding furniture, which he received for his recent birthday.



Here we see the Kommandant conducting a combined DT/OT test program of the new seating devices at the Bishop Young Eagles Rally. He was assisted by NLE Erbman during this evaluation. Several random participants were invited from the crowd to evaluate the chairs, including PPO Ron Wilcox. All gave the test item high marks. The only deficiency noted was their propensity to blow over in the wind when not occupied.

Benefits of this new chair include light weight (lighter than all previously tested chairs), cup holders (gotta have those), arms that double as backpack straps when folded, and optional sunshades, a must at most fly-ins. Go to <http://www.kelsyus.com/beachchair/index.htm#> to see it

for yourself. Prices at press time were \$29.99 for the chair and \$14.99 for the optional sunshade.

For Sale

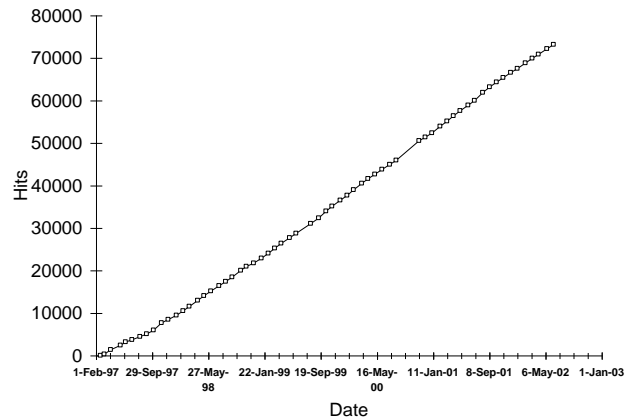
As I've seen others selling non-Thorp equipment, I thought that I'd add a machine that EAA 96 has taken in as a donation. This is one of those fiberglass KIS aircraft. For the unfamiliar, this is a trike that resembles the Lancair.

We've got the structure, approximately 75-80% complete, and it looks well built. We've got an O-320 that has been zero-timed at overhaul, a carburetor, some of the engine instruments (the instrument panel is partially wired). We understand that the aircraft kit, when new, costs \$20k, and that the overhauled engine is not that much cheaper. If you've got any buddies that are looking for a machine with a nosewheel, this looks pretty good. We think that the accumulated value, as is, would be \$25 to \$30k.

EAA 96 has its hangar at Compton (CPM) airport in the L.A. area. Our hangar mgr, Dick Woods, is probably the man to contact. He can be reached at (310) 408-7955.

Web Site Update

As of 9 Jun 02, the hit counter stood at 73158, giving a hit rate of 35 hits/day for the last month. See chart of hit activity below.



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.



**Chapter 1000 Calendar**

**Jun 18: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Jul 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., (661) 948-0646  
 Jul 4: Young Eagles Rally. California City CA. (661) 822-0806  
 Jul 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Jul 16: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Aug 10: Young Eagles Rally. General William J. Fox Field, Lancaster, CA. (661) 822-0806  
 Aug 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Aug 20: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Sep 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646  
 Sep 6-8: Golden West Fly-In, Yuba County Airport (MYV), Marysville California.  
 Sep 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942  
**Sep 17: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942  
 Sep 20-21: *Operation Rubidoux Sundown X*, Flabob International Airport. (661) 256-3806  
 Oct 10-13: Copperstate Regional EAA Fly-In, Phoenix Regional Grand Valley Airport (A39), Phoenix AZ  
**Oct 15: EAA Chapter 1000 Monthly Meeting**, 5:00 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.

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, 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!

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 MUROC EAA CHAPTER 1000 NEWSLETTER**

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

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
 REGULAR MEETING 18 JUN AT TPS  
 FLY-IN REPORT  
 LIGHTWEIGHT FLY-IN FURNITURE  
 BREAST CANCER RESEARCH FUNDRAISER**



**The Leader In Recreational Aviation**