



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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

March 2005

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:

Cleared For The (Joshua) Approach

Susan Marcot
Tuesday, 15 March 2005
1700 hrs (5:00 PM
Civilian Time)
Meet At TPS
Edwards AFB, CA



News Flash!! This just in...

After two years of observation and many investigative intelligence reports on the members of EAA Chapter 1000, **High Desert TRACON/Joshua Approach**, the **FAA** and **several concerned citizens** have determined that we pose no terrorist threat, and **High Desert TRACON/Joshua Approach** has agreed to allow us to visit them at their facility. That is, with the exception of **Bill Irvine** whose soft Texas drawl immediately identifies him as a Middle Eastern threat—this confirmed at the west and south gate guard posts on numerous occasions. **Bill** will have to be escorted on base in the **Vice Kommandant's** car and upon entering the facility must say in a loud voice "Yes! We have no bananas" to alert others that he is not a terrorist.

Our benefactor, **Susan Marcot**, was approached by one of her controllers, **Ron Runsvold**, who mentioned to her that after talking to us at an earlier meeting, we expressed a desire to visit their facility. You remember Ron right? He's the guy that did a super job of briefing the High Desert TRACON/Joshua Approach mission and answering our questions. It was amazing how he could remember N-numbers and the silly things that these guys did. He also talked about some of the strange things he has seen on his scope flying high and going fast.

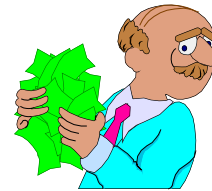
Susan picked up the ball and e-mailed the **Kommandant** and said "Let's set up a meeting." The **Kommandant**, in his brilliant grasp of the situation,

immediately flowed the information (opportunity?) down to the **Vice Kommandant** who somehow finagled a meeting out of it.

I know a lot of you out there have used High Desert TRACON/Joshua Approach, so now's the time to find out how they handle your request and separate the traffic. So, wind up your beanies and get that propeller spinning and join us for an interesting evening. **We will first meet at TPS in the usual location**, where there will be chips, salsa, chocolate chip cookies and beverages for your snacking enjoyment. We will then form up in columns of bunches and march over to Joshua approach, or by any other form of transportation that the **Kommandant** deems suitable. Afterwards we will have the usual task of solving all the world's problems at the BK Lounge.

- **George "Knife" Gennuso**
Vice Kommandant

Dues Delinquents!



All right, time to play hardball! The list of **Heroes of the Project Police** (i.e. those who have paid their dues) is distressingly short. As for the rest of you, well, we warn you and warn you, but you just won't listen. Therefore, it is time to exercise one of the **Project Police's** most dreaded weapons—**public humiliation!** Therefore, we present the annual list of slackers in our midst:

Vern Blomquist, John Bush, Stephen Corda, Jimmy Doolittle, George Fischer, Shawn Fleming, Frank Haertlein, George Heddy III, Scott Horowitz, Bill Irvine, Howard Judd, Toby Koehn, James Less, Karl Lewis, Brian Martinez, Dallas Mikaelson, Pete Moore, Jim Payne, Jim Piavis, Murry Rozansky, Ronald Scaggs, Jeff Smith, Richard D. Turner, Dave Vanhoy, Charlie Wagner, Robert Waldmiller, Ron Wilcox, Leo Williams.

To remove your name from the slackers list and re-establish your good credit rating, send your \$20 in to the treasurer (see back page).



Fourteenth Annual Scotty Horowitz Going Away Fly-In 21 May 2003 at Rosamond Skypark

Make your plans to attend now! Volunteer your services to help out before the board assigns duties to you!

N115VS Takes Flight...Briefly

Project Police Trooper Vince Sei has put new meaning to the concept of the “fast build” kit. When he received his F-1 Rocket kit back in **June 2003**, it looked something like this:



At the time, he told us he'd have it flying in 18 months. Of course, this brought jeers and guffaws from the assembled *PPOs* as we laughed at his gross underestimation. Of course, we were right—it took him 20 months to get to the point you see in these pictures.



Of course, **Vince** had the last laugh, because we had applied the **Revised Waldmiller Rule** (multiply the estimate by π) and came up with an estimated date of completion of about **March 2008**.



Well, **Sunday, 28 Feb 2005**, **Vince** taxied N115VS out onto the ramp at Mojave for his first flight. In keeping with the Flight Advisor recommended practices, **Vince** had only notified a minimum number of people, namely **Hojo**, chase pilot in the G-202, and **Dave Vanhoy**, ground crew. However, the word got out around the airport, apparently in the form of a warning to transient pilots like “**Stay on the ground! Some darned fool is about to make the first flight in his homebuilt and you don’t want to get caught in the ensuing fireball!**”

The flight was progressing nominally for about the first three minutes, with **Hojo** executing a perfect airborne pickup. Then the whole flight started going south, and we

ain't talkin' about a change of heading here. According to the Vision Microsystems engine monitor, the engine was grossly overspeeding, indicating something like 3600 RPM. Cylinder head temperatures were skyrocketing well into the upper 400's. The front left cylinder, the one that's supposed to be the coldest, was significantly hotter than the rest. If that wasn't bad enough, there was the smell of smoke, followed by visual identification of a small stream of smoke coming out of the defroster vent. At this point the flight plan was abandoned in favor of a "Land as soon as practicable" approach. Pulling the throttle back was followed by the smell of fuel.

As our intrepid test pilot was fighting the demons that had made themselves known, wondering why he had thought this airplane building thing would be a good idea, **Hojo** and **Dave** had their CRM (Crew Resource Management) Crash Helmets firmly strapped on. **Hojo** reported the absence of any sign of fire from the outside, then he and **Dave** gave outstanding assistance to **Vince** to make a safe landing. Just to add to the fun, **Vince** remembered being told not to try landing this airplane without flaps until after he had many hours experience in it, but he hadn't gotten to the "Flaps Extension" test point yet. So approaching the field, **Vince** chose the lower risk pill and extended the flaps for the first time at low altitude, being hyper-vigilant for any asymmetry. This was followed by "the best landing I've ever made". Total flight time: About 8 minutes (log a 0.1).

Much like **Dick Rutan** returning from the Voyager Round-the-World flight, **Vince** taxied in down the taxiway lined by about 60 adoring fans he had never met, all waving and taking pictures. Of course, have any of those pictures been forwarded to the editorial offices of *The Leading Edge*? Of course not! **Vince is a photographic slacker.**

Wen Painter, who always keeps his video camera in the car where he works at the airport, made a quick copy of his tape and presented it to **Vince**, who was trying to calm the residual shaking over lunch at the airport restaurant. **Wen** said "I got the takeoff, and after a few minutes, you seemed to be okay, so I turned it off. Then I heard you say on the radio you had smoke in the cockpit, so I turned the camera back on." **Vince** figures he just wanted to get good pictures of the ensuing fireball.

At press time, **Vince** hasn't flown anymore, but he has identified likely causes of all of the problems. He found an optical prop tach, and determined that the engine display was reporting RPM*1.5, suspecting it was counting pulses for a 4 cylinder engine while connected to a 6 cylinder engine. **Vince** checked the setup and found it to be correct. A call to Vision Microsystems brought an interesting reaction—Realize he is using the new VM1000C, the color display version that is brand new, and thus still running beta software. **Vince** told them what he had found, and they said that was very "interesting." Then they mentioned that all their testing so far had been on 4 cylinder engines, and his was the first 6 cylinder installation. They'll fix it "soon", since, after all, "it's only software." **Yeah, Right.**

The hot cylinder? Speculation indicated a dirty injector, causing the cylinder to run lean and not get enough fuel for cooling. As for the rest of them, his

Rocket buddies asked him what speed he was climbing at. He said he was climbing at best climb speed. The collective response was "**Well, Duh!**" Everyone else said only climb at that speed for about the first thousand feet, and expect high CHTs. Then push over and climb at a higher airspeed to get the necessary cooling. It seems the cowling inlets are sized for high speed cooling, not low speed cooling.

The smoke was suspected to be residual oil on the exhaust pipe in the cabin heat muff—a problem that will "fix itself, just by waiting." The fuel smell? No clue, but all fuel connections have been checked for security.

Hopefully he'll fly again soon, and this time **SEND PICTURES!**

- **Erbman**
Off-Scene Reporter

Last Month's Meeting

EAA Chapter 1000

Jon and Tricia Sharp's Hangar

Mojave Airport, Mojave CA

15 February 2005

Gary Aldrich, Presiding

The events as they may have happened....

The February meeting was held at the Mojave Airport hangar of **Jon** and **Tricia Sharp**, home of the infamous **Nemesis NXT** (try saying that 10 times, even slowly...I dare you). The multitudes (about 10 members and guests, actually) assembled at the hangar to find **Tricia Sharp** laminating a entire wing made of carbon fiber, putting to shame our humble chapter efforts to do a Bearhawk wingtip (see "speckled trout" story, April '03).



Following the wing demo, **Jon Sharp** held the crowd spellbound with a discussion on the design and manufacture of the all new Nemesis NXT, what it is made of and how it differs from the original Nemesis which now resides in the Smithsonian. Jon also described "the landing" at Reno when he experienced an "uncommanded landing gear retraction" at Reno last year. He described how a non-standard flap repositioning (both the flaps and landing gear are hydraulically powered from the same pump) inadvertently moved a landing gear actuator,

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causing the linkage to come out of over-center. He showed the areas that were damaged and subsequently repaired or slated for repair. The system has been redesigned to prevent future such occurrences. Interestingly, Jon flew the aircraft back to Mojave with the same engine, replacing only the propeller for the return flight.



Following a Q&A session, the Sharps were then gracious enough to allow all present to have pictures taken seated in the cockpit.



Erbman in the left seat.



Houdo supervising the **Kommandant**. **Houdo** was heard to say as the **Kommandant's** head disappeared below the canopy rails (**Jon** is a rather tall dude), "Now y'all know what I feel like when I get in just about any airplane."



Houdo supervising the **Vice Kommandant**.



The **Knife** points out the all-critical JPI Engine Monitor using time-honored *Project Police* technique.



Vice Kommandant points out to **Jon Sharp** that **Nemesis** spelled backwards is "**Sissymen**". (editorial note to **Jon Sharp**: The opinions expressed by the secretary are not necessarily those of EAA Chapter 1000 or even of the secretary)

A professional cleaning crew was required to remove fingerprints and drool from the aircraft following our departure. **Jon** says we'll be getting the bill, and Treasurer **Dodson** has indicated an increase in the free dues may be required.

Following the **Kommandant's** declaration of "**Victory**", the chapter returned **Jon** and **Tricia's** hospitality with a dinner at Graziano's in Mojave. Imagine our surprise and indignation at the restaurant's refusal to super-size the meal in order for us to pay proper tribute. Unafraid to wield our economic might, we threatened never to return to the establishment, at which time we were asked to put that in writing. The **Kommandant** sacrificed tactical advantage in favor of the moral high ground, dismissing the insult with reference to future contact by our attorneys. (Note to editor: contact attorneys) (*Do we have any attorneys? If we do, they're laying low and not telling us, probably out of fear of reprisal or the sudden inundation of the newsletter by attorney jokes. Speaking of which, did you hear the one about the lawyer who goes into the FBO and...oh, never mind...*) **Jon** and **Tricia** immediately disavowed knowing any of us and claimed they had been taken hostage by us.

Our thanks, and apologies, to Jon and Tricia for a memorable evening.

- **Kent "Cobra" Troxel**
Secretary

Additional Photos Taken By Erbman That Didn't Make The Secretary's Cut

(but fill up lots of blank space for the editor)



Part of the assembled throng



The tailwheel is cleverly buried in the rudder. The tailwheel is not supported by the rudder but turns with it at an exact 1:1 ratio



Houdo poses for a hero shot on a separate camera that has not been submitted for publication



The Pitot tube that helps Jon determine how fast he is zorching across the desert



Secret checklist compartment under the pilot's knees. The pad on the center console is a critical part of the ingress-egress procedure, which includes stepping on the floor (also the seat bottom), sitting on the center console, swimming your feet under the panel, then sliding your hind quarters down into the seat.



Left hand side of the instrument panel



Right hand side of the instrument panel. Center stack has enough Garmin hardware to make the Kommandant weep with jealousy. Control stick is between the seats. Display screen on the right hand side is connected to a camera on the right main landing gear.



Lipstick camera just above the right main wheel. This sends a picture to the display in the cockpit to reduce the amount of S-turns required to taxi. Seems Jon didn't design a hole through the engine compartment to see where he was going on the ground.



Jon's High-Tech Slip-Skid Indicator—what glider pilots call a "Yaw String" taped to the skin in front of the pilot. He reports it works very well and is very reliable, at least as long as the tape holds. Of course, he is using the highly sensitive pink yarn.



Split flaps (left) and aileron (right). The flaps are the only drag device on the airframe and are rather necessary to be able to slow down for the approach.



Erbman zorchin' around the pylons at Reno

Kommandant's Korner

Last night, while Steve Fossett was still trying to get the champagne out of his fancy flight suit, the LA evening news outlets reported on his successful solo circumnavigation (how's that for alliteration) of the globe. The story was run after the second or third commercial break, after the weather, and generally in the "filler" slot. This outstanding aerial achievement was eclipsed by the latest round of mudslides and, of course, by the thrilling news coverage of Martha Stewart's release from her minimum-security prison suite so that she could jet back to her Westchester estate to serve out a period of "house arrest". I think that's a pretty sad statement on our society. You can't blame the news director...he/she is providing coverage of the stories that, historically, have brought the biggest market share of viewers for his advertisers. How many of you remember the famous slow-speed chase of the white Bronco? How many of you are addicted to watching people eat bugs, argue over a coconut, or weather the abuse of a megalomaniac multimillionaire.

Regardless of how you feel about Sir Richard Branson, Burt Rutan, or Mr Fossett, the technical achievement crafted by these individuals and their team deserves the respect of more than just the "aviation community". And, once again, it's been proven that the creative genius and technical resources of this great Nation are unsurpassed. Yes, I know Sir Richard is British...but his contribution was financial, not technical. Be that as it may, this "stunt" that received such minimal coverage in our area (where the aerospace industry used to be headquartered) will doubtless provide a wealth of scientific and technical "spin-off" that will trickle down to our little aircraft...and maybe into society at large. With any luck, it will also help stimulate the next generation of inventors and explorers.

Speaking of generations, an artifact of Brokaw's "Greatest Generation" is returning to our little airport (WJF) next month. The B-17G "Fuddy Duddy" will be stopping in Lanaster on 19-20 April on its "Airpower Victory Tour". "Fuddy Duddy" is standing in for EAA's "Aluminum Overcast" that suffered a gear failure last year just a few days before a scheduled visit to Fox Field. And a year before that, a flurry of cylinder failures cancelled another Fox visit. So, here's another chance to grab your family, friends, and neighbors and come on out to see a piece of aviation history. They will be offering tours of the airplane and you can sign up for a short flight. Check out the website: www.b17.org for all the details. I will be soliciting Chapter members to assist in administering the ground operations. If you can spare some time during the week, I heartily encourage you to volunteer to help. Being up close with this storied machine is reward enough, but if you are willing to help us out you can earn a very special award. Email or call me for details...

Fly safe, and check 6

- Gary Aldrich
Kommanding



Project Police Aircraft Spotters Quiz

All right, put down your rivet guns and back slowly away from the air compressor. **Evil Editor Zurg** is aware that you didn't get a chance last month to remind yourself of just how pathetic your knowledge of aircraft was by being presented with a picture of another aircraft that you couldn't identify. Sometimes the end of the newsletter just comes too soon.

The secret *Project Police Obscure Aircraft Spotters (PPOAS)* have dug up an interesting one this month. Note that both of these pictures are of the same aircraft (same N-number), with one obvious difference. For full credit, identify the aircraft type, what changed, and details of the changed components. The N-number has been masked in both photos because this aircraft is still in the FAA database, and that would just be too easy.



So simply identify the aircraft as listed above and send that information to erbman@pobox.com or to the editor's address seen on the last page of this newsletter. Include any other information you know. Links to web sites with more info are a plus. Next month we'll tell you who (if anyone) was correct.

Web Site Update

As of 5 March 2005, the hit counter stood at **96747**, for a hit rate of about 21 hits/day for the last month.



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

Chapter 1000 Calendar

Mar 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. Meet at USAF Test Pilot School. (661) 609-0942

Apr 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Apr 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

May 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

May 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

May 17: NO EAA Chapter 1000 Monthly Meeting, go to Fly-In instead

May 21: Fourteenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

Jun 7: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jun 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Jun 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jul 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

Aug 16: 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.

Contact our officers by e-mail:

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Instrumentation and avionics requirements for VFR/IFR

Gary Aldrich	gary.aldrich@pobox.com	661-609-0942
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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!

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:

REGULAR MEETING 15 MAR AT TPS

F1 ROCKET FLIES...BRIEFLY

NEMESIS EVALUATED BY PROJECT POLICE

DUES DELINQUENT LIST—THE SHAME!!!



The Leader In Recreational Aviation