experimental aircraft association

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 *May 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:

No Third Tuesday Meeting This Month! Instead, We Expect You To Participate In:

Fourteenth Annual Scotty Horowitz Going-Away Fly-In--21 May 2005, High Cay, Rosamond Skypark

Yes, it's that time of the year again—time for EAA Chapter 1000's big annual shindig. Rosamond Skypark will be abuzz with way-cool EAAers like yourself, and they're expecting you to be there. This is Chapter 1000's annual big event where we invite area EAAers to come hang out with the ***Project Police***.

NOTE

Just like last year, this event will be at **High Cay** (**Doug** and **Gail Dodson's** hangar) at 4431 Knox Ave. That's down at the Runway 7 approach end (west end of the field).

This year's celebration will be a unique one. ***Project Police*** intelligence sources (i.e. bouncing e-mail messages) have determined that **Scott** has retired from the grueling role of **NASA Media Celebrity and Sometimes Spaceman** and has disappeared from the known universe. Rumor has it that he's somewhere in Utah claiming to be an expert on rocket stuff, but nobody knows for sure. We can't even contact him to invite him to his own party. We're hoping he'll check the **Big Web Site** and figure it out. Of course, we're not going to let a silly little thing like retirement stop us from sending him off again!

We will be having our traditional **Spot Landing Contest** (0900-1100 – shifted one hour later from last year) for you to show off your airmanship skills (the target will be a chalk line about 150 feet beyond the displaced threshold). Be sure to read the rules so you know how you will be graded and/or laughed at. Only your first landing counts, and you should declare your landing attempt on the CTAF prior to landing. Also, landing short is disqualifying—think of it as smacking into the carrier fantail or hitting the FAA supplied 50-foot tree. The aviator displaying the highest level of aviating proficiency will receive a device of suitable plaquage in keeping with his/her exploits for posting on her/his hangar wall or other favorite location.

You'll want to get your airplane washed and cleaned up nice too so you have a fighting chance in front of the most critical judges—the assembled masses. All participants will have a chance to vote for their favorite airplane in the **People's Choice** contest. The pilot of the most popular aircraft will also receive a device of suitable plaquage recognizing her/his recognition. Vince is planning to bring the F1 Rocket you've read about so much in these pages (assuming it's not disassembled again for some software upgrade) so you've got some competition.

And of course there's the most important part—the imbibing and eating festivities. Rest assured that the Stan/Eval ***Project Police*** **Grillmeister** will be there to whip up the usual culinary masterpieces on the renown chapter grill, starting around 1000.

We're looking forward to seeing you there, and be sure to take a few minutes to help out somewhere. You'll be glad you did.

Spot Landing Contest Rules:

1. Only one landing at L00 will be judged. This will be your first landing
2. Spot landing attempt should be declared on CTAF (122.9) prior to final approach
3. Target touchdown point is a chalk line about 150' beyond the displaced threshold
4. Touchdowns prior to the target touchdown point will be disqualified (No landing short—you'll smack the fantail)
5. Distance is measured from target line to the first touchdown point of the main landing gear
6. Helicopters, ultralights, VTOL or V/STOL aircraft are not eligible. Aircraft must have a valid registration number (N-number or equivalent)
7. The decisions of the ***Project Police*** judges are final. No Whining.
8. Award will be presented after lunch

Last Month's Meeting

EAA Chapter 1000
Fox Field/High Cay
Lancaster/Rosamond CA
19 April 2005
Gary Aldrich, Presiding

The April meeting was a "Two-fer", meaning we had two distinct events at two separate locations, but mysteriously intertwined through fate and circumstance.

In chronological order, members and guests met the EAA "road show" **B-17 "Fuddy-Duddy"** (on loan replacing the ailing "Aluminum Overcast") and its intrepid crew at William J. Fox airfield in Lancaster where the aircraft was on display. **Bill Irvine** and **Doug Dodson** had volunteered their time in the sales trailer for the better part of the day. Visiting Air Force Academy cadets also partook of the opportunity to tour the vintage bomber.

Following the event at WJF, we were back on the road to the palatial high-desert estate of **Doug** and **Gail Dodson** at Rosamond Skypark (**ROX**- Rosamond International) who hosted our traditional semi-annual BBQ for the USAF Academy cadets who were visiting TPS and flying T-38s for their class final project.

Through careful planning and schedule rewickering (or just plain, dumb luck) we were also joined by **Dennis** and **Tami Buehn** and **Lonny McClung**, the crew for the HU-16 Albatross flying at TPS. We found out that **Tami** carries the title of "**Queen of the Grill**" and as such, gave our own **Stan/Eval Grillmeister George Gennuso** a no-notice checkride. **Knife** was presented with an **Outstanding++** rating and pronounced eminently qualified (or did she say imminently?) to officiate over the grill at next month's fly-in.

Through a further unexpected alignment of the planets, we were also joined by **George Daubner** and one of his B-17 crewmembers. **George** (not **George**, but **George**—people get them confused frequently) is the **Big Kahuna** of the EAA B-17 tour. He said his main goal on this trip was to get **Fuddy Duddy** from Fox to Van Nuys in a condition that they could still use the airplane. How many times do you think they checked the position of the landing gear switch before touchdown?

Grillmeisters "Knife" Gennuso and **"Cobra" Troxel** served up lip-smackin' burgers and Polish sausages, all coordinated by the ***Project Police*** **Logistics Officer Gail Dodson**. The cadets did not fail to demonstrate the voracious appetites of youth, consuming mass quantities to the envy of us "gray eagles". Don't they feed these kids at the Academy?

Stories were told, lies were swapped, knees and backs were slapped, all generally indicative that a good time was had by all. **Kommandant Aldrich** reluctantly declared "Victory", closing another memorable milestone in the saga of EAA Chapter 1000, who, as you know, has "more zero's than any other chapter".

- Kent "Cobra" Troxel
Secretary

Kommandant's Korner

I'd like to start off this month's **Korner** with a big **Thank You** to some chapter members that helped us host **EAA's B-17G, "Fuddy Duddy"**, when it visited Fox Field in April. Yes, the third time was the charm, and the visit went exceedingly well, despite the brisk AV Spring winds. The two earlier attempts to visit us in the desert failed due to maintenance issues and the much-publicized gear-up arrival at Van Nuys.

As you may know, when Fuddy Duddy visits an airport, it's hosted by the local EAA chapter; who provides volunteers to assist in giving tours of the airplane and also in selling souvenir merchandise. In return, the chapter shares in the profits of those endeavors. Our two most selfless contributing ***PPTAF*** **Troopers** this time were **Doug Dodson** and **Bill Irvine**. Both essentially put their professional lives on hold for the week and threw themselves into the hosting effort. **Bill** traded in his air drill for a cash register and was responsible for selling a ton (*±5.3 lbs*) of B-17 memorabilia and logo products. **Doug** stationed himself near the aft fuselage hatch of the big Boeing (which was built by **Douglas** in Long Beach) and answered an incredible number of questions from fascinated local folks. Some of the visitors were fascinating as well; including **Mr Adolf Fix**, who was a waist gunner on the original Fuddy Duddy's crew.

Also of note, **Karl Lewis** and **George Fischer** supported the visit. Karl joined Chapter 1000 last year and is very enthusiastic. George could relate to the cramped B-17 fuselage as he once hitched a ride on one as a young sailor. He was rewarded for donating his time (as were the other volunteers) with a ride on Fuddy Duddy when it flew to its next tour stop.

Finally, I have to recognize ***PPTAF*** **Logistics Officer Gail Dodson's** gracious hosting of the chapter, the B-17 crew, a swarm of voracious USAFA cadets, and assorted other aviation miscreants at the almost-official chapter headquarters known as **High Cay**. If you missed all of this frivolity, fear not, the B-17 will be back in 2007.

But wait, there's more! It's May, and that can only mean one thing....Fly-In! As you can read on the cover, we're foregoing the normal chapter gathering in favor of the latest version of the famous Scotty Horowitz Going Away Party and Fly-In. Once again, we'll be gathering at High Cay in beautiful downtown Rosamond for a laid-back and relaxed aviation schmooze-fest. Legendary ***PPTAF*** **Grillmeister George "Knife" Gennuso** will be on duty serving up delicious fly-in food and we're likely to have a good selection of air machines about which to kibitz. Hope to see everyone there.

Fly(-in) Safe and Check Six!

- Gary Aldrich
Kommanding

Project Police Officer Turns World of Aircraft Design On Its Ear

(*Audiologists Are Not Impressed*)

Recently we received the following bulletin from ***PPO*** **Mark Dickerson:**

GENTS:

Some of you may recall discussing a crazy idea with me during the spring/summer of last year. I entered the concept in a contest for interesting business ideas. The link below shows that we managed to garner distinction as the top "Merit Prize" honoree. (That plus $3.50 will get you a Latte at Starbucks.)

If I had won the $20,000 top prize I had every intention of providing each of you a well-deserved "Honorarium". As it is, you can come over and use the cordless drill that I "think" I won any time you'd like... but you can't take it home!

Cheers!

mark d

Here's what he submitted:

Summary: Aircraft Rapid Construction Technology

This entry makes use of a NASA-Developed rapid construction technology (referred to here as RCT) to satisfy a specialized need in the area of transportation. Specifically, it will help increase the numbers and quality of aeronautical engineering students in the U.S. by enabling rapid, inexpensive prototyping of full-scale manned aircraft. This will be an exciting way to attract high quality students into engineering. Design students will start with a clean sheet of paper in the fall and will flight-test a manned prototype before summer break. Universities will do this affordably, year after year, with totally original designs every time.

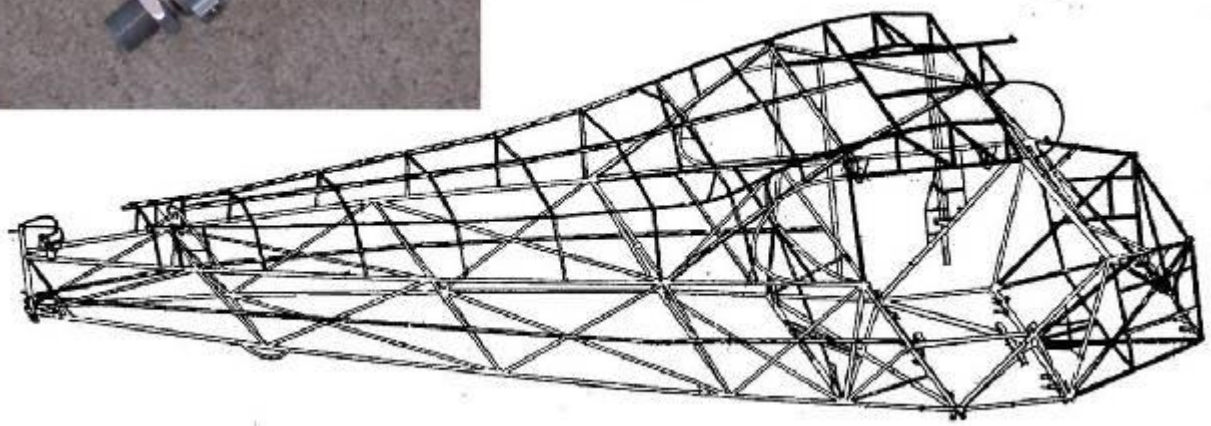
The Problem:

It is widely agreed that team-focused engineering design projects are very valuable to an undergraduate engineering curriculum, but schools must choose between full-scale or reduced-scale projects. With a full-scale project, students gain experience with many issues that cannot be addressed otherwise. Concerns with manufacturability, safety, and human factors are just a few of these issues. Unfortunately, the time and expense required by standard construction are often roadblocks to full-scale projects.

RCT gets around both of these roadblocks.

The Solution:

In the early 1990's NASA was designing the ISS, and evaluating truss designs that could be constructed rapidly on orbit by space-suited astronauts. One of the concepts is shown in the attached photographs. Although station design refinements ultimately led to a different approach, these components worked well, and could still be used to rapidly construct trusses strong and light enough for



aircraft structures. They would not only be easy to construct, but would be straightforward to analyze for the typical undergraduate design course. A connection mechanism similar to these ISS connectors, but tailored for aeronautical application, will become RCT.

The aircraft aero-shell will be fashioned out of non-structural composites, providing the desired shape very quickly, without having to resort to difficult structural analysis of complex shapes. A modular cockpit will be dropped into the snapped-together truss, and the desired fuselage shape will be wrapped around the cockpit-truss combination.

Re-usable modular spar carry-throughs and landing gear will be bolted on, as well as propulsion, flight controls, electrical, and fuel systems. All these technologies are readily available, with RCT as the key.

Many schools regularly enter automotive competitions at costs approaching $30,000 per vehicle. Given re-use of the most expensive components, analysis indicates that a full-scale two-seat aircraft could be prototyped in less than 700 man-hours for about $45,000.

The Next Step:

Demographics are pushing college enrollments up, and the aerospace recovery is beginning. Now is the time to show what RCT can do. In the near future, a young job interviewee who has helped design and build a full-sized manned aircraft will hold up a picture and say confidently: "I integrated the flight controls for this," or "I designed the airfoil," or "I performed the structural analysis". This is the ultimate advantage of RCT.

Global Flyer Passes Overhead

I worked the mid shift at LA Center oceanic Wednesday night-Thursday morning. I was briefed that Steve Fossett would be arriving around 4:30 in the morning and might have to divert due to low fuel. Wanting to help out, I cleared him direct Santa Catalina, a relatively minor short cut, once I got him in radar contact. He said he was unable to take the shortcut as it would jeopardize the record and proceeded on his flight planned route.

The area manager had a great time, waking people up around the country trying to get authorization for a C750 chase plane that wanted to rendezvous out in the ocean and fly formation and take pictures. Not something we are normally able to authorize at FL 450. It was great to have a small part in aviation history.

- Pat Fagan

Det 12 Update

Russ

Quick update from Det 12.

First, thanks for all the info you have been sending me. I really enjoyed getting the E-Ticket ride and I don't think I said thank you.

News here is Det 12 grew 33% on 18 Feb 2005 at 3:27 p.m. EST. **Cameron Michael** touched down with a landing weight of 8 lb 3 oz. He made a smooth landing with out upsetting any of the Air Traffic Control personnel or his mother. Fuselage length was 22 1/2" and all systems are operating normally. His mother and I are in the process of conducting a combined DT&E and OT&E.

Big sister, **Cassandra**, (who I am proud to say is still obsessed with airplanes at 2 1/2 years) is doing great and continues to want to help. **Lisa** and I have adjusted our schedules and I go into crew rest typically at 2100 with Lisa following around 2330. Our duty days then start respectively about 6-7 hours later. Basic life events are family and school. Not much time for airplane construction although I have averaged about 1 hour every 3 weeks in the last couple of months.

Well time to go work some nonlinear differential equations.

Cheers

- Chris "Mom" Shearer
EAA Chapter 1000 Det 12, Ypsilanti MI

Kommandant Directive

On 8 November 2004, the **Kommandant** issued the following directive:

"Ref: Photo on page 2 of the Leading Edge...

Henceforth, cameras will be banned from ***PPTAF*** Gatherings unless detailed contingency plans are developed to avoid capturing the **Kommandant's** bald spot...or, by extension, his "spare tire", "love handles", "beer storage facility", etc, etc.

So it shall be written, so it shall be done!

GLA"

Since you may not recall the specific photo in question, **Evil Editor Zurg** had directed that it be re-published here as a service to the Chapter:

Note that **Zurg** is not easily swayed by Executive Threats. After all, what can happen? Termination as NLE? No, he might like that. Be made NLE for life? And how would that be a change?

World's Easiest Quiz

*The **Kommandant** did well on this test—how will you do?*

1) How long did the Hundred Years War last?
2) Which country makes Panama hats?
3) From which animal do we get catgut?
4) In which month do Russians celebrate the October Revolution?
5) What is a camel's hair brush made of?
6) The Canary Islands in the Pacific are named after what animal?
7) What was King George VI's first name?
8) What color is a purple finch?
9) Where are Chinese gooseberries from?
10) What is the color of the black box in a commercial airplane?

Answers later in this newsletter...

New Member

This month the ***Project Police*** welcome to our ranks a recruit from the Great White North. No, **Robert "Rooster" Reichert** isn't with the Royal Canadian Mounted Police, but you're close. He is a pilot with the Royal Canadian Air Force (RCAF), and is currently a student at our own USAF Test Pilot School.

He owns a Starduster SA300 (Det 12, are you listening?) which rumor has it that he plans to bring down here and hangar with **Vince Sei's** Rocket, but we haven't seen it yet.

Robert will be with us at least until we declare him an "Experimental Test Pilot" this December. Will he return to Canada then? Probably. Maybe we can get him to set up a Canadian EAA Chapter 1000 Detachment.

Lightning, Lichten, Lightening or ?? Holes

Lightning Holes

How many A&P mechanic students have been told: "Those round holes in wing ribs and fuselage frames are for lightning to pass through when the airplane flies through thunder storms" ?

Well, that is what I was told!! After all you don't want the lightning to stay in the airplane and build up all that static electricity. Those pieces of string on the wings cannot dissipate the static electricity if the lightning cannot get to them.

Lighting Holes

You A&P's, have you ever been told that those holes in the wing ribs were "Lighting Holes?" Some instructors

taught that those holes were for light to shine through for mechanics to see during inspections.

P-38 Wing Structure at Ezell Aviation

Lichten Holes

At Bell Helicopter in the early 1950's those holes in the ribs and fuselage frames were called "**Lichten Holes**." **Robert L. (Bob) Lichten** was the designer and Project Engineer on the XV-3. Bob was an excellent helicopter engineer and person until his death in 1972.

The XV-3 started out as an under-powered design because of engine availability. Therefore Bob was extremely concerned about weight savings. Therefore we called those holes "Lichten Holes" but not to his face. We also talked about using laminated Kleenex instead of aluminum.

The following are quotes from an e-mail written by **Russ "Erbman" Erb** to his Bearhawk building buddies concerning lightening holes. The author could not express the descriptions any better.

Lightening Holes

"If you added up the weight you remove from the holes, you would wonder why you're going to the effort. Yes, you are lightening the structure, which is always a good thing."

What should they be called ?

Stiffener Holes? - "You are doing other things that are generally more important than lightening the structure. The flanges on the holes greatly stiffen the rib without adding weight. In fact, it increases stiffness by REMOVING material. Ya gotta love that—**'Better strength through geometry'**".

Access Holes? - "Ah, but you miss the point...even though we call them 'lightening holes' a more accurate name many times would be 'access holes.'"

"If you didn't have the 'lightening holes' in the spar, it would be impossible to rivet closed the wing forward of the main spar or for the last 6 to 8 inches in front of the rear spar. To rivet the nose section requires sticking your bucking hand through the holes in the main spar. (*I got to do this because **Bill Irvine's** hands were too large to fit through the holes*)

"The last part of the wing skin requires sticking your hand through the rear spar holes. If your hand won't fit through a 3" hole, you better find a bucking partner with hands that will. The tricky one is the nose section in front of the main spar splice--that requires weaving your hand through the main spar lightening holes and then through the holes in the nose ribs to get to the rivets."

Installation Holes? - "The second benefit (of access holes) is you gain room to stick your hands through and to run (install) various bits (wires and cables) through. You don't realize it now, and you probably won't pay attention to it when you're assembling your wing, but you would certainly notice it if you hadn't."

For Fabricating Shims? - "Be sure to save the circles you cut out of the lightening holes--they make great shims for worktables and other stuff and also can be further cut into the really small parts."

Just think of how confused you can make A&P students if you call them something different each time you refer to them !!

- Lee H. Erb
EAA Chapter 1000 Det 5, Arlington TX

Napkin CAD

(*How many of you remember the EAA Chapter 1000 Drafting Napkins produced by Lee H. Erb back in the early 1990's?*)

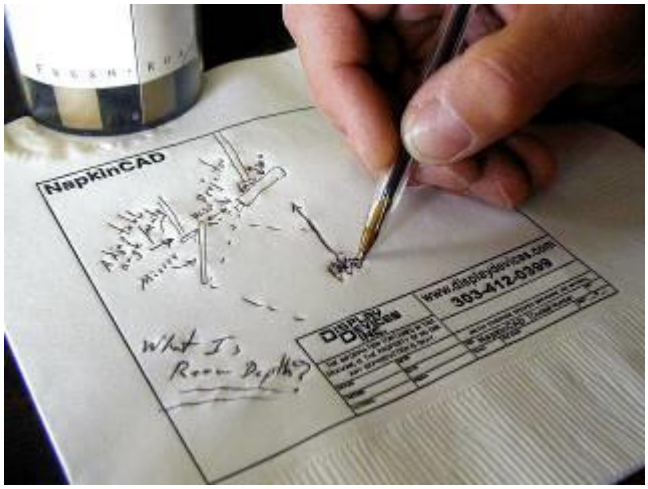
Hey Russ,

Whatever happened to our EAA Chapter 1000 Napkin-based CAD system?

Seems another company is violating our copyrights.

- Bob "Waldo" Waldmiller

http://www.napkincad.com/



More Gratuitous Pictures To Fill Up Space

More pictures of **Vince Sei's** taken at and returning from an impromptu fly-out to Apple Valley on 26 March 2005.

Answers To World's Easiest Quiz

1) 116 years
2) Ecuador
3) Sheep and Horses
4) November
5) Squirrel fur
6) Dogs
7) Albert
8) Crimson
9) New Zealand
10) Orange, of course.

What do you mean you failed?

Project Police Aircraft Spotters Quiz

Evil Editor Zurg is feeling rather smug this month. Seems he dug up a doozy of a quiz aircraft for you this month. Oh, you may immediately think you know what it is, but you're probably wrong. Hint: Take note of which end the little wheel is on.

Your job is to simply identify the aircraft shown 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 7 May 2005, the hit counter stood at **98255**, for a hit rate of about 22 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

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

Aug 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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

Sep 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Sep 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Sep 20: NO EAA Chapter 1000 Monthly Meeting, go to AWOH instead

Sep 24: Aerospace Walk Of Honor Street Faire, Lancaster CA. (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

THE LEADING EDGE
MUROC EAA CHAPTER 1000 NEWSLETTER
C/O Russ Erb
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Rosamond CA 93560-7692
http://www.eaa1000.av.org

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
HOROWITZ FLY-IN 21 MAY AT L00
DICKERSON WINS BIG...SORT OF...
WHAT ARE THOSE BLASTED HOLES?
WORLD'S EASIEST (?) QUIZ

EAA™
The Leader In Recreational Aviation