



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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December 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:



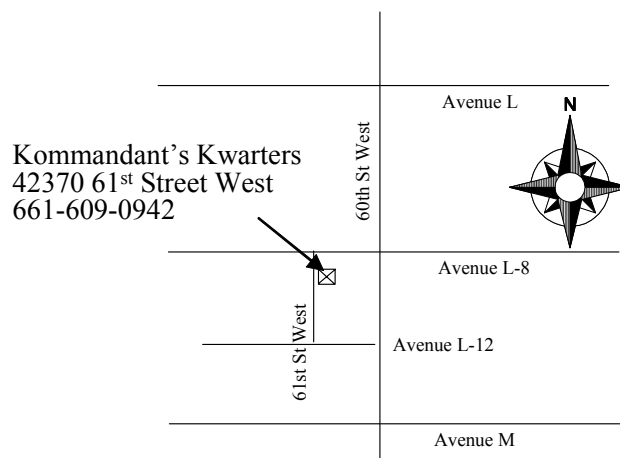
Project Police Jointly Celebrate the Winter Event Of Their Choice

Tuesday, 27 December 2005
1800 hrs (6:00 PM Civilian Time)
Kommandant's Kwarters
Quartz Hill, CA

Continuing the long-standing tradition, this month's gathering is being held in honor of the various winter holidays...Christmas, Hanukah, Kwanza, Festivus, etc, etc, etc. **Note that the time, place, and date are all non-standard**...a challenge to your orienteering skills. We will all be gathering at the **Kommandant's Kwarters**. Waypoint coordinates are: N34 39.137, W118 14.273. For the GPS-challenged, the address is 42370 61st Street West in Quartz Hill. There's likely a map below, provided by **E² Zurg**. For a GCA, contact the Kommandant on 6616090942 Mhz.

We will proceed separately in groups to the meeting location at/about 1800 hours on 27 December (That's a Tuesday...NOT a Saturday) (*Hey! The proofreaders responsible for that double buffoonery have been sacked—Evil Editor Zurg*). You are expected to bring your spouse, co-pilot, life partner, significant other to this event (no pets or miniature humans, please). Generous amounts of liquid refreshments will be provided as well as **Mrs. Kommandant's** legendary lasagna.

In addition to the customary re-telling of the **Festivus Joke** by Kent "Cobra" Troxel, we will be instituting a **NEW, IMPROVED** tradition in the form of a gift exchange. However, this is not your Daddy's gift exchange, but rather an opportunity to dump...er re-gift that little item that a) wasn't on your wish list; b) didn't fit/wasn't your color; c) was dumped on you in some other fashion. **IF** you have such an item, recently received or not, please wrap it back up and bring it along. You will have the opportunity to trade your trash for someone else's treasure according to a set of carefully constructed rules. **REMEMBER**, if you don't bring something, you can't take something. Participation in the gift/re-gift is not required, but **ridicule of the non-participants** is.



Last Month's Meeting

EAA Chapter 1000
Martinez/Erb/High Cay
Lancaster/Rosamond CA
15 November 2005
Gary Aldrich, Presiding

The October meeting was a "Three-fer". The evening started with a **Project Police** raid at **Brian and Arlene Martinez'** Quartz Hill home/aircraft production center where we inspected progress on their modified **Defiant** (for those unfamiliar with this, it can be described as a twin engine {push-pull a la Cessna Skymaster} four-place cabin Long EZ). Word of the raid must have slipped out as

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Arlene was ready for us with chocolate chip cookies and sodas. **Donna Drucker** also surprised us with a batch of **C³s** as well. Boy, that's how we like to be treated. We sure could get accustomed to this.

Next, we proceeded in loose formation towards southwest Rosamond to the home/aircraft production center of **Russ** and **Penny Erb** to inspect the garage/paint booth where **Russ'** tube-frame *Bearhawk* fuselage is undergoing primer. Word about this raid must have also slipped out as **Russ** and **Penny** had **C³s** waiting as well. It would appear that our secret *Project Police* inspection schedule is public knowledge, which is just the way we like it. Advance advertising in the newsletter seems to be working.

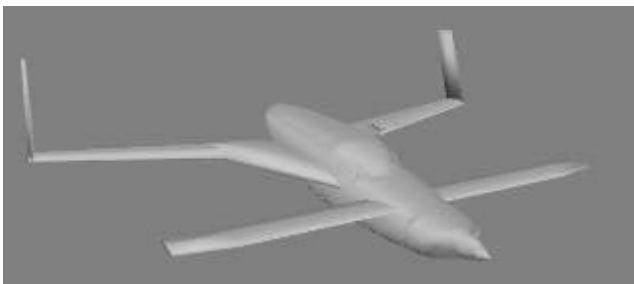
We concluded the evening with “**Novemberfest**” at **Doug** and **Gail Dodson's High Cay** estate at **Rosamond Skypark**, hosting visiting **Air Force Academy Cadets** (any excuse for a BBQ). I counted over 30 guests, including **PPOs Nathan Davis** and **Chuck Rider** who joined us from their home in Indiana. Nathan was at nearby Chino checking on the status of his **TF-51** in restoration. **Nathan** and **Chuck** had to park their **Cheyenne 400** in “public parking” at the FBO as it was **too big** for Doug's ramp. A MILCON fund request is in work to expand the **High Cay** facilities.

Vice Kommandant George “Knife” Gennuso again displayed his BBQ mastery with expertly grilled burgers and Polish dogs. **Nathan** commented on the **Knife's** use of his **Orb** (spatula) and **Scepter** (tongs), symbols of the office of **Grillmeister**. **Nathan** is well known for his use of imagery, among other things.

As I mature (something rare for a pilot), I reflect more and more how on much I enjoy being in the company of others who share my love of airplanes and flying. As we enjoyed the festivities on Doug's patio, the cool day and evening gave way to a crisp, clear night with a full moon highlighting jet contrails high above the surrounding desert. It was a visually stunning conclusion to a perfect day. As **Kommandant Gary Aldrich** exclaimed, **Victory** was truly ours.

- **Kent “Cobra” Troxel**
Secretary

Project Police Inspection Tour Photo Addendum



Brian's notional model of the final configuration of his airplane



Project Police Master Picture Pointer George “Knife” Gennuso finds and identifies the wings and vertical tails which were moved out to the back yard to make room for the inspectors



The canard sticks out the open garage door. Sharp Project Police inspectors were quick to point out to Brian that it would be easier to close the garage door (and thus less drafty) if he could move the canard



“Insert Airplane Here”



Side view of fuselage shell



Erbman's fuselage after priming (taken on 4 Dec 2005)



Air Force Academy cadets and TPS Commandants inspect Opie's interminable Glasair IIFT project



Gail's super-cosmic laser guided sewing machine. The fabric remains stationary while the sewing machine can be manually moved fore and aft and side-to-side. The position of the needle is shown by a laser on the upper shelf, which can be used to trace patterns. Gail says this setup is for quilting, but we not so sure there isn't some classified project going on here...



One of Opie's recent projects was installation of this mega-mongo air compressor and air distribution lines. He'll need that capacity to run the air powered sander to prepare the Glasair for finishing



TPS Student Randy "Laz" Gordon holds the cadets in rapt fascination with stories of what it was like at the Academy "back in the day" about 8 years ago

Kommandant's Korner

According to a reliable HUMINT source, E² Zurg has a plethora of material for this month's 'Edge, so I'm taking my Kommandant's prerogative to "skinny down" my normally splendid musings.



I do think I owe you an update on the "love/hate" status from last month's column. After all, I'm sure the membership anxiously awaits any news of the VC-180...otherwise you would have voted me out of office long ago (of course, we would have to have an election...). Anyway, when last we left the saga, I was cursing Reddy Kilowatt, the god of electricity, for making it so difficult to get the C²LPL (Cessna's cheesy little post lights) to illuminate without blowing out the dimming circuit transistor. Victory seemed assured after replacing the stock two-color map light on the pilot's A-pillar with a slick little LED unit made by Whelen. The switch installation, coupled with the decrepit condition of the light assembly, was the suspected source of the short circuit. The choice to upgrade rather than replace with OEM was an easy one. The "discount" price for the Cessna assembly was \$1200. The LED unit from Aircraft Spruce was \$135. A night sortie with PPO Doolittle riding shotgun seemed to indicate the gremlins had gone into hiding.



Not so fast, Sparky! As long as I had the panel apart I pulled the JPI EDM-700 engine monitor out and sent it back to the manufacturer for new software and a memory module upgrade. The unit was returned just in time for me to throw it back in the panel for the T'giving trip. The night before the departure I huddled in the cold, dark cockpit with my feet in the air for the expected 10 minute re-install (you can see where this is going).



After putting away the tools, I thought I'd just turn off the hangar lights and check out my panel lighting...POP! There went that pesky transistor again. After the requisite cursing period, I "un-did" the last thing I did by removing the plastic panel overlay, disconnected the C²LPL and replaced the transistor (congratulating myself that I had bought every transistor in the Antelope Valley). Without the post lights in the circuit, the magic smoke remained in

the dimming circuit. AH-HA! Placing the overlay on the bench, I inspected every centimeter of the 25-year old wiring on the backside and identified two or three places where the insulation had cracked, potentially allowing wire-to-metal contact. An hour or so and a yard of electrical tape later, the panel was back together and once again, all the little light bulbs are glowing. Anyone who's every had a Christmas light string go dark can feel my pain.

Bottom line, the **Fightin' Skywagon** is back on the "love" side of the equation. Of course, I haven't flown at night again.....

Check 6, See you at the Holidays party

- Gary Aldrich
Kommanding

Secret Out-Of-Cycle Raid On Flabob

Since the **Project Police** had learned through "Chapter Technical Means" of an event brewing at Flabob (that means the organizer, **PPO Goldenbaum** sent us a zillion notices begging us to come—see last month's newsletter) on 12 November 2005, and said event was billed as a salute to Veterans, and we were both Veterans, your **Kommandant** and **NLE** quickly processed authorization orders to form a **Project Police Tactical Assault Force (PPTAF)** and proceeded to secretly infiltrate Flabob International Airport. Secretly because no one at Flabob heard we were coming. A lot of people in the pattern at Cable Airport knew that we were landing at Flabob, but that's another story of flight crew buffoonery.

Fortunately, since it was a short flight, we were able to skip the first step on the **Project Police Fly-In Arrival, After Engine Shutdown Checklist** (namely Porta-Potty – LOCATE, USE AS REQUIRED) and get right into aircraft inspection and searching out the **OCWIC** (Old Colonel Who In Charge). We quickly identified a NAVY aircraft that puzzled us. First, we weren't aware that the Navy was flying RV-8As. Second, we weren't aware that the Navy was painting its aircraft pastel yellow. The Kommandant moved in to investigate.



The reason for the odd color scheme became apparent after a few minutes of searching. This aircraft is flown by

the **US Navy Test Pilot School** as the XT-8A. At least that's what the markings say (see **Kommandant** demonstrating his picture pointing skill, as taught to him by the Master Picture Pointer, the **Deputy Kommandant**), and those are required to be accurate (aren't they?) **Navy TPS** must have determined that the pastel yellow color was more visible against the gray klag of a sky they usually have there.



Of course, since this is a Navy plane, it has to have a tailhook! I'm still trying to find the report on the carrier suitability testing of this configuration.



A flying Douglas SBD Dauntless flew in. I wasn't aware that there were any flying examples of this type, but this one was from (where else?) the Planes of Fame Museum over in Chino.



The dive brake extension mechanism is similar to the split flap extension mechanism on the (another Douglas aircraft) DC-3. The tube in the middle slides to the right, and the arms between the tube and the surface push the surfaces open.



This DeHavilland Chipmunk was on display...



with its Chipmunk pilot.



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Since this was a salute to Veterans, the displays were not limited to just airplanes. Somebody brought out a WWII Half-Track, complete with the anti-ditching roller on the front.



Some of the custom car clubs of Southern California were represented. **Erbman** particularly enjoyed this fine restoration of a classic Mustang.



We also found this Corvette, possibly a progenitor of **Opie's** 'Vette.



We also found this vehicle that **Opie** may find use for—an airport tug that has been...er...modified with a V-8 power plant and some racing seats. **Opie** said it

looked good, but the tires need to be changed to something more appropriate.



Many years ago, EAA Chapter 1 was running a fund-raising campaign by selling memorial bricks. Your Board of Directors voted to buy a brick in the name of the **Project Police** and have it engraved thusly:



The Kommandant exercises his highly developed precise pointing skills to show you the location of the aforementioned brick in front of the EAA Chapter 1 hangar.



We ran into the stealth **Project Police** contingent, masquerading as EAA Chapter 92 members **Charleen**

Beam and Joe Riley. Here the Kommandant inspects Charleen's Piper J-5, along with the help of another super-secret undercover inspector who's name we can't reveal because we failed to record it.



In keeping with the theme of the day, we set up our own booth to persuade the Flabobians to add a few zeros to their chapter number and join up with the *Project Police*. Surprisingly, no one took us up on this special offer. Post-strike photo studies revealed a possible explanation. It appears that when we set up the super-light unobtanium traveling booth we forgot to turn the stealth switch off. I hate it when that happens.



The only downside to the trip was that we got to the Chow Hall too late to partake in the Spam and SOS. We did have very nice tri-tip sandwiches, followed by Cokes and cheesecake from the local 99's chapter. Since *Knife* was not available for this mission, the *Kommandant* astutely noted that the 99's booth was staffed only by women.

Having once again assured ourselves of the stability of the Flabobian Republic, we returned control of the field to its sovereign denizens as we winged our way back to our secret operating base at Fox Field. Good times were had by all, and the skies are safe for GA once again...for now.

- Erbman

Project Police Aircraft Spotters Quiz

Evil Editor Zurg seems to have regained his dominance in confounding you. He asked you to identify these aircraft.



Only *PPO Leo V. Williams* even took a shot at these aircraft with "Erbman, I know what that is...no...wait a minute. Sorry. No I don't. What IS that?????" The only correct answer came from *PPO Lee H. Erb*, but that didn't count since he provided the pictures. To wit:

The November Mystery "Planes" are the *Filper Beta 200* and the *Beta 400*. I was told that my first Project Pilot at Edwards, A. A. "*Tony*" or "*Gus*" *Vincenzi*, was killed in the Beta 400 in 1968 when it disintegrated in the air during a test flight. The Beta 200 was 2-place and the Beta 400 was 4-place. Although there were several Beta 200 on the assembly line, the company folded after the crash. http://www.helis.com/60s/h_filper.php

"Monday Morning Analysis," with analytical technology developed years later, indicate that the fuselage structure of the Beta 400 was too flexible or "dynamically soft" and permitted destructive resonance. The structure on the original rotor test rig looks very stiff. The structure on the Beta 200 looks reasonably stiff.

Web Site Update

As of 10 December 2005, the hit counter stood at **103402**, for a hit rate of about 24 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

Dec 27: EAA Chapter 1000 Monthly Meeting, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

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

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

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

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

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

Apr 4: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Apr 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

May 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

May 13: Fifteenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

May 16: NO EAA Chapter 1000 Monthly Meeting, go to Fly-In instead

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!

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:

PPO PARTY 27 DEC IN QUARTZ HILL

INSPECTION TOUR REPORT

FLABOB SECRET INSPECTION REPORT

THAT'S WHAT THAT IS!



The Leader In Recreational Aviation