



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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July 2006

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:



Homebuilders Down Day

You
Tuesday, 18 July 2006
Whenever
Your Workshop

By order of the **Kommandant** and your **Board of Directors**, the **Project Police** of EAA Chapter 1000 are hereby directed to meet individually in groups for the regularly scheduled meeting/gathering/event on the third Tuesday of the month. Yes, you are empowered to figure out for yourself how to entertain yourself from 1700 to 1900 on 18 July 2006. Hey, you can't expect the **Schmoozemeister** to take care of you every month! You might think this would be a great time to take the **Kommandant** out to dinner, but that won't work since he will be with **NLE Erberman** and G-202 Pilot **Vanhoy** at the Air Force Academy doing an important glider flight test program critical to the security of the free world. The next week your **Kommandant**, **NLE**, and **TPS Kommandant** will be using their personal vacation time to travel to **KOSH** for the sole purpose of gathering information to put together a presentation for a future chapter meeting.

Speaking of future chapter meetings, the **Schmoozemeister** is swimming in a plethora of options, including stories from the great **BGen Cardenas**, social

work and the future of General Aviation at **Flabob International Airport** with **Jon Goldenbaum**, aviation movies with **Wings/Airpower** publisher **Mike Machat**, project tours, visits from **Tom Poberezny**, **Arnold Schwarzenegger**, and **Dick Cheney**. Okay, maybe not all of those, but most of them.

So be creative, and figure out something worthwhile to do with your time, even catch up on your **Sport Aviation**.

- **Erbman**

Subbing for the **Schmoozemeister**

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

20 June 2006

Gary Aldrich, Presiding

The monthly meeting was held at the Edwards AFB Test Pilot School lounge and auditorium.

So, the **Vice Kommandant** showed up about 1700 with all of the chips, dips and beverages required per chapter bylaws re meeting governance. In attendance were **JD3, Houdu**, the **Kommandant**, **Erbman**, **Leigh Kelly**, the **Focke Wulf** driver **Pat Peters** and **Knife Gennuso**. Consumables were consumed until no chocolate chip cookies remained. The **Kommandant** said let the meeting begin. All evidence was disposed of, also per regulation. A DVD was produced and slipped into the DVD player. We were so informed that the government has produced this DVD, and it said right there in the credits that you can copy this DVD until your heart's content without worry of being prosecuted or sued.

Patty Wagstaff magically appeared and gave a lesson on taxi way and runway incursions. Everyone nodded their heads knowingly and said we knew that, but I bet we really didn't, especially if you listened to the comments buzzing around the room. Most notably everyone thinks that the TPS audio system has great bass.

The **Kommandant** swore that **Victory** was clearly achieved despite our best efforts, so the meeting was adjourned and everyone went to the BK Lounge for

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burgers and such. The food was gobbled up and much talk ensued, huge problems were solved, hand shakes all around, "lets do this again next month" sort of thing, etc. Everyone that could laid a big patch of rubber and we were off into the blackness of the night, with the crowd saying, "Who were those guys?".

- Kent "Cobra" Troxel
Minister of Propaganda

Kommandant's Korner

"Talk
amongst
yourselves....I'll give
you a topic...**Density
Altitude...**"

The **Fightin'**



Skywagon II just returned from Mammoth-Yosemite Airport (MMH) where she had faithfully transported yours truly, **Ms. Kommandant**, and first puppy, **Pixel**. A favorite destination for avid skiers and their crazier brethren, the snow-boarder, MMH sits "below" the village of Mammoth at the paltry elevation of 7128 feet. Its single runway is oriented East-West and slopes down to the East (only 1 percent) along its 7000 feet of asphalt. When we arrived (about noon on Saturday) the temperature reported on the ASOS was 78 degrees (F). Anybody got a calculator? Fortunately, the friendly ASOS machine calculates the DA for you. In this case, the number was 9900 feet! The winds were light and variable, but suggested an approach to runway 09. As we all know, wings fly on indicated airspeed and engines produce power based on density altitude. Armed with this info, I made my normal flawless approach at the normal POH-suggested airspeeds for full flaps. The extreme flap setting was to allow for lower IAS...thus, lower ground speed...thus, less energy to dump into the brakes. As I expected I was easily able to turn off at mid-field on the generous runway length. Of course, this was after a noticeable (and not too uncommon) bounce that was the result of an incomplete flare and the ground rush induced by the high ground speed. After tying down and retiring to the well-appointed terminal building I resolved to push for an early (read "cool") departure to try to get back some of the horses stolen by the rare air.

Why would someone go to Mammoth during the heat of the summer? Well, having grown up in the Northeastern U.S., where snow was something to be moved, not enjoyed, we decided that a summer visit was more to our liking. Fortunately (or unfortunately, depending on your love of crowds) many other snow-haters had the same idea, and the town was "abuzz" with activity. There were even an impressive number of skiers/boarders milking the last runs out of the season, dressed in shorts and tee shirts and schussing down the rutted and dirty remnants of snow/slush. We found the restaurants were un-crowded, the food fantastic, and the scenery magnificent. Whether you are a cold or warm-weather outdoor enthusiast, sport aviation is THE way to get to this playground. We logged a 1.6 hr sortie enroute,

while your typical ground-bound SUV would log well over 4 hours to negotiate one of the more boring drives in the world. The village put on a neat concert and fireworks show in the square (the fireworks were launched from the tops of the stores....try that in the desert) and we enjoyed a super ranger-led tour of Mono Lake.

All too soon, we found ourselves turning in the rental car and loading up the **VC-180** for the return trip. Our "early departure" turned into about 0900 and the temperature was already in the 70s with calm winds. The ASOS was warning of 9000+ feet of DA. I watched a C-185 on amphibious floats roar down (downhill on 09) the runway...and down the runway...and down the runway.... I estimate he broke ground at the 2000 feet remaining board and had about 100 feet of air under the airplane a mile or so past the end of the asphalt. Very impressive. I had wisely chosen to purchase only enough fuel (at \$5.12/gal) to qualify for the discounted parking fee. This was done as much to save money as to lighten our TOGW. Since I'm not allowed to question **Ms. Kommandant** on her amount of luggage or whether she wants to bring her anvil collection, I could only guess that we were probably 300 lb shy of the maximum allowable takeoff weight. With that comfort, and the nice, clear departure devoid of FAA 50 ft trees, I set 20 degrees of flaps and pushed the throttle in as far as it would go. During the run-up, I had set the mixture to the approximate position that would give peak power (about 15 gallons/hour fuel flow at 9000 feet). This assured us that as many as possible of the advertised 230 ponies would be laboring as we slowly accelerated down the runway and I verified the fuel flow early in the roll. At 55 KIAS, I rotated and held a pitch attitude to capture that speed until I could nose over and capture the 70 KIAS best climb rate airspeed. This is the short/soft field procedure listed in the flight manual. True to its reputation, the Skywagon leapt (well, maybe staggered) into the air after about 2000 feet of ground roll and smoothly accelerated with a climb rate approaching 500 feet per minute. The remainder of the climb to our 9500 ft MSL cruising altitude was uneventful...unless you count the sinking feeling caused by retracting the flaps.



This trip was an excellent refresher in mountain flying and timely as I depart tomorrow for a grass strip in the Idaho mountains. Have you reviewed your airplane's POH lately? What is the short field takeoff distance at 10,000 feet density altitude? Do your charts even go that high? What is the effect of runway slope and small tailwinds? What's the procedure for leaning the engine during high altitude takeoffs? Now, there's something to talk about "amongst yourselves".

Fly safe and check 6

- Gary Aldrich
Kommanding

KOMM JOPREP JIFFY UNCLAS EFTO

060043Z
UNCLAS EFTO
SUBJ: AUG 06 CHAP 1000 GATHERING VENUE
LOC CHG: TO CLEARCHANNEL STADIUM AT LANCASTER CA
PROGRAM: OBSERVE JETHAWKS LOSE ANOTHER ONE
TIME CHG: GAME START 1900L
DATE CHG: 22 AUG 06 *****NOTE*****
FOR DISSEMINATION VIA CHAP 1000 STAFF
PROTOCOL PLS PASS TO COL/DR K
KOMMANDANT SENDS
*****END*****

Project Police Operations After Action Report B-17G "Flying Fortress"

As a neophyte ***Project Police Officer*** candidate, I am pleased to offer the following after action report regarding the B-17G Flying Fortress known to us as "Aluminum Overcast." Truthfully, I am hoping this report will advance me from candidate to full fledged ***PPO*** and earn me the coveted badge of aluminum. However, more than a month has passed since the events reported herein, and the **Evil Editor Zurg** has surely used his extensive influence to mar my double secret probationary record. Nevertheless, these are the events that transpired this April last, as best as I recall.

The aforementioned B-17G aircraft arrived at William J. Fox airfield on 10 Apr 06. Our **Kommandant** and others from Chapter 1K were there to greet the crew. On 11 Apr 06, I infiltrated the B-17G support crew by posing as a willing volunteer. I was joined by "**The Knife**," "**The Tim**," "**Erbman**," and "**The George**" along with others whom I cannot recall. Together, we inspected every available aspect of the aircraft. You see, the refurbishment of the aircraft following its last misfortunate visit to Van Nuys qualified it as a "project" under the ROE of the ***Project Police***. By landing at WJF – clearly within the jurisdiction of the ***Project Police*** – it became subject to a no-notice inspection by the ***Project Police***. We took it upon ourselves to perform said inspection, knowing that the freedom and security of the Antelope Valley was at stake.

We also assisted many others who were unwittingly pressed into service. Bearing the silver sticker of a duly deputized ***Project Police*** inspector, they entered the forward crew entry hatch. Each made his or her way back to the cockpit, through the bomb bay, and past the waist gunner stations, inspecting every detail. On several occasions throughout the day (and the day following), groups of inspectors boarded the aircraft and participated in aerial flight to ensure all systems were functional and airworthy. Many of the impromptu inspectors were so enamored with their new found authority that they purchased shirts, hats, and other emblems to denote their status. In fact, under the careful guidance of "**The Tim of Brien**," a good number of them notably augmented their

purchases of crests and symbols of the aircraft. I believe he could sell ice cubes in Alaska in February.

After assuring ourselves of the airworthiness of the flying machine, we assembled again on Thursday to launch on a strategic mission to liberate the people of Van Nuys. In the short flight from WJF to VNY, we achieved complete aerial superiority – shooting down every FW-190 in sight. Once the skies over Van Nuys were again safe for democracy, we contacted the French (or Californian) underground and negotiated transport back to WJF. Repatriation was conducted by "**Opie**" in the **Gail Force Mooney** and our beloved **Kommandant** in the **Fighting Skywagon II**.

- Scott "Stormy" Weathers



George Fischer stands by to receive a critical radio message from *Project Police* HQ



Stormy is ready to swap in the receiver with the proper crystals



Checking for enemy fighters from the top turret



Tim Brien protects the right side



Lorraine stands by at the bombsight searching for the ball bearing plant in Acton



Our fighter escort



Escaping with the underground

The Ongoing Color Evolution of Bearhawk #164

You'd almost think that **Erbman** can't decide what color his **Bearhawk** should be, but it really is the progression required to get to the ultimate goal.

(BTW, those of you seeing this on a monochrome mailed newsletter can still receive the PDF version in full color by e-mail simply by requesting it from your "friendly" **Evil Editor Zurg** at erbman@pobox.com .)



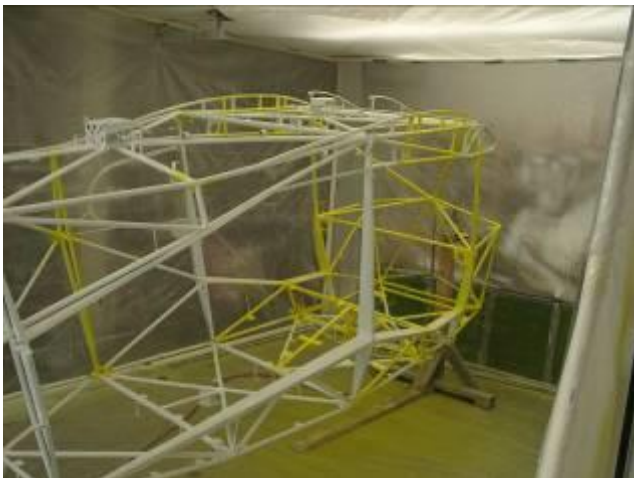
The fuselage in its original color, "4130 mill finish",
29 Oct 05



The first transition to “Sandblasted Gray”, 27 Nov 05



White (for the first time) in Poly Fiber Epoxy Primer, 4 Dec 05



Yellow...er...White...er...Yellow and White. Tubes that would be exposed but with limited access after covering were painted before covering, 29 Jan 06



Yellow and White...and...uh...(manly) Pink. Poly Brush painted onto large areas of fabric that would be in contact with the fabric to prevent pinholes



Back to White and Yellow with application of interior fabric, 19 Mar 06



Yellow, White, and Pink again after application of Poly Brush, 20 Mar 06



**Back to White again with application of outer fabric,
6 Apr 06**



**White (again) of the Poly Tone paint undercoat,
27 Jun 06**



Mostly (manly) Pink from Poly Brush, 29 Apr 06



**White and Blue—future red stripe masked off with
Fine Line and blue painter's masking tape, 3 Jul 06**



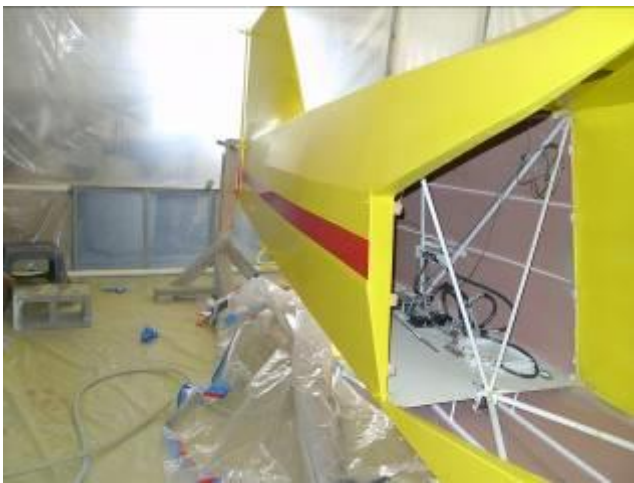
UV-blocking Silver of Poly Spray, 23 Jun 06



**After 8 hours of spraying and removing the masking,
we're back to Yellow and White, again, 3 Jul 06**



**A sudden change to White, Blue, and Green masking,
4 Jul 06**



Finally, Yellow and Red, 6 Jul 06



**Damage fabric installing landing gear, notice areas that
are not fully covered, start over with "repairs". Krap!**

Flabob To Host A Gathering Of Cubs

Riverside, CA – Flabob Airport will be the scene for what is predicted to be the largest Gathering of Cubs in the west this summer. The event, scheduled for Saturday, August 19th, is expected to draw nearly 100 J-3, J-4 and J-5 Cubs to the one-day fly-in.

The Gathering is open to everyone and except for food, there are no charges. Hosted by the Short Wing

Piper Group, Cub owners are expected to get together for a luncheon, guest speaker and awards ceremony in the Experimental Aircraft Association's Chapter One Hangar.

The rest of the day will be devoted to socializing and fly-bys in the popular yellow Cubs. For further information on the event contact Kathy Rohm at 951.683.2309, ext. 104. Flabob Airport is owned and operated by the Thomas W. Wathen Foundation which is headquartered on the field.

Project Police Aircraft Spotters Quiz



After a month off, **Evil Editor Zurg** has returned to present another oddball aircraft for your identification. This picture was supplied by a confederate of **EEZ** posing as the newsletter editor for another chapter close to the subject. Said confederate may have even taken the picture himself, and is certainly acquainted first hand with the subject:



Evil Editor Zurg has declared that this is the only view that you are authorized to see, as other views make the answer all too obvious.

As always, 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 8 Jul 2006, the hit counter stood at **108623**, 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**Jul 18: NO EAA Chapter 1000 Monthly Meeting**

Jul 24-30 EAA Airventure, Oshkosh WI

Aug 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Aug 3: Erbman's Birthday (Just seeing if anyone reads this stuff)

Aug 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Aug 19: Gathering of Cubs, Flabob International Airport. (951) 683-2309 ext 104

Aug 22: EAA Chapter 1000 Monthly Meeting, 7:00 p.m., Clear Channel Stadium, Lancaster CA. (661) 609-0942

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

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

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

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

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

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

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

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

Nov 21: 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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Wood Construction

Bob Waldmiller	waldmrlr@qnet.com	661-256-0932
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Welding/Welded Steel Tube Construction

Russ Erb	erbman@pobox.com	661-256-3806
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Electrical Systems

Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
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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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Rosamond CA 93560-7692

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

NO MEETING THIS MONTH

WHAT'S YOUR DENSITY ALTITUDE?

FORTRESS WEATHER REPORT

WHAT COLOR IS THAT BEARHAWK?



The Leader In Recreational Aviation