



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 2007

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:



The Accidental Integrated Panel

or: How My Simple Pneumo-Mechanical Panel Turned Into Electronic Wizardry and Data Acquisition System While I Wasn't Paying Attention

Special Bonus!

Project Police Fly-In Excess Inventory Reduction Exercises

Tuesday, 19 June 2007

1700 hrs (5:00 PM Civilian Time)

**High Cay Partyhaus
Rosamond, CA**

It's probably no surprise to you that what's available for your panel has changed greatly within the last 10 years. Back during the Clinton administration, about the only things most of us could afford to put in an instrument panel were pneumo-mechanical instruments and a basic COM/VOR radio. If we wanted to fly IFR, we installed a vacuum pump (life expectancy 1000 +/-1000 hours) that sucked air through spinning mass gyros. It had been that way for years, and WE LIKED IT!

There were a few companies trying to make experimental aircraft look like an F-16 by building Electronic Flight Instrumentation Systems (EFIS) to put all flight instruments on one video screen. It was a great idea, except that the reliability was questionable and the cost was more than the cost of the airframe. Other than that, they were great systems.

Back in the day, **Erbman** designed his instrument panel based on the technology of the day. As the joys of scratch building stretched the project out more and more, many lunch time discussions with the **Kommandant** and **Houdu** raised questions about newly available items and how they might be used to address several known

shortcomings or enhance **Erbman's** panel design. After many small changes, the result was a panel design that was significantly different from the original, having gained many capabilities over the original design, several of which were not intentional. For instance, the ability to display current winds and electronically record sufficient flight test data for performance testing.

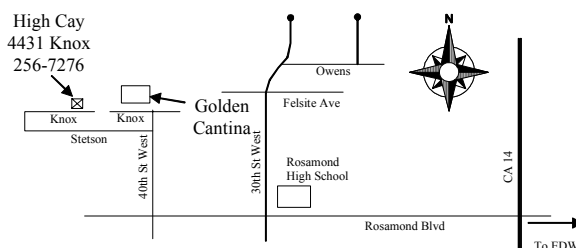
In another EAA Chapter 1000 first, **Erbman** will be presenting another exciting "Death by Powerpoint[®]" presentation in the **High Cay** conference/party room (assuming we can sort out the A/V issues). This presentation will follow the process of how a myriad of little changes all added up to one big transformation.

And since we wouldn't want you to be distracted from **Erbman's** brilliant and engaging story by hunger pains gnawing at your gut, all **PPOs** are called upon to show up to assist in the disposition of the remaining excess inventory of foodstuffs from last month's highly successful **16th Annual Scotty Horowitz Going Away Fly-in** (translation for **Stormy**: come on time and eat a hot dog).

In another first for the **Project Police**, this meeting will be an exercise in good ol' **Soviet Style Power Struggles**, as the **Kommandant** will be inspecting projects in Salt Lake City and the **Vice-Kommandant** will be seeking out projects to inspect in Maui. The lengths our leaders will go to for the glory of the **Project Police**. Don't worry, the **Grillmeister** has appointed one of his highly trained prodigies to cover the grilling duties.

Since this meeting will be held at the off-base messing facility, no one has any excuse for not showing up (except those previously mentioned)! In fact, our newest **PPO** **Chris Haley** (recent spot landing contest winner) will probably just fly his vintage first production year straight tailed Cessna 172 to the meeting (hmmm...another meeting topic?).

For the one or two **PPOs** out there who can't remember how to get to **High Cay**, the following convenient map is provided:



Sixteenth Annual Scotty Horowitz Going-Away Fly-In Report

EAA Chapter 1000

High Cay, Rosamond Skypark

Rosamond CA

19 May 2007

Gary Aldrich, Presiding

Chapter 1000 hosted the 16th Annual Scotty Horowitz Going Away Fly-In at **Doug and Gail Dodson's "High Cay"** estate at Rosamond Skypark. Beautiful spring weather greeted the two dozen participants who brought **six and ½ aircraft** to the event, in addition to the **Kommandant's** new **BMW 335i Turbo Coupe** (**Kommandant** pay has gone up, it seems). Visiting aircraft consisted of **Tony Ginn's 11CC Aeronca Chief** (along with daughter **Autumn**), **Jim and Jackie Payne's** Subaru-powered **RV-6A**, **Pat and Carol Fagan's Bearhawk** (flying version), **Russ and Penny Erb's Bearhawk** (sans wings), **Chris Haley and family's Cessna 172**, **John Bush's Cessna 170**, and **Dave Vanhoy's Giles G-202**. **Paul and Victoria Rosales' RV-6A** showed up after the official count was made. Unfortunately, namesake **Scotty Horowitz** was a no-show. We have made a note to actually invite him next year.

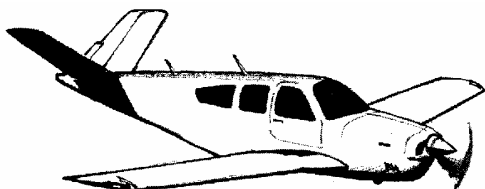
Vice Kommandant George "Tony the Knife" Gennuso acted as the event **Grillmeister**, appropriately serving up **Bratwurst** as the day's fare. **Mrs. Kommandant Anne Aldrich** acted as event finance minister, and **Treasurer Doug Dodson** reports we did slightly better than break even.

The **People's Choice** award went to **Pat and Carol Fagan's Bearhawk**, with second place to **Russ and Penny Erb's Bearhawk**, an apparent clean sweep by the **Bearhawk** contingent. Five votes for the **Kommandant's BMW** were disallowed. We have made a note to update the rules next year.

Winner of the spot landing contest at 43 feet went to **Chris Haley** in his **1956 Cessna 172**. Second place went to **Autumn Ginn** in father **Tony's Aeronca Chief** at 53 feet. We suspect her flight instructor was **Wilbur Ginn**, **Tony's** dog and our 2005 spot landing winner.

After presentation of the **cheesy awards** (*appropriate for an organization headquartered in Wisconsin and based in California*), **Kommandant Gary Aldrich** declared that **Victory!** had been achieved with no loss of life or property. Guests promptly dispersed after we loaded up all the chairs we had borrowed which needed to be returned for another event later in the day. No place to sit tends to discourage malingerers.

Until next year...



As we are wont to do, the Fly-In starts off with the Spot Landing Contest, officiated over by Spot Landing Czar Russ "Erbman" Erb and Sous-Czar Tim Brien



Paul and Victoria Rosales taxi out for an unsuccessful rendezvous with other RVers from "Down Below"



Having landed with an "Unscoreable at 12" minutes before the Spot Landing Contest officially opened, Chris Haley exercises the rules and takes off for a trip around the pattern for an official spot landing attempt. That's a first production year C-172.



As if in some carefully scripted plan by Bearhawkers, Pat and Carol Fagan arrive while Chris is in the pattern



Czar and Sous-Czar stand by to grade the winning approach



Chris Haley grins ear-to-ear after a winning touchdown, only he won't know it was a winner until a few hours later



The hangar set-up crew, including Mrs. Kommandant Anne Aldrich, Grillmeister George “Knife” Gennuso, Sous-Grillmeister Kent “Cobra” Troxel, and Hangar Superintendent Doug “Houdu” Dodson, relax while waiting to welcome the impending throng



John Bush, Pat Fagan, Carol Fagon, and Anita Amsberry check out Erbman's Bearhawk on its first appearance at the annual fly-in



Pat Fagan's Bearhawk with John Bush's C-170



Gail Dodson's Mooney M20C and Chris Haley's C-172



Jim Payne's Subaru powered RV-6A



The Kommandant's BMW 335i Turbo Coupe



Dave Vanhoy taxis the G-202 (solo this year) with apparent disregard for the marshaller



Your basic EAA Marketing Photo



Tony Ginn's 1947 Aeronca Chief



Marshaller Aldrich has better luck with Erbman in the Screamin' Yellow Zonker



Erbman couldn't pass up a chance to get a picture with his two favorite toys



Houdu stands by to receive hungry aircrew



Grillmeister Knife estimates the appropriate time to throw more Brats on the Barbie



Official Kibitzing Krew (Kommandant, Cobra, Erbman) offer unsolicited and unheeded advice to the Grillmeister



The unofficial non-meeting of the SoCal Bearhawk Squadron: Penni Haley, Carol and Pat Fagan, Russ Erb, Anita Amsberry, Tim Brien, Brittney Haley, and Chris Haley



“Hey Kommandant, have you ever noticed that your arms get shorter as you get older?”



Mrs. Kommandant takes her position as official award photographer



Pat Fagan receives his People’s Choice award



Victoria Rosales, Tony Ginn with Autumn Ginn (second place Spot Landing pilot), Cathy Pattison, and Paul Rosales’ backside



Chris Haley (budding Bearhawker) receives his Spot Landing award



Autumn Ginn with her other Aerospace Vehicle. Golf Club thrust mod by Dad who recognized the danger of stooping as age advanced



Wilbur Ginn, Autumn's flight instructor, as seen in Tony's Aeronca Chief back in 2005. Wilbur was our spot landing winner that year



How many *Project Police* Officers does it take to launch one C-170? Apparently one pilot and 5.2 assistants



Sensing a photo-op, Erbman rounds up the Bearhawkers to move "Three Sigma" into the space recently vacated by Bushman



Sister Bearhawks #232 "Smokey Bearhawk" and #164 "Three Sigma" finally meet after 10.5 years



Bearhawker Photo-Op: Chris Haley, Brittney Haley, Penni Haley, Pat Fagan, Carol Fagan, Tim Brien, Anita Amsberry (Mrs. Tim Brien), Russ Erb



Scott "Stormy" Weathers practices his *Project Police* Picture Pointing Skills by identifying the tie down point that was involved in a very ugly incident when Smokey Bearhawk fought the wind and the wind won. Smokey made a miraculous recovery



Chris Haley's recurring nightmare: His daughters in a high-power convertible sports car. Erbman's not the least bit concerned, since he's holding the keys

- Kent "Cobra" Troxel (with captions by Erbman)
Minister of Propaganda

Kommandant's Korner

Boy, am I in trouble! Walking out of the house this morning on my way to the airport I tapped the mouse on the computer to see if I had any e-mail (had a couple of minutes while **Anne** was trying to get out the door). **Rats!** An e-mail from **E^2 Zurg** reminding me of my literary duties for the month. Sigh, I had been such a good **Kommandant** the past few months; submitting my **monthly drivel** with only minor nagging from the editor. Since we were meeting folks for their first-ever Skywagon experience I dashed off a quick **mea culpa** and pressed. Lucky for me (and you), it appears that I can still make the deadline. Otherwise, you might be reading some old flight report from a past issue or have to put up with **Zurg's** rants about my heritage and lack of responsibility.

So, we dragged out the **VC-180** for a quick jaunt to **Big Bear City** (L35). The plane was fresh from completion of the annual and I had even scraped off a year or two of dust last weekend, so it looked pretty sharp. As we taxied out we passed several aircraft filling with eager **Young Eagles** and saw/heard more in the pattern. I regret that I had committed to this outing without remembering about **International YE day**. It appears that YE Coordinator **Tanya Duke** was successful in scheduling excellent weather...something we haven't seen in the AV in a month or so. My "senior moment" about the YE event was to bite me again as I maneuvered into the Big Bear valley over the western end of the lake. The pattern looked like the airspace over Omaha Beach some 63 years ago. The air was alive with aircraft approaching from every direction, many of them claiming "Eagle xx" call signs. I managed to latch on to the tail of one Cessna that was



entering the pattern and announced my intention to follow him. The operation reminded me of an arrival to Sun 'n Fun or AirVenture. Couple that with the quirky northeast wind forcing a dogleg approach over the lake and it made for an interesting initiation for my passengers to Sport Aviation. They were also gracious in complimenting me on my landing, though it was not one of my better ones.

At any rate, we proceeded to find an empty tiedown and wandered in to the madness in the terminal as Young Eagles were "tagged and bagged" for their rides. The restaurant did not disappoint and, after a leisurely breakfast (assisted by the slower than normal service) we called a cab and rode to the village while hearing the life story of the elderly lady at the wheel. We managed to kill the rest of the day in the "quaint" and "cute" shops before relaxing at a pleasant outdoor tavern (I had iced tea...and not the Long Island kind). The shopping wasn't too much fun, but it was worth it for the company and the flying.

After loading the loot back in the **Fightin' Skywagon** we made the excruciatingly long takeoff on runway 08 and winged our way back toward WJF. If you haven't been to L35 since their runway renovation, the pavement is all very nicely slurried and the markings are all bright and new. A new feature since my last visit is a "DA meter" in the run-up area that has a large digital readout of density altitude. As we took the runway it said "8700 ft". I grabbed an inch or so of mixture knob to maximize my takeoff power as I slowly accelerated. With 60 gallons of gas, four folks and the bags of stuff from the cute stores, it seemed like forever before we clawed our way into the calm air. I suspect the big seaplane prop really announced our departure to the houses on the east end of the airport. Dropping over into the desert, we picked up the usual summer thermal turbulence and slipped into Fox with 12 knot winds almost down the runway. Our guests were very impressed with the concept of a trading a 36 minute flight for the normal 3-hour drive to the mountain resort...score another convert to general aviation!

Next week the target is SLC where **Anne** will be attending the International Rotary Convention...no, not helicopters, but service clubs. Should be an interesting trip. Look for a report in a later 'Edge.

Till then, Fly Safe and Check 6

- Gary Aldrich
Kommanding

Current Project Police Project Status

Two current **Project Police** projects appear to be on track for debut to the greater EAA membership at **AirVenture** (Oshkosh) 2008, **Jim Piavis' RV-7** and **Russ "Erbman" Erb's Bearhawk**. No such prognostications have come from the other **Project Police** project nearing completion, namely **Doug "Houdu" Dodson's Glasair IIFT**.

To see a video of Jim Piavis' previous project, the Boredom Fighter flying with Ron Wantajja's Fly Baby, go to <http://www.youtube.com/watch?v=zf3QEsHWkJA>.



Jim Piavis' RV-7 panel as of 12 May 07 in the power-on demo (<http://www.adap.com/rv7>)



Jim did his switch placards the same way that Erbman did, which was the same way that Opus did, using engraved aluminum strip from <http://frontpanelexpress.com/>, which happens to be just down the road from him in Seattle



Erbman's oddball Bearhawk Butcher Shop at press time—fabric parts complete up through Poly-Brush

Evil Editor Zurg's Caption Contest



Last month **Evil Editor Zurg** presented you this picture taken during the recent visit of the *Aluminum Overcast*, requesting that you submit your funniest caption. Well, either most of you are shirking your duties, or you're just not as clever as we gave you credit for. Only three **PPOs** submitted captions.



From **Kent "Cobra" Troxel**, instigator of this nonsense: "Proof that pilots never seem to grow up."

From **Russ "HighEye" Munson**, commander of EAA Chapter 1000 Det 14, New York City: "This is a photograph of **Toulouse-Lautrec** preflighting his B-17. Few people even know that Lautrec had a B-17." When I showed my lack of culture by not knowing why this should be funny, Russ continued "Okay, the caption was a wee bit obscure for you youngsters. **Henri Talouse-Lautrec** was a famous 19th century French painter. He had dwarfed legs, and consequently was height challenged. He is most well known for his paintings done while hanging out at the Moulin Rouge in Paris. In 1952 a movie, "Moulin Rouge," popularized his life. The actor who played him, José Ferrer, did many scenes on his knees with his legs secured behind him. In 2001 there was a remake with Nicole Kidman and Ewan McGregor. Even youngsters like you should have seen that, and noticed how short Henri was."

Finally **Scott "Stormy" Weathers** submitted: "Colonel Troxel inspects the first B-17 to see service in the Oompaloompa Air Force."

Web Site Update

As of 10 June 2007, the hit counter stood at **115796**, for a hit rate of about 17 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

Jun 19: 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, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

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

Aug 21: No Meeting

Aug 25: Project Police Night at the Ball Park, Clearchannel Stadium (The Hangar), Lancaster CA. (661) 609-0942

Sep 4: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

Oct 2: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Oct 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Nov 6: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Nov 20: 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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Instrumentation and avionics requirements for VFR/IFR

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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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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

MEETING/FOOD AT HIGH CAY 19 JUNE 2007

PROGRAM: ERBMAN'S PANEL EVOLUTION

HOROWITZ FLY IN REPORT

PIAVIS PANEL PIX



The Leader In Recreational Aviation