



# 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>

August 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: Aerospace Appreciation Night at The Hangar

Saturday, 25 August 2007  
1830 hrs (6:30 PM Civilian Time)  
Clearchannel Stadium  
Lancaster, CA



Welcome to the EAA Chapter 1000 August meeting. This month is the baseball meeting on a special day, not on our usual meeting night. We will be meeting on **Saturday, 25 August 2007** at **JetHawk Stadium**.

So, listen carefully! We are going to have the meeting at JetHawk stadium and enjoy a full nine innings' of the **JetHawks** battling the **Stockton Ports**. **Don't go to TPS**, no one will be there.

This rare treat comes to us by way of the **Kommandant's** connections (**Mrs. Kommandant**) with the fair city of **Lancaster**

who will provide a private box for our viewing pleasure complete with snacks and drinks (not the alcoholic type, you'll have to buy your own). And in addition to a thrill packed baseball game they will be honoring aerospace in the valley with the **Fourth Annual Aerospace Appreciation** night. The guest of honor will be **Astronaut Buzz Aldrin**, and the first 1000 people to come through the turnstiles will receive a **Buzz Aldrin bobblehead doll** (a "must have" for you bobblehead collectors). It doesn't get any better than this folks!

The game starts at 7:00 p.m., so get there early and get your ticket from the **Vice Kommandant** at the F-18 on a stick in front of the stadium. We all look forward to seeing

you there, and the chance to sing "**Take Me Out to the Ball Game**" once again.

- George "Knife" Gennuso  
Vice Kommandant

## Last Month's Meeting

EAA Chapter 1000  
Scobee Auditorium  
USAF Test Pilot School, Edwards AFB CA  
17 July 2007  
Gary Aldrich, Presiding

Once again, Chapter 1000 welcomed special guest **PPO Mike Machat**, noted aviation artist, publisher, film historian and all around neat guy to the Edwards Air Force Base Test Pilot School auditorium. Mike screened the 1955 Paramount classic "**Strategic Air Command**" starring **James Stewart** and **June Allyson**.

Mike discussed that the film was an incredible propaganda and recruiting piece with significant personal involvement by **Gen Curtis LeMay**, in effect selling the necessity of **SAC** to the public as a result of the cold war and recalling WWII bomber vets back into service. Jimmy was 47 years old at the time of the film release, portraying "Dutch Holland," a St. Louis Cardinals third baseman "with a few good years left" when he was recalled into service. June Allyson was Hollywood's version of the typical "Air Force wife", reprising that role as Alan Ladd's wife in "**The McConnell Story**".

Mike gave us additional insight into the filming of "SAC", noting that it was one of three great aviation films that defined the genre and this era in particular. In chronological order: 1955 - "**Strategic Air Command**" (**Consolidated B-36/Boeing B-47** at **Carswell** and **McDill AFB**); 1956 - "**Towards The Unknown**" (**Martin XB-51/Bell X-2** at **Edwards AFB** (where?)) starring **William Holden** & **Lloyd Nolan**; and 1957 - "**The Spirit of St. Louis**" (Story of **Lindbergh's** NY-to-Paris flight) starring **Jimmy Stewart**. Many famous Hollywood names were involved in the making of all three of these films, most notably the great **Paul Mantz** who did all the fabulous aerial scenes flying his famed B-25 camera ship.

## THE LEADING EDGE

The Lindbergh movie was the only one that didn't use the actual airplane involved in the story (it's in the Smithsonian!), so they built several full-scale flying replicas to use for various aspects of the story. The first two films, however, used actual aircraft flown specifically for the movie, and then interspersed real footage of 'live' missions for added realism. It will never happen quite that way again.

As an aside, the B-47 cockpit mockup used to film "SAC" can be seen at the **March AFB** museum where it has been for many years. And as we saw, even **Jimmy Stewart** had trouble getting on base at **Carswell**, so nothing has changed. Interesting to note that **Mr. Stewart** was so beloved by the American public that we all knew him as **Jimmy**, but his film credits were always **James Stewart**.

Although previously fortified with chips and salsa, sodas and **C<sup>3</sup>'s** courtesy of **Donna Drucker**, **Kommandant Aldrich** declared that movies *sans* popcorn always made him hungry for fast food. This is not as unusual as it seems, as he's pretty much always hungry, fast food or otherwise. "**Victory!**" was hastily declared without objection whereas members so inclined headed towards the **BK Lounge** where mass quantities were consumed. **Mike** was transported via the royal guest carriage (**Russ Erb's "Screaming Yellow Zonker" Mustang**) with the top down and subsequently treated to a sumptuous "super sized" value meal as a token of our appreciation.

**Mike** has promised to return in the near future with another classic aviation film.

As they say at the end of each **Ebert** and **Roeper** movie review: until next time, the balcony is closed.

- **Kent "Cobra" Troxel**  
Minister of Propaganda

### Kommandant's Korner

It appears that **E<sup>2</sup> Zurg** may be losing it! It was nearly 1600 today before his lackey started bugging me about my monthly column. He probably should hire better lackeys.



So, what would you like to hear about this month? The **VC-180** has barely turned a wheel since my last missive but that doesn't mean I haven't been committing aviation. The last month has seen a lot of right seat time in the mighty **C-172S**. It was "FTE Airmanship" season again for the new crop of young Flight Test Engineers. The weather was mercifully cool most mornings while I attempted to cram a wad of aviation knowledge into the willing, but crowded craniums of the new TPS students. As a result, we "Airmanship IPs" executed our forty 1.5-hour sorties with nary an episode of **reflux esophagitis** (an Air Force euphemism for the ol' Technicolor yawn). I did, however, have to implement the backup ventilation system (opening the windows) a couple of times. These semi-

annual opportunities to reacquaint with the ubiquitous **Skyhawk** are always pleasurable as I am reminded of how easy flying this machine is and just how perfectly it fits the mission of pilot training. Being able to talk a sharp young engineer to a safe, if not pretty touchdown when he has oh, say 45 minutes of total pilot time is a testament to the stability, honesty, and performance of this classic design. I'm also impressed with the robustness of this airplane. The Edwards Aero Club airframes are now 12 or so years old and have on the order of 6000 hours and, while they show some interior wear and tear, they are still remarkably fit...especially given the hard life of a pilot trainer.

I also had the pleasure (?) of flying (riding) the airlines again this month to attend the **Society of Flight Test Engineers (SFTE) Symposium** in St Louis. Had this week-long trip not been crammed so tightly in the Airmanship flying schedule, the **Skywagon** might have been called upon for the mission. However, duty called and the extra couple of days of travel (or potential weather delays) wouldn't fit into the schedule so I was relegated to staring out the small, scratched window at the clouds while munching my peanuts (*you got peanuts?*). I suppose I could put a positive spin on the experience as it reminded me why owning my own air transportation is such a kick...and such a privilege.

While thumbing through the American Airlines company rag that comes in every seat pocket I noticed yet another **perversion** of the truth by the AA CEO in his op ed piece. He carefully explained to the reader just how unfairly the current FAA/ATC funding scheme treats the poor air carriers while those rich private aircraft owners get a free ride in the system. I wish I had thought to print up one of Phil Boyer's articles on the subject of user fees that I could have slipped into the magazine for the next bored pax to read. Further, when I got home I found an email from the CEO of Delta Airlines that pushed the same biased clap-trap and urged me to express my support for "fair user fees for business and general aviation" to my local Congress-critters...like that's gonna happen. Between the skyrocketing fuel costs and the high-pressure, high-funded airline campaigns, we sport aviators are facing a significant threat. Let me say it again...if you are not a member of **AOPA**, send in your dues right now. I consider them our best and first line of defense, along with **NBAA**, **EAA**, and a few other alphabet groups.

Next month I may have some more adventures on which to report as **Mrs. Kommandant** and I will be cruising the Inside Passage to Alaska in celebration of our **35 years of wedded bliss**. Thus, we won't be your usual hosts at the traditional August Chapter 1000 Baseball Night with the JetHawks. I've signed up for a couple of flying tours on the trip so I hope to have some fun info (and pics) to pass along next time. One of these days I hope to convince her to fly the Skywagon to the 49<sup>th</sup> state....

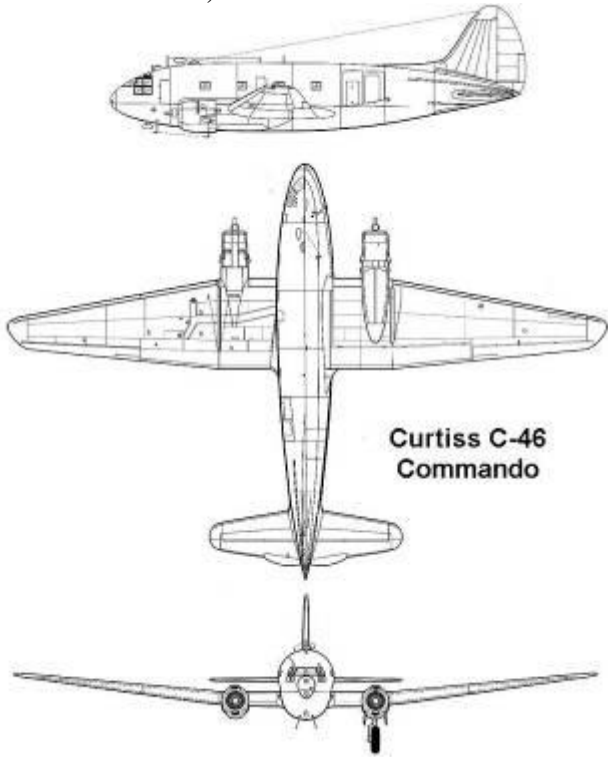
Have a super time at the ball game and I'll see you at the September meeting. Till then, check 6 and fly safe.

- **Gary Aldrich**  
Kommanding

**C-46 Measurements and Observations**

Someone must have said "Oh what a tangled web our minds and lives do make." I found out that **John Doolittle** used to fly C-46's. Gee, I am famous because I have always been interested in an airplane that a famous person has flown. Can we get him to write his experiences in the C-46?

**Russ** and I visited the **China Doll** (C-46F) at the Southern California Wing of the **Commemorative Air Force** at **Camarillo, CA**.



**Objective**

My primary purpose was to determine if my assumption was correct that the C-46 fuselage had a constant cross-section from the wing leading edge to the trailing edge. I like straight lines for sheet metal forming and reduced tooling.



The aircraft spotter's 1/72 scale plans had a straight upper fuselage line from the wing leading edge to the front of the cargo door. But the sides were shown as continuous

curves. This is not possible geometrically if the fuselage had circular cross sections.

**Dan Schranze** let us board the **China Doll** so that we could make some measurements and take pictures.

**Results Summary**

I did get a chance to measure "China Doll" at the Camarillo airport. But it raised more questions than it answered. That is what happens when a Flight Test Engineer does not make a well thought out Flight Card beforehand and has only one chance for the test.

The result of the measurements is that there is a constant cross-section but it is shorter in length than I had previously assumed. Other interesting features of the airplane were noted.

The station numbers were well marked but I did not document them.

I recorded the station numbers on some of the fuselage formers but am uncertain where Station 0.0 is for **China Doll**. I did record the station of the aft side of the cargo door as Sta 598 (49.0 ft).

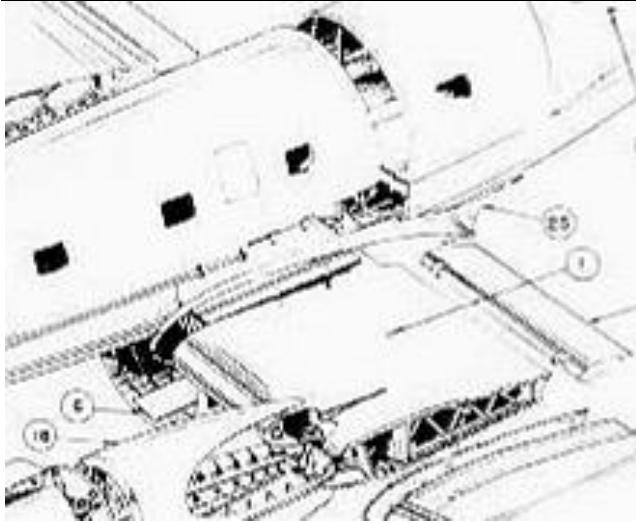


**Maximum Cross Section**

Sta 337.5 was the only station recorded as being measured at the maximum inside diameter of the frame (Approx 24 inches above the floor which was the reverse engineering value).



**Seat Support Rail above the maximum inside diameter of the fuselage and showing intercostals between frames**



**Industrial drawing. Note section mating of fuselage sections at wing rear spar.**

It measured 124 3/4 inches from inner skin to inner skin. I had previously reverse engineered an outside diameter of 122.7 based on various data and assumptions.

Measuring the maximum inside diameter at many frames was not possible because of "items" tied to the left side. Therefore, measurements to determine the length of the constant cross section were made at the top support tube of the bench seats. Measurements were taken fore and aft of Sta 337.5 until the constant value changed.

The constant cross section measurement was from Sta 317 to Sta 399. This only 82 inches (6 ft 10 in.) (the distance between front spar and rear spar) compared to original assumption of 198 inches or 16.5 feet, the length of the center section wing chord.

### **Intercostals vs Stringers**

The picture showing the seat support tube also shows intercostals between certain frames instead of stringers through the frames.

The stringers and intercostals were bent up "Z" sections about 1 inch high and 3/4 inch top flange of about 0.020 aluminum sheet. Unfortunately the station numbers that had intercostals were not recorded. (Poor test management).

### **Lower Fuselage Lobe**

I also looked at the bottom of the fuselage under the wing. The Spotter's drawing had a curvature. With the upper lobe having a constant cross section, it is geometrically impossible to have a bottom lobe curvature and a radial cross section with a straight line intersection (at the floor tension member).

It was difficult to visualize the bottom as a constant cross-section because of the lower curvature of the wing airfoil. I am "sure" there was a short constant cross-section between the front wing spar and aft wing spar if for any other reason that I wanted it to be that way. If I had a straight 1 x 4 or 2 x 4 to lay up against the fuselage it would have been "obvious."

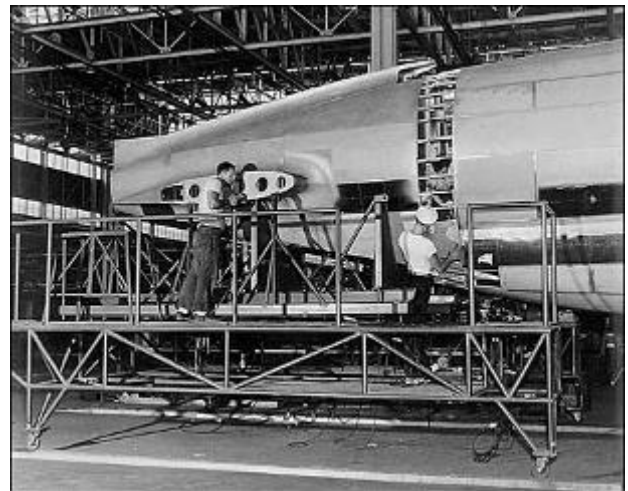


**End of the "crease"**

The mating line of upper and lower fuselage lobes looks like a crease. The aft fuselage section appears to be an elliptical shape with no crease. The aft fuselage section is mated to the "double bubble at some station behind the cargo door.

I did not think to check at the mating station to see how the transition from the double bubble to the elliptical shape was made.

On the outside of the fuselage there is a sheet metal fairing covering the crease at the mating line. The end of the crease is 2 bays (31 inches) behind the rear edge of the cargo door.



**Mating of the aft section. The lower line of the aft fuselage appears to be a straight line from the mating line to the end of the section. (Could the base of the dorsal fin have been used for a structural tie at the cargo door?)**

### **Rudder Hinge Line**

The rudder hinge line seemed to lean forward at the top with respect to fuselage waterline. The picture below does not necessarily confirm it.

If the rudder hinge line did lean forward, would this have helped keep the nose up in an entrance to a turn?



The lower line of the aft fuselage in the above picture appears to be a straight line from forward of the tail wheel to the most aft point and parallel to the ground in the 3-point attitude.

**Length of Dorsal Fin**



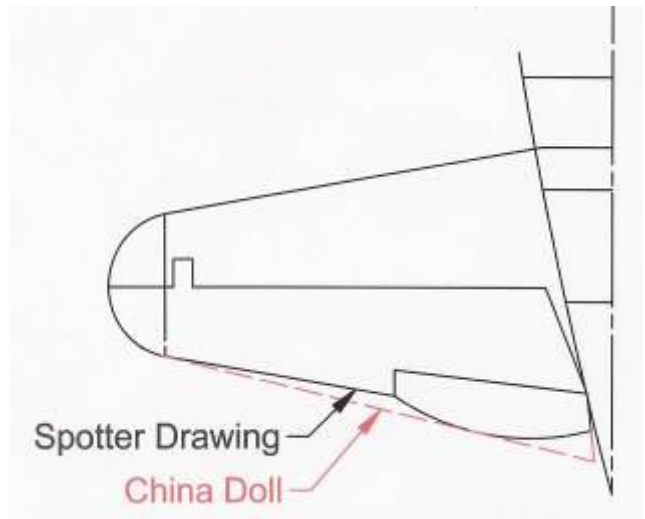
The dorsal fin comes forward to the middle of the cargo door (same as the spotter's 1/72 plans). The open door shown here is the passenger door in the forward portion of the cargo door.

Another interesting design feature is the bottom of the cargo door and the floor at that station does not follow the waterline of the fuselage. The "loading floor" is horizontal when the aircraft is in the 3-point attitude. Some of those old-time aircraft designers sure knew what they were doing.

**Elevators and Trim Tabs**

It appears that elevator chord on the **China Doll** (C-46F) was lengthened to include the chord of the trim tab. No measurement was made.

Either an additional trim tab or a servo tab is outboard of the original that was not shown on the spotter model. Based on my experience in a simulator, I hope it was a servo tab to reduce control forces.



Note that an elevator can be used on either the right and left side. Good design feature.

**Aft End of Engine Nacelle**

I did prove to myself that the aft point of the lower engine nacelle ended just ahead of the flap. Note the Jack Northrop style of bolting on the outer wing panels.



### Caveat

Once again, the initial test measurements bring more questions to mind than answers. I wonder how many of the reverse engineering conclusions are wrong? Wouldn't it have been fun to have been in the original preliminary design rather than trying to reverse engineer?

### Lesson Learned

Make a detailed Flight Card and always schedule two more tests to answer questions that arise on the first.

### Maybe Someday

Maybe someday I will get more answers and revise my CAD drawings of the C-46 to reflect what was found when visiting the China Doll.

### Good Eating

**C-46 Sub Sandwich** - turkey, ham, roast beef, cheese, onions, lettuce and tomato on French Roll with Italian Dressing. 2 inches high (The Way Point, Camarillo Airport Cafe)

- **Lee H. Erb**, aka **Erb the Elder**

EAA Chapter 1000 Det 5, Arlington, TX

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### There I Was...In The Mighty BUFF...

*(This from Rob "Zippydog" Gaddy, former USAF B-52 aircraft commander, fellow Bearhawk builder, and proprietor of the "Zippy Hilton" where your Kommandant and NLE have stayed during the big O-Show)*

Just a little memorable moment in my Air Force Career.

I (and my crew) was flying a **B-52** over Lake Erie one night. We were being vectored around a box so that some **ADC** (Air Defense Command) **weenie** could get practice being vectored around for air-to-air interceptions. We were being the dummy.

After the first intercept I requested "maneuvering" from the area controller which meant that I wanted to make life a bit more interesting for everyone. There were three levels of "maneuvering":

1. Airspeed changes only +/- 50 knots

2. Heading changes +/- 30 degrees, with airspeed changes

3. Altitude changes +/- 1,000 feet with heading and airspeed changes.

I was denied my request which meant I had no alternative but to drone along in the darkness straight and level, the jet on autopilot playing "target".

I really was content to do things the easy way and just fly straight and level, but the tone of voice of the ADC pilot as he announced "Fox 2" missile launch just rubbed me the wrong way. He seemed to be very proud of himself with that condescending attitude in his voice that all fighter pilots seemed to have for bomber pilots at the time.

As we were turned back toward the center of the work area the controller was vectoring the fighter in for another attack. My gunner had the "bogey" on his radar and was giving position updates. (In reality, he would have "hosed" the fighter with our 20 mm well before he could have shot us with anything) As the fighter closed to about 3 miles at my 7 o'clock, I leisurely reached back behind my head and switched off the nav and position lights. Man, the excitement in the fighter jock's voice as he almost yelled in a high girly voice "lost sight, breaking angels 23" was reward enough!

I just turned the lights back on confident that we had taken the measure of another fighter pilot's jock size. The remainder of the exercise went without incident.

- **Zippydog**

Bomber Pilots do it for Hours and Hours

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### Way Cool Web Site

While putting together this month's newsletter, **Evil Editor Zurg** stumbled across a web site that should be of great interest to the **Project Police**. Go to

<http://richard.ferriere.free.fr/3vues/3vues.html>

This fine web site brought to us from France currently has good quality 3-view drawings for **1003(!)** different aircraft types. See the C-46 article for a sample.

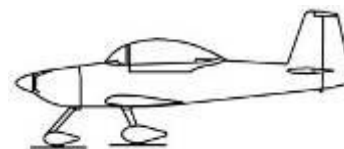
There are some other interesting pages on the site, though you might have to look around for English if you don't read French. The site menu is available in English. Interestingly, all of the photos are in English...

**Evil Editor Zurg** predicts that upon reading this, **Erb The Elder** will proceed immediately to this site and won't be heard from for hours thereafter.

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### Stormy's TRC

As of 11 August 2007, TRC = 1646



Charleen Beam's Cubby For Sale



We are moving forward at a faster pace on the B&B than I had planned – leaving me with ZERO hours to do anything but build, sell, and travel back and forth – I've been running around 24/7/365 for the last 3 months and it's now getting busier than ever with the construction demands - Therefore I want to make an offer to someone in an EAA Chapter first – to sell our Wag Aero Cubby (J-3) N1896F for cost only – as is – where is. It is currently tied down at Corona.

Built and certified: 2003 – Logs are complete, with proper sign-offs for test flight completions and annual condition reports.

Continental A65 – 65hp engine, approx. 400 SMOH, and 200 hrs STO and inspection in 2003. Good cylinder pressures – they were completely rebuilt at One Stop in Oceanside in 2003.

Damage: Port strut damaged in a wind storm which pulled the tie down from the ground and bent the port strut – I have on order 2 replacement struts (new-sealed units) which will be included in the sale. No other damage.

Value as certified aircraft: \$18 – 24K.

Price as aircraft components: \$12,000 including the new struts (whenever they show up). This is approximately what I have invested in this aircraft building her. After repairs and a little TLC, she could be recertified for approximately \$600. If you really need it certified, then the price would be \$18,000 as I would need to carry additional liability insurance for the next 15 years.

The sale will include a free weekend's stay at our B&B in Groveland, CA (1/2 hour drive from Yosemite), upon completion and Grand Opening next Summer 2008. There is a very nice airport to fly into nearby (E45)...we'll be glad to pick up the lucky buyer and give him/her our Jeep to use for the weekend, as well. (hmmm...sounds like a future destination for a **Project Police** fly-out...)



Let me know ASAP if you're interested – before I put it up on Barnstormers – I'd like it to stay in the family -

IF YOU ARE INTERESTED, PLEASE CALL JOE RILEY OR CHARLEEN BEAM AT (HOME) 949-262-0589 OR (CELL) 949-981-5506 OR (GROVELAND) 209-962-0403.

Project Police Aircraft Spotters Quiz



Last month **Evil Editor Zurg** presented you with another oddball aircraft for your identification.

**PPO Dave Setser** quickly replied with “Hi Russ. Once again, I'm gonna take a shot. That airplane is a Myasischev VM-T /Atlant/. I don't have any spiffy web links but have a PowerPoint slideshow from the '06 Zhukovsky airshow for anyone who's interested.”

**PPO Lathan Collins** chimed in shortly afterwards with “Hey Russ, the aircraft is a Russian Myasishcheyev VMT-2 with Energia liquid oxygen tank. It is for their heavy lift launcher from the 80's. Never really worked well. The aircraft is derived from a M-4 Bison Strategic Bomber.” A quick trip to Wikipedia confirmed that the Energia booster was the one built for the Buran, the Soviet Space Shuttle-ski.



**Lee Woody** of the Bearhawk group also pointed to this picture at <http://www.aviation.ru/Mya/VM-T.gif> that appears to have the entire external tank.



Web Site Update

As of 11 Aug 2007, the hit counter stood at **116785**, for a hit rate of about 16 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**

**Aug 21: No Meeting**

**Aug 25: Project Police Night at the Ball Park**, Clearchannel Stadium (The Hangar), Lancaster CA. Game starts at 7:00 p.m. (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

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

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

**Dec 18: EAA Chapter 1000 Festivus Etc Celebration**, time and location to be announced (661) 609-0942

**Jan 15: 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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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to [erbman@pobox.com](mailto: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  
3435 Desert Cloud Ave  
Rosamond CA 93560-7692  
<http://www.eaa1000.av.org>**

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
BASEBALL NIGHT 25 AUGUST 2007  
C-46 REVERSE ENGINEERING  
MESSIN' WITH FIGHTER PILOTS  
TRC PUBLISHED**



**The Leader In Recreational Aviation**