experimental aircraft association

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

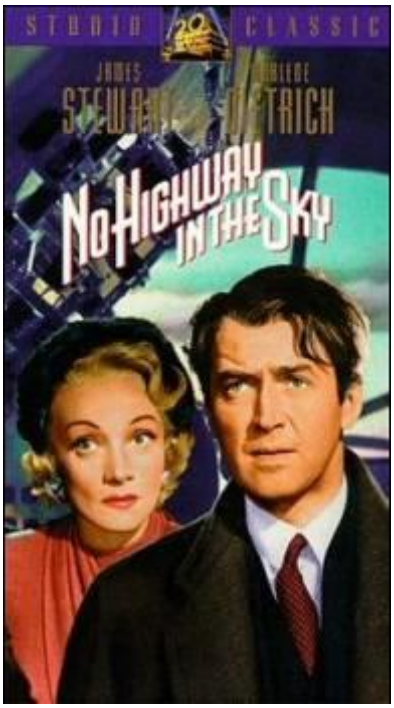
Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition

President	*Gary Aldrich*	*661-609-0942*
Vice-President	*Scott Weathers*	*661-317-9453*
Secretary	*Kent Troxel*	*661-947-2647*
Treasurer	*Doug Dodson*	*661-256-7276*
Newsletter Editor	*Russ Erb*	*661-256-3806*

http://www.eaa1000.av.org *February 2008*

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:



Engineering Dilemma Night

Tuesday, 19 February 2008
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

So, imagine it is 1954 and you are the top engineer for de Havilland. You have been assigned to investigate why your company's Comet airliners are mysteriously falling out of the sky, which is not helping the stock price for your company. You think you've finally figured out that metal fatigue is the issue and you know at how many flight hours the jetliner will literally "crack up". You decide to get on a plane to go tell your bosses. In a wonderful example of "not thinking the problem all of the way through" you get on a Comet jetliner, which, of course, is scheduled to break up in flight before you get to your destination. You realize your mistake after takeoff.

Now, let's fictionalize your story for Hollywood. We'll call the Comet the "Reindeer" and, because this is Hollywood, we'll say it is built by an American company. The good news is your leading lady is certified hottie **Marlene Dietrich**. The bad news is that you've been replaced by **Jimmy Stewart**, who is almost as good looking as you and a much better actor anyway.

Yes, believe it or not, there was at least one major motion picture made where the protagonist was an engineer instead of a lawyer or cop or something else. There was another movie I saw once that starred **Dudley Moore** as an engineer, but it was so bad that I forgot what it was called and I'm not really interested in finding out.

Vise "Feelin' the Squeeze" Kommandant Stormy Weathers dug up this little gem, and will bring it to the **TPS** for all of us to enjoy on our usual meeting night. **Schmoozemeister Knife** will bring us some tasty treats to munch on before the movie (no food or drink in the theatre), including the requisite **C^{3}s**. MST3K style catcalls and other comments during the movie are authorized and encouraged. Afterwards we will gather at the **BK Lounge** to discuss the movie and figure out how we could get someone like **Marlene Dietrich** to hang out with us (and our lovely spouses, of course).

- Erbman
Covering for Stormy, who hasn't figured out yet that he's supposed to supply this blurb

Pay Your Dues! Now! This Means You!

(If you have already paid your dues, please disregard this notice)

Send your cash, check, money order, or other legally negotiable instrument to any chapter officer, or pay online by PayPal through the EAA Chapter 1000 web site.

Do it now and avoid the embarrassment of appearing on the Dues Delinquent list next month!

Last Month's Meeting

EAA Chapter 1000
Hangar 969, Mojave Airport
Mojave CA
15 January 2008
Gary Aldrich, Presiding

We held the meeting. Something happened. We even have incriminating photos of ***Project Police Officers*** doing questionable things. However, **we don't really know what happened** because **Evil Editor Zurg** never received "The Events As They May Have Happened" from the **Minister of Propaganda**, who shall remain nameless, unless you can decode "Minister of Propaganda" as a fancy name for "Secretary" and can find the masthead of this newsletter. His punishment for inefficiency will be **Public Humiliation**, retention in the job, and a requirement to submit this month's meeting and next month's meeting writeups for the next newsletter.

We're going to hold on to those incriminating photos until next month when you can get the stories that make them incriminating.

Kommandant's Korner

Now a few words from your friendly restaurant critic…

During our recent "hardship TDY" to the AIAA-sponsored "AF T&E Days" held near LAX, **Erbman** and I had occasion to visit one of my favorite eating establishments. The **Proud Bird** (www.theproudbird.com) is situated along Aviation Boulevard (see…this is aviation-related…) just south of the south runway complex at LAX. From nearly any table in this classy restaurant one can watch the endless stream of airliners arriving at 25 left and right. They go by seemingly at window height, but I suspect it is more like two or three hundred feet. The arrival show is a perfect backdrop to fine American cuisine at reasonable (for LA) prices. During the rare lulls in heavy iron transits, you can see an eclectic mix of full-scale replica aircraft spotted about the property.

The restaurant, one of the first "theme" spots in LA, was opened in the 60's by **David Tallichet**. **Tallichet**, who went west on 31 Oct of last year, was a WW II B-17 Pilot and very successful real estate and restaurant entrepreneur who never fully scratched the aviation itch. His penchant was for warbirds of all types and eras, and he formed a company called Military Aircraft Restoration Corporation (MARC) to preserve and fly his favorite aircraft. When I first visited the **Proud Bird** in the late 70's, I'm pretty sure the WW II fighters on display were the real deal. However, as the value of these historic aircraft soared in that era, **Tallichet** built another company to reproduce the aircraft as full-scale replicas. Besides supplying replicas to theme restaurants, I suspect you've seen his work as backdrops in Hollywood flicks. The replicas are surprisingly authentic and detailed (as I'm sure **Erbman** would attest) and will even stand the close scrutiny if you stroll among them on the fenced path (*well, scrutiny at least...*).

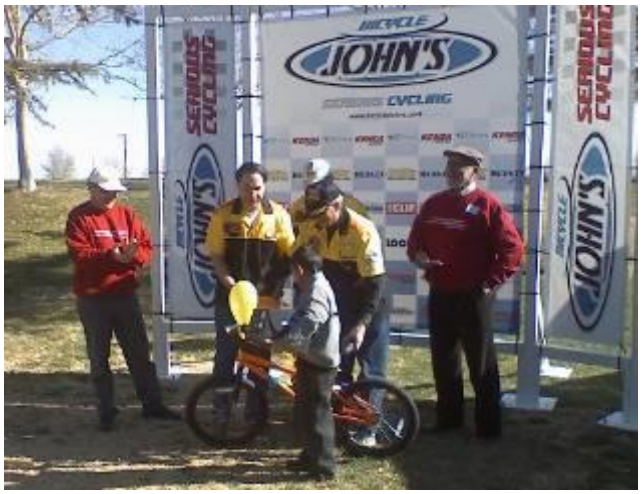
The interior of the large, rambling building is broken into small and medium-sized rooms decorated in warm wood and carpet that are a far cry from the large, noisy eateries now in fashion. The walls are virtually covered in historic aviation photos that are grouped by aircraft manufacturer, military unit, or significant military event. You can spend almost as much time wandering around this near-museum as you can eating. The **Proud Bird** is worth the visit if you are in the area and makes a great place to wait out the traffic if you are unfortunate enough to arrive at LAX during rush hour. The normally staid **Erbman** was so impressed by the venue that he has decided to take **Mrs. Erbman** there for their anniversary celebration. There, now that it's in print, it has to happen…(*good thing I already mentioned it to her...*)

Oh, yeah, I had the seared scallops, Erbman had prime rib and it was all good…

Hey! Thanks to **Knife** and **Stormy** for supporting the **City of Lancaster's** "**Build-a-Bike**" program held on 19 Jan as part of the City's MLK-day celebration. After a brilliant strategy was developed over eggs at **Farmer Boy's** restaurant, the ***Project Police Tactical "Assembly" Force*** deployed to the Lancaster City Park. There, the team, comprised of myself on front wheel, **Knife** on back wheel and reflector, and **Stormy** handling the seat post and handlebars, displayed the art and magic of a finely-tuned

NASCAR pit crew. Despite a dearth of proper tools (there wasn't any shop air for our rivet guns), we were able to slam together the two-wheeled contrivance faster than any of the other teams…**even beating the Home Depot dudes**. Unfortunately, we presented the bike to the tech inspector with a loose head-nut…no, not mine. The safety inspector allowed as how the lack of directional control would likely impede our success in the forthcoming race. After a "MacGyver-like" recovery, we moved our machine out to the parking lot where we were informed that **ALL** team members would have to ride, in relay fashion, through a three-leg obstacle course. This was disturbing as it violated our carefully planned strategy of having the youngest team member (**Stormy**) do the actual piloting. Flexing to the new tasking, **Knife** mounted the beast for the first leg…a mass-gaggle LeMans start. Picture 15 or so middle-aged specimens of manhood spilling over way-too-small bikes in a cheek-by-pedal mass start. It's enough to make you close your eyes and hope the City has plenty of insurance. Only **Knife's** lightning-quick reflexes prevented disaster as one of the contestants did a face-plant directly in front of him and only seconds into the race.

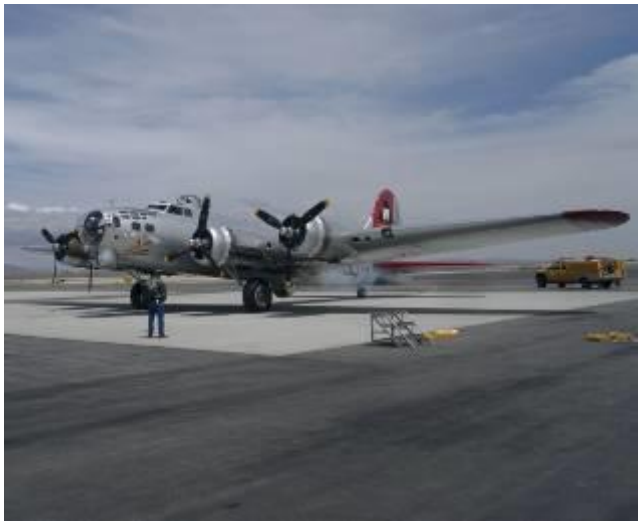
Schmoozemeister Knife ready for the mad thrash of the start



After FAA inspection and the 40 hour fly-off, the bike is presented to a possible future *Project Police* Officer

Sticking to our newly-tuned plan, Stormy took the second stage, as the field began to spread. Pumping his legs-o'-iron, he opened a gap and came to a screeching halt for the final lap, captained by yours truly. With visions of the yellow jersey firmly implanted, I struck off toward glory. According to most accounts, the **Chapter 1000** team crossed the finish line in 6th place…though obviously in the lead in style points with the entire team sporting the natty Chapter Bowling Shirt uniform. As breathing rhythms returned to near normal and hearts finished racing, we presented our race-bred machine to a deserving youngster, who, no doubt will be telling the story to his future grand-children.

Finally, mark **March 31-April 2** on your calendars as the "**Aluminum Overcast**" returns once more to Fox Airfield. We will be hosting the B-17 aircraft and crew while they provide rides to local aviation buffs. This is always a good time, low-effort, and profitable for the chapter and I urge you to say "**Yes!"** when the chapter coordinator contacts you for support.



Fly Safe and Check 6!

- Gary Aldrich
Kommanding

'Build A Bike' Event Teaches Volunteers About Teamwork

This story appeared in the Antelope Valley Press Tuesday, January 29, 2008.

LANCASTER - Not long after the sun came up on Lancaster City Park, 15 teams of three volunteers each mustered all their knowledge to build children's bicycles.

When the command came for the volunteers to start building, more than a dozen eager children waited at the end of an obstacle course to see who would cross the finish line first.

The event was the "Build a Bike" program on Jan. 19, one of 18 community service projects across Lancaster during its inaugural Martin Luther King Jr. Day of Service.

The city organized the Day of Service to align with congressional legislation urging people to celebrate King's

memory by completing service projects to better their communities.

The "Build a Bike, Benefit a Child" competition challenged three-person teams to build a child's bicycle and ride it through an obstacle course. At the end of the obstacle course, the bicycle was presented to a local foster child.

The event's goal was to teach participants about teamwork and positive ways to affect the life of a child.

They also learned the importance of volunteerism by helping clean up the Prime Desert Woodland Preserve after the "Build a Bike" event.

Frankly, while at the end of the day the winners received awards, winning didn't matter; what mattered was the spirit of competition, the challenge that attracted the teams and the sense of volunteerism they conveyed to the children.

"No one ever said serving your community can't be fun," said Russ Williams from Time Warner Cable.

"The joy in the faces of the kids who received the bikes was equal to the fun the Time Warner teams had building and racing them.

"We appreciate the city of Lancaster asking us to participate," he said.

"The Waste Management team had a wonderful time. This was a great way to give back to our community," added Janette Crawford, Waste Management's community relations manager.

Here's how some of the 15 teams fared in the competition:

One of the three Time Warner Cable teams received the Master Mechanic award for correctly assembling their bikes before the other teams.

Creative team members from D's Ceramics captured the Best Use of Decorations award, and the Lancaster Rattlers received the Lightspeed award for clinching a first-place finish in the Tour of Champions relay race.

After the team competition, equipped with bikes and helmets, the children participated in a bike safety course presented by Lancaster's Public Safety Office, and then they tried out their new toys.

Due to the success of the inaugural Build a Bike Challenge, the city will continue this tradition during the 2009 Martin Luther King Jr. Day of Service on Jan. 17.

The bicycles and helmets were provided to the city of Lancaster at a discounted price by Bicycle John's of Lancaster, which also served as the event's major sponsor.

"Southern California weather makes cycling an enjoyable and healthy activity year-round," said Mike Grace, the owner of Bicycle John's. "Cycling is a passion for our employees … and we hope it remains with (the event participants) for a lifetime.

The Children's Bureau of the Antelope Valley supported the program by identifying at-risk children between the ages of 7 and 10, who have an interest in sports and community service.

"We often receive donations that we distribute to deserving youth, but teaching kids about the importance of volunteerism and preserving the environment through community cleanups are lessons that will serve them throughout their lives," said Farah Depalm of the Children's Bureau.

"The "Build a Bike" program helps instill a sense of community pride and responsibility, and rewards the children for their efforts."

In all, 500 volunteers donated their time for the citywide projects and dozens of businesses donated their services and supplies, according to the city.

"Blood, sweat and tears went into the service projects, literally, from volunteers who donated blood at Antelope Valley Hospital to the tears of joy on the kids' faces after receiving bikes donated and built by volunteers," said Laurie Butts, Lancaster's special events manager.

Participating teams were Affordable Tire, D's Ceramics, Desert Christian School, **EAA Chapter 1000**, High Desert Medical Group, Home Depot, Lancaster Rattlers, Metro Floors, Pinnacle Mortgage, Time Warner Cable and Waste Management.

"We wanted to develop a project that would truly engage people of different ages and backgrounds, and benefit each participant in a variety of ways," said Lancaster Mayor Henry Hearns.

Project Police Go Soviet In The Mighty AN-2 Colt "Big Panda"

(*Another installment in our Pilot Report serial brought to you by your USAF TPS **PPOs**.*)

Startup/Taxi

As part of the preflight, engine oil was drained from the lower cylinders to prevent a hydraulic lock, which is known to do nasty things like bend connecting rods when the piston tries unsuccessfully to demonstrate that liquid (oil) can actually be compressed. This was critical since the starting sequence does not allow for motoring through 2*n propeller blades on just the starter to be sure the engine won't hydraulic lock (if a hydraulic lock were to occur, it would just cause the starter to stall rather than actually bend anything).

Startup gave me memories of flying the mighty Beaver back during my TPS days. The engine uses an inertial starter, so the first act of starting was to throw a big switch one way that woke up an electric motor and started a flywheel spinning. An ammeter initially showed a huge current draw, which decreased with time as the flywheel came up to speed. The "technician" pilot would watch for the amperage to drop to a specific number, while the "musician" pilots would wait for the pitch of the spinning

motor/flywheel to come up to the proper note (a slightly sharp A flat). After priming the engine appropriately, the starter switch was thrown the other way to mesh the flywheel to the engine. With a great thrashing, the propeller would start spinning and the engine would roar to life, hopefully before the flywheel ran out of oomph.

In keeping with the Soviet ideal of not wasting anything, the engine exhaust was located just below the copilot's window, so that with the window open the exhaust belched out of the engine and came up and through the copilot's window, giving some auxiliary heating to the cabin. Or at least that's what it did to us. The accumulated oil added tracer smoke so that you could see exactly where the carbon monoxide was.

The field of regard from the copilot's seat was not too bad. (*Note: "Visibility" is a weather term.*) The seat was high enough that you could see directly forward. In fact, you could see acceptably well from about 9 o'clock to 3 o'clock, except for a wedge from about 10:30 to 11:45 where the designer stuck an engine cowling for some reason. The inverse was true from the pilot's seat. While the airplane is certified for single pilot operations, it's best to have someone sitting on the other side to scan your blind spot during ground operations.

For steering while taxiing, you can't use differential throttle to steer because the only engine is on the centerline. You could always deflect the rudder and get a very small modicum of response, assuming the airflow was in a decent direction and of sufficient velocity. After that, steering was similar to your RV-7A in that the third wheel (in this case the tail wheel) was fully castering and the only directional control was through differential braking. However, that's where the similarity ended. Being a tail dragger, the airplane would rather taxi around tail first, but the propeller wasn't set up for that. The brakes weren't hydraulic toe brakes, but that weird pneumatic system that the Brits and Russians love so much. Pulling a handle behind the yoke sent air pressure to the brakes. You couldn't modulate the pressure, as the handle was basically an ON-OFF switch. As long as you held the handle open, the air pressure to the brakes continued to slowly increase until it reached maximum braking. You controlled which brake got more pressure by positioning the rudder bar. With the rudder neutral, both brakes received even pressure. With the right pedal depressed, the right brake received most or all of the pressure while the left brake received little to none. The reverse was true with the left pedal depressed. The best technique seemed to be to oscillate slightly around a line in the desired direction of travel with short braking applications. The "parking brake" was simply a catch that held the brake handle in the open position.

This whole steering by differential braking became an interesting balance of competing interests. Applying the brakes while not moving did nothing, of course. To actually turn, you needed to have some forward momentum to respond to the differential braking. Of course, the braking reduced your forward momentum, so that the steering didn't work so well. You could augment the momentum effect by pushing up the throttle (more thrust), but then you had to worry about excessive speed or lifting the tail when applying brakes. Get going too fast and you accentuated the plane's urge to ground loop. The air pressure to activate the brakes came from a compressed air tank. While the engine had an air compressor that refilled the tank, with a lot of braking it was quite easy to drain the air tank faster than the compressor could replace it. We're told this all gets real exciting on long crosswind taxis where braking is the only way to keep the nose from weathervaning into the wind, and all of that braking is heating up the brakes and depleting the supply of compressed air.

Takeoff and Climb

The mighty Colt was intended to be a STOL agricultural aircraft, and **Comrade Antonov** certainly achieved that. With a wing loading of about 13 lb/ft^2, it was roughly equivalent to the **Fightin' Skywagon** with only one ***PPO*** on board. The takeoff run was so short that about the time the tail came up we were flying. This would be about the last "high performance" demo we had until the landing.

Shortly after takeoff the pilot handed me the aircraft and told me to climb out at the best rate of climb speed of 160. Yep, we were really screaming along at 160. Of course, that's 160 kilometers/hour, which sounds way more impressive than the equivalent 86 knots. While we didn't directly measure the rate of climb, the ***PPO*****s** agreed that it was on the order of an estimated 200, maybe 300 feet per minute. Yep, we were really screamin' uphill! We sidestepped to the side of the runway so that the C-12 behind us wouldn't run over us. ***PPO*** **Vanhoy** commented that he saw parts of the housing area and desert from up close that he had never seen before, at least not that close. The C-12 crew later commented "Boy, you guys fly really low" to which I responded "Low? Heck, that was a maximum effort climb!"

A virtual three weeks later when we finally got to Highway 58 (or so it seemed) and had clawed our way up to about 4000 feet MSL (1700 AGL), I asked "If this is the stellar climb performance when lightweight, what's it like with a fuselage full of cargo?" The answer was "Pretty much the same". Doing the math, 200 feet per minute at 10,000 lbs predicts a climb rate of 166 feet per minute with a 2,000 lb payload. That's a flight path angle of 1.3 degrees unloaded and 1.1 degrees loaded. Both climb angles look pretty much the same to me. That's also an insufficient climb gradient to make the standard 200 feet in one nautical mile climb gradient required for instrument departures. Fortunately, the land around Edwards AFB was pretty flat.

With glider pilots on board, it just seemed natural to try to augment our climb rate by looking for thermals. We circled in at least one thermal while clawing our way up to about 7,000 feet MSL, which felt like about the ceiling of the airplane. Soaring in the world's largest single-engined biplane. The flight cards had called for 8,000 feet MSL, but the IP warned that we might run out of flight time if we waited until we got that high.

Flying Qualities Evaluation

After finding out that the supersonic corridor would be unavailable for supersonic runs, we decided to do the planned flying qualities evaluation of the mighty AN-2

Colt. These tests were repeated by each of the evaluation "pilots" who miraculously all came up with pretty much the same answers. Except for the stalls, all of the flaps up maneuvers were conducted at the screamingly fast 160 to 170 kilometers/hour (86 to 92 knots), since that was about all the fast the Colt wanted to run without going downhill.

Longitudinal stability was positive with a shallow gradient. It took about 3 pounds of push force to stabilize 10 kilometers/hour faster than trim speed. It seemed that the gradient to speed up (push) was less than the gradient to slow down (pull). While the gradient in both directions was large enough to be noticed, both were so small that it was hard to compare them.

Maneuvering stability was positive and noticeably stronger. About 10 pounds of aft stick force was required to maintain a 2 g turn. Even a 45 degree bank turn required a noticeable increase in aft stick force to maintain altitude.

Steady heading (zero yaw rate) side slips were flown to full pedal deflection. Pedal forces were heavy, about 150 pounds or more to reach the stop. A maximum sideslip was estimated at 25 degrees. About 10 to 15 degrees of yoke deflection was required to stop the yaw rate. Dihedral effect was positive. With that much sideslip, it seemed reasonable that the AN-2 should be able to handle at least the 20 knots of crosswind that was allowed on landing, even if that is at a significantly lower airspeed. Our IP offered as how the crosswind limit is usually not a factor, since with such a short landing distance crosswinds could easily be reduced by letting go of the idea that the aircraft's flight path vector and fuselage centerline should be parallel to the runway centerline upon landing (**D**n** that runway is short, but it sure is wide!).

Rudder free bank-to-bank rolls showed more adverse yaw than a Cessna Skywagon but only about half the adverse yaw of a typical glider. The modicum of dihedral effect was sufficient to slow the roll rate slightly when uncoordinated compared to the same roll input coordinated. A "slow" but sufficient roll rate of 25 to 30 degrees per second was possible with about 1/2 yoke deflection. Roll forces were qualitatively heavy.

If you've been keeping score up to this point, you will have noticed that pitch forces were light and roll forces were heavy, leading one ***PPO*** to evaluate the control harmony as "Sucks!". The same ***PPO*** posited that **Comrade Antonov** may have designed it this way intentionally, since his airplane would be flown by "…**Ivan**, who has huge biceps from all that Vodka drinking but no pecs, because he passes out face down on the floor and doesn't push himself up!"

Dynamics were hardly that in the mighty Colt. The short period was heavily damped, with virtually no motion after the input doublet. The Dutch Roll was pretty much the same. The Dutch Roll was thought to be snakey, but it was hard to tell if that was just from the rudder doublet, and rather immaterial given the high level of damping. The spiral mode was slightly negative but well within Mil Spec requirements, with bank angle having changed maybe a few degrees in 20 seconds. Similar to gliders, this was hard to measure because the airplane was very responsive to atmospheric gusts.

The flaps were lowered to 40 degrees (full deflection) and the tests repeated. For these tests, we were floating along at about 100 to 110 kilometers/hour (54 to 59 knots). The slower flight resulted in lighter forces all around, as would be expected. In this regime, the slats became ambivalent as to whether they should be retracted or deployed. Worse yet, they couldn't agree between themselves. If the slat on one side deployed without the slat on the other (which happened frequently), the resulting increase of lift on the deployed side would cause an immediate roll which would require about 30 degrees of yoke deflection to counter, much to the annoyance of the pilot, especially when the other slat would pop out as soon as the pilot finished compensating for the first one. Apparently the operational solution is to slow through this region fast enough that both slats pop out at about the same time.

Extended slat on upper wing

With the flaps down and a slower airspeed, rudder forces were lighter and full rudder deflection produced less sideslip. Precise control with the ailerons was more difficult, resulting in more yaw oscillations while trying to control heading. This behaviour could make crosswind landings more sporty while trying to line up with the runway. The dynamics (short period, dutch roll, spiral) were similar to those seen with the flaps up.

Lowering the flaps produced a noticeable pitch-up, especially during the first 15 degrees or so of deflection. Pulling the power to idle produced a very pronounced pitch down. Though not tested, the IP stated that on approach, these two behaviours tend to cancel each other out. As the throttle is retarded, typically the flaps are being extended, with the resulting pitch response being neutral.

Power off stalls were benign, usually terminating in a g-break with a possible roll to either side. Power on stalls were notably more challenging. When approached by the Tommy Test Pilot method (slow airspeed bleed rates), the nose was well above the horizon. The pilot had to remain alert and ready to counter rolling motions from the slats deploying asymmetrically. Additionally, that huge 4-bladed propeller now at a significant angle of attack produced a huge amount of P-factor, requiring about 3/4 right rudder deflection to keep the ball centered. In this case, there was no g-break, but the nose stayed high while

the mighty Colt was falling out of the air at a high descent rate, going downhill significantly faster than it would climb uphill. If the stall was initiated by aggressively pulling the nose up to about 15 to 20 degrees pitch angle, the power on stall would break at about 55 kilometers/hour (30 knots!) and roll to the left (as expected from torque and P-factor).

Approach and Landing

Equipped with more than its fair share of drag, the AN-2 Colt could fly an approach angle so steep that you could really have fun with the tower controllers. At Edwards, you could approach the numbers of Runway 22 at pattern altitude (800 to 1000 feet AGL) and the controllers would ask you confirm your intentions. They would listen in disbelief when you said "Cobra 70 is going to land and turn off at Bravo". This invariably led them either to disbelief or to approve a back-taxi that you won't need. That's from 1000 feet AGL to landing and turning off the runway in 7500 feet.

On our flight we did it slightly differently. The IP put out full flaps, pulled the engine to idle, and came downhill at an angle reminiscent of the Space Shuttle with an aimpoint right on the numbers. At the appropriate time, he flared and set down in a three point attitude. Having called a touch-and-go, he raised the flaps to 15 degrees, applied power, and almost immediately we were flying again. We climbed to about 100 feet where he pulled the power back and set up for a 15 degree flap wheel landing. We again touched down and still had to apply power to turn off at Bravo. Two legitimate landings for one approach. The IP told us he had done up to 5 touch-and-goes on one approach to Edwards runway 22 (15,000 feet). That sort of thing seems to explain why you see statements in the FARs like 61.109(a)(2)(ii) "10 takeoffs and 10 landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport."

Soviet Horse Sense

So what can we say about the AN-2 Colt? If your mission is to haul a whole bunch of stuff (up to about 2000 pounds) a short distance (less than 450 nautical miles) and you don't really care how fast you get there or how much the fuel is going to cost, the AN-2 is a great aircraft for that. After that the economy of feeding a 1000 horsepower engine to not even go 100 knots really starts to catch up with you. Using an AN-2 for a sport airplane would be about like using a large RV (the Winnebago kind) as your daily driver to get to work. I remember many years ago thinking that a **DeHavilland Beaver** was really fun to fly, but feeding a 450 horsepower engine to go 120 miles per hour (slower than the **Fightin' Skywagon**) just didn't make a lot of sense. The AN-2 was even more so. While it was certainly fun to try out and see what it was like to be a Soviet transport pilot on somebody else's nickel, it would probably be more entertaining (and significantly cheaper) to fly a Cub to Oshkosh. It would take just about as long too.

- **Russ Erb,** including evaluations by **Dave Vanhoy**

2008 Golden West Fly-in

Salutations: EAA Chapter Presidents and Chapter Leaders

The purpose of this letter is to personally invite you and your fellow Chapter members to this years' Golden West Regional Fly-in and Air Show at Yuba County Airport (MYV), CA, June 6, 7, & 8, 2008. No matter whether you fly-in, drive-in, come by train or balloon, we encourage you to attend. It's going to be the best SHOW ever.

This year's theme: "Flying Together"

Activities: A variety of excellent Workshops and Forums, Food Court, Daily Air Show, New Product Demo Rides, Bi Plane and Helicopter Rides, New GA & LSA Plane Exhibits, War & Antiques Planes, Kid Quest & Young Eagle Rides and much, much more.

Come for the Day or Camp on the Airport site or Motel it nearby. There are also many attractions to visit in the general area, and the weather should be just fine in early June.

Groups: Members of Swift, Bonanza, Rans, Navion, 195 Club, Super Cub, Luscombe, Viking and many other Great Clubs?? Contact us and we will set up designated parking Areas for your groups planes.

Volunteers: Want to be a Part of this years Golden West Show ?? Contact us. We Welcome You. Go to goldenwestflyin.org

Please talk up the Golden West Fly-in at your next Chapter meeting. Tell your Friends. Pass the word around.

If you have newer or additional contact information, let me know. Ideas, let me know. Want more information??

Look forward to seeing you at the SHOW in June.

- Irv Eastin
Golden West Aviation Association Inc.
Board Member
916-408-5329
E Mail # char2irve@sbcglobal.net

Web Site Update

As of 10 February 2008, the hit counter showed **119740**, for a hit rate of 16 hits/day for the last two months.

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

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

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

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

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

Mar 31 – Apr 2: B-17 *Aluminum Overcast* hosted by EAA Chapter 1000, General William J. Fox Field, Lancaster, CA. (661) 609-0942

Apr 1: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

Apr 15: EAA Chapter 1000 Monthly Meeting and Income Tax Preparation, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

May 17: Seventeenth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

May 20: NO EAA Chapter 1000 Monthly Meeting. That's why you went to the fly-in above.

Jun 6-8: Golden West Fly-in, Yuba County Airport (MYV).

Jun 17: 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:
President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com
Vice President Scott Weathers: Scott.Weathers@edwards.af.mil
Secretary Kent Troxel: kenttroxel@sbcglobal.net
Treasurer Doug Dodson: douglas.dodson@pobox.com
Technical Counselors: Gary Sobek Gary@rvdar.com
Bill Irvine wgirvine@yahoo.com

EAA Chapter 1000 Technical Assistants

Composite Construction		
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
Brian Martinez	brianmmartinez@aol.com	661-943-5379
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Wood Construction		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Aluminum Sheet Metal Construction		
Bill Irvine	wgirvine@yahoo.com	661-948-9310
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Russ Erb	erbman@pobox.com	661-256-3806
Welding/Welded Steel Tube Construction		
Russ Erb	erbman@pobox.com	661-256-3806
Engine Installation		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
Electrical Systems		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Instrumentation and avionics requirements for VFR/IFR		
Gary Aldrich	gary.aldrich@pobox.com	661-609-0942

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
3435 Desert Cloud Ave
Rosamond CA 93560-7692
http://www.eaa1000.av.org

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING AT TPS 19 FEB
PROJECT POLICE RESTAURANT CRITIC
PROJECT POLICE BUILD-A-BIKE
GOIN' SOVIET IN THE AN-2 COLT

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