



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>

March 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:



Happy Bottom Premiere
Tuesday, 18 March 2008
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

March and April are Aviation History Month(s). Well, I don't know if that's official, but that's the way we are playing it in Chapter 1K. I love aviation history. Anyone who knows me can tell you I am not very good at remembering historical information. One might argue that I like aviation history because there is only a little over one hundred years of it. OK, it goes back further if you include all the people who thought and talked about it. But, if thinking and talking really counted, I'd have a completed airplane and about a thousand hours by now. What I like most about aviation history is that it is very tangible. There are many examples that we can see, touch, and smell. This is particularly true of those of us fortunate enough to live and work in the Antelope Valley. So, here is the aviation history that is coming our way this month.

First, our regular monthly meeting will be Tuesday, 18 Mar 08 at 1700 at the TPS. We will have a guest, **Mr. Nick T. Spark**, a filmmaker and writer with a keen interest

in history. He has produced a documentary that chronicles the life of **Florence Lowe "Pancho" Barnes**. I understand he has entitled it, "**The Legend of Pancho Barnes**." This project features newly discovered documents from Barnes' personal files, never-before-seen photos, and rare movie footage to tell her story, and features interviews with her friends, historians and biographers. He has agreed to screen his work for us at the meeting **ahead of its formal release**. Questions and discussions will surely follow.

Nick is a former contributing editor to **Wings** magazine, and his work has appeared in the U.S. Naval Institute's Proceedings and on National Public Radio. Nick's most recent documentary film, "**Regulus: The First Nuclear Missile Submarines**" aired on Discovery Channel Europe and in Canada. He holds a master's degree in Film Production from the University of Southern California, and was a two-time winner of the Student Emmy Award in non-fiction filmmaking and winner of the Cine Golden Eagle.

Second, the **B-17** is coming! Ah, the sound of radial engines consuming copious quantities of avgas. That's a sure sign of spring! The **B-17** is returning to Fox on its tour of the western



Overcast Weather
31 March – 2 April 2008
at WJF

states. It arrives on 31 Mar 08 from Las Vegas. The aircraft will be open for flights and tours on 1 and 2 Apr 08. It departs for San Diego on 3 Apr 08. As we have done in the past, Chapter 1000 is to play a crucial role in the logistics of hosting this historic aircraft. **Stormy Weathers** is asking for volunteers to help with this effort.

Dues Delinquents List Inside!
Are you on it?
How Embarrassing!

THE LEADING EDGE

Please come out and help our chapter and the EAA with this opportunity. As in the past, we will need **Carny's, Plane Captains, Wheel Chocks, and Sand Bags** to make this happen. Please contact Stormy and let him know when you can help. Here is the schedule:

Monday 31 Mar 07	1200 1800	B-17 arrives, media flight
Tuesday 1 Apr 07	0800 1330	Flights, tours, and shameless commerce
Tuesday 1 Apr 07	1300 1800	More tours and commerce
Wednesday 2 Apr 07	0800 1330	Flights, tours, and shameless commerce
Wednesday 2 Apr 07	1300 1800	More tours and commerce
Thursday 3 Apr 07	0800 1130	B-17 departs for San Diego with sandbags

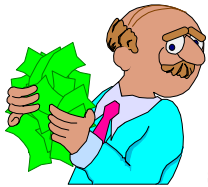
Activities on Monday will require only a straw boss and plane captain. However, other chapter members are welcome to join us in greeting the Wisconsin based flight crew. Thursday will require a straw boss, a plane captain, and the appointed sandbags.

On Tuesday and Wednesday, we will need a full crew consisting of a **straw boss**, a **plane captain**, a **carny**, and several **wheel chocks**. We have broken these days into two shifts to permit the gainfully employed to participate. Start coordinating your kitchen passes now.

Please let me know as soon as you can when you are available to help. This is a great opportunity to honor the members of the greatest generation and bring their contributions to life for those too young to remember first hand. It's a chance to touch a piece of living aviation history and share it with the non-flying public. It's also our best chance to bolster the chapter coffers. So, come out help us secure the free skies over Lancaster. I'll buy the first round of coffee. Remember, many hands make light work – and preserve the anonymity of the perpetrator.

- **Stormy Weathers**
Vice Kommandant

Dues Delinquents!



According to the *Project Police Bylaws* (as amended), **March** is the month when we publish the list of names of the **Ne'er-do-wells** amongst our fold who are **slacking** and **sponging** off the rest of the **PPOs**.

That's right—the dreaded **Dues Delinquents** list! The punishment of public humiliation by confrontation has been very successful at getting those slackers to pay up (\$20). This year's slackers are:

Charleen Beam, Tim Brien, Charlie Brier, John Bush, Phil Coussens, Nathan Davis, Lee H. Erb, George Fischer, Shawn Fleming, Francis X. Gentile, Andy Gerner, Jon Goldenbaum, Bill Grahn, Mason

Hubbard, Mike Machat, Brian Martinez, Lee McCullough, Paul Minnicks, Russell Munson, Jim Payne, Kevin Prosser, Chuck Rider, Murry Rozansky, David Setser, Laura Stants, Rich Turner, Dave Vanhoy, Glenn Watson, Scott Weathers, Leo V. Williams, Forrest "Frosty" Wyatt.

To get off this list, send your \$20 in to the treasurer (see back page). Or go to <http://www.eaa1000.av.org> and click on the Paypal® button.



Seventeenth Annual Scotty Horowitz Going Away Fly-In 17 May 2008 at Rosamond Skypark

Make your plans to attend now!
Volunteer your services to help out before the board assigns duties to you!

Last Last Month's Meeting

EAA Chapter 1000

Hangar 969, Mojave Airport

Mojave CA

15 January 2008

Gary Aldrich, Presiding

*(Evil Editor Zurg is being forced against his will to retract the various slings and arrows of outrageous fortune that were slung last month at the **Minister of Propaganda**. It seems that evil Internet Gremlins spotted the 37MB (!) attachment and thought it would make for a tasty feast, thus preventing it from reaching **EEZ**.)*

The first meeting of 2008 found us at newly anointed **Vice Kommandant Stormy Weathers'** hangar at an undisclosed secret desert location (Mojave Spaceport, GPS coordinates: N35 03.3678 W118 09.8292 WGS 84). Hey, even **Groom Dry Lake** (you know, where they keep the space aliens at Area 51) now has a GPS designator **KXTA** (standing for what, extraterrestrial?) according to information released by AOPA.

Stormy shares hangar space with the **Rutan** boys, the "other" well-known Mojave residents. According to **Stormy**, "The space I am in was used to build the capsule for the **Global Hilton** balloon project that crashed in New Mexico. Dick told me when I moved in that the office area is what is left of the **Rutan Aircraft Factory**. I guess they still provide builder support to the folks who bought plans for the **Long-EZ**. I always thought '**Rutan Aircraft FACTORY**' was a funny term since they only sold plans. They haven't sold plans since the mid 80's. I only know because I tried to buy a set at Oshkosh the year after they stopped. They still had a booth in the vendor hangar".

In a shrewd exercise of **malice** and **power** (*he learns fast!*), the new **VK** lured as many unsuspecting members as possible to Mojave to assist in the uncrating and inventorying of his recently acquired RV-8 wing kit.

Stormy's debrief went like this: "Departed KMHV on 19 Dec 07. Encountered blizzard conditions at the Oregon border at 2000 lcl. Chain controls in effect, 4WD ok. While talking to the chain inspector at the road block, I discovered the "auto locking" hubs on the **Big White Ford (BWF)** did not want to lock. Finally got them to lock by going to 4WD low range. Later, trying to get out of low range, I managed to unlock the auto lock hubs. Middle of the snow covered freeway, shrouded in darkness. Got out of **BWF** and manually locked hubs. Spent the night uneventfully in Medford. Discovered I had used 'interior adhesive' on the racks I made to hold the long box above the cab on the **BWF**. Fortunately, my 'timber frame construction' style jointery did not depend on the adhesive for structural integrity. Picked up the kit on 20 Dec at 1000 without event. Bought a set of chains for the trip home, "just in case." Another uneventful night in Medford. Returned to KMHV and off loaded both crates without event on 21 Dec 07."

After the customary buffet of chocolate chip cookies and libation, the hermetic seals were broken on the factory crates revealing the contents, uh, stuff that airplanes are made off. Total count of parts was 233, with one bag of MSP unaccounted for. **Stormy** reported that the errant bag turned up the next day, bringing the count to 234, matching the factory invoice.

Following the disposal of wrapping and padding, **Kommandant Aldrich** concluded that no further damage could be done on empty stomachs. A hasty "Victory!" was declared and we adjourned to **Graziano's** for great pizza and beer, outlandish claims and lies of epic proportion.



Erbman and Knife welcome the *Project Police* Grand Master to the ~~Klan~~ Chapter



Cobra, Knife, and the Project Police Grand Master are surprised by a rare public appearance of **Evil Editor Zurg**



The infamous "Long Box" flanked by the less well known "Short but Wide Box"



Frosty smirks at the gathered *PPOs* with his best "Been There, Done That" grin

THE LEADING EDGE



Behold! The ... uh ... “stuff” that airplanes are made of! (No snails or puppy dog tails in sight)



“Them thar be ribs”



“Hmmm...looks like a Left Handed Smoke Shifter to me...”



“Okay, Stormy, stop fondling the rib. We’ve got about 50 more to get through.”



Knife finds a piece of the interior upholstery fabric



My son, the wing spar



“Hmmm...I can’t find any “Left Handed Smoke Shifter” on the inventory list...”

- Kent “Cobra” Troxel
Minister of Propaganda

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

19 February 2008

Gary Aldrich, Presiding

The February meeting was held at the USAF TPS with 13 members in attendance. Standard meeting rations of Chocolate Chip Cookies, chips and salsa and soda were conspicuously absent due to an apparent lack of communication between new **Vice Kommandant Stormy Weathers** and former **Vice Kommandant Knife** (hey, I’m retired) **Gennuso**.

Following this awkward moment, **Kommandant Aldrich** quickly ordered the meeting to order, that being another in a series of aviation related feature films. This was the Chapter 1000 premier of the Twentieth Century Fox 1951 release of “**No Highway in the Sky**” (B&W, 98 minutes) from **Neville Shute’s** novel “**No Highway**”. Starring **James Stewart** in a non-flying role as Rhodes scholar/engineer **Theodore Honey**, **Marlene Dietrich** as (surprise!) movie star **Monica Teasdale** and **Glynis Johns** as **Transatlantic Aircraft Corporation** flight attendant (odd name for an airline). Full **MST3K** rules were in effect. I also find it odd but still amusing that behavior condemned in public theatres is not only condoned but **encouraged** at C1000 movie events.

Let me be blunt. This is a movie for and about engineer/geeks, or “**boffins**” which was a British period expression. **Stewart** plays a Yank engineer at the **Royal Aircraft Establishment** (REA) with a theory that vibrations as an unseen force can lead to metal fatigue, and specifically, would cause the tail to separate from the company’s new **Reindeer** airliner after 1440 flight hours.

Now, did I mention that this was a **geek** movie? As the head of the REA says, “One thing you do know is that a

boffin has to be a bit balmy to be a boffin.” On the more reflective side, he says “**the line between genius and being just plain crackers is so thin you never know which side you’re on, or when you’ve crossed it, either**”.

The film features **an incredibly ugly British aircraft** (a redundant statement) with twin horizontal stabilizers on a single vertical stabilizer, which had to be a model shop error. I can just see the poor schmuck of a prop maker saying, “so they want **TWO** tails, eh?”. The four engines appeared so sleek as to be turbines, with no intakes, but sounded distinctly piston in nature, with the Flight Engineer discussing cylinders. It had a B-36 greenhouse style cockpit with burlled walnut instrument panels, and a flight crew of five (P, CP, FE, Nav and Radio Operator), an on-board mechanic, and a cabin crew of two flight attendants, who obviously had the least powerful union. This movie had **THE WORST** take-off scene ever committed to celluloid, so bad that a model on wires (a la **Flash Gordon**) would have been better, and is probably solely responsible for the development of CGI.



The RAE Reindeer, complete with the most obviously structurally weak tail section ever seen

Now, I think I have already mentioned that this was a geek movie. Who else would have a hero that could destroy an aircraft on the ground by retracting the gear (apparently the Brits don’t know about squat switches) without incurring criminal prosecution or getting fired, tells his bosses off, proves the company’s product defective, and yet his superiors love him and he gets the stewardess at the end? Other than these minor and admittedly nitpicky issues, a good movie all in all. To paraphrase **Col. Sherman T. Potter** from **M*A*S*H**, there are three things that make a great movie: **airplanes, pilots, and airplanes**. This movie qualifies. (The actual quote was horses, cowboys and horses). “**No Highway in the Sky**” receives “**two thumbs up**” from C1000. We are in negotiations with Twentieth Century Fox so that they may use this endorsement in their advertising.

By this time, everyone was weak from hunger (remember, no C3’s/Chips/Salsa/Soda at the beginning). The **Kommandant** declared “**VICTORY!**” and we adjourned to the BK Lounge where the king received the

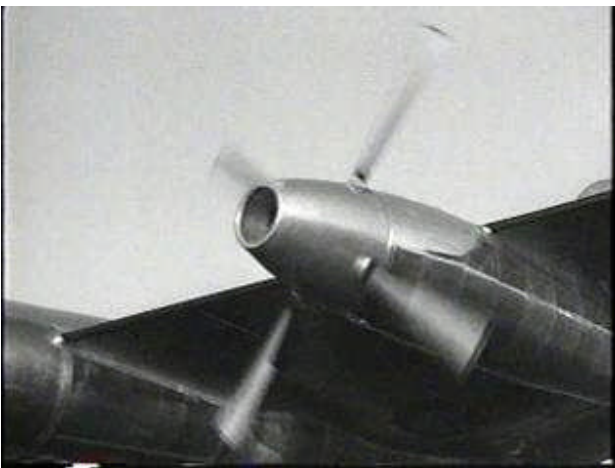
THE LEADING EDGE

benefit of more than the usual level of consumption of his wares.

- Major Colonel Kent "Cobra" Troxel
CARNG/CAF (Ret.)
Minister of Propoganda, EAA C1000



The RAE, birthplace of the Comet Reindeer



The latest in 600 hour TBO cylinderless radials



Kelly Johnson's greatest nightmare—excessive non-revenue space



The on-board mechanic comes up through the floor of the cockpit after doing some in-flight maintenance (why?) on the nose gear



"Gear Up!"



Squat Switch malfunction



Dr Honey exits a Lancaster bomber which has brought him back to England. What's wrong with this picture? Send your answers to Evil Editor Zurg in care of his lackey Erbman

Kommandant's Korner

There's a hint of Spring in the air. The teeth of the wind have dulled a bit, and my back yard is looking greener.



Hopefully, neither of us (the yard or me) is being deceived by Ma Nature. That means that the local flying activities have begun to ramp up. This weekend the 99's, once referred to as the "not-so-quiet Bird-women" will be hosting their annual Poker Run and BBQ (I'm told that it's not really BBQ, but a good feed anyway). I won't go into details since you already got the announcement and if not, you've missed it. I have tried to participate regularly, though the past couple have fallen on the Sunday that brought "hordes" of **Naval Test Pilot School** students to **Mountain Valley Airport** to try their hands at scaring us glider pilots. Regardless, if you attended the event, you most likely had a great time...and if you didn't, put it on the calendar for next year.

Another harbinger of Spring is the return of the mighty (in its day) **B-17G Flying Fortress** that goes by the name, "**Aluminum Overcast**". Again, no details here as I am sure that you will be exhorted to participate in hosting this fine example of WWII technology elsewhere in the 'Edge. Suffice it to say that the now-annual visit of the bomber has added a lot of money to the chapter coffers for relatively little effort and is worthy of your support. It's understandable if you just can't break away from your slave-driver of a boss to make it out to the airport on a weekday, but for those who can it's a real treat to talk to the folks who show up and to see the appreciative smiles on their faces whether they have taken a flight, walked through the historic fuselage, or just stood on the ramp and imagined the near-teenagers that rode into battle in this aircraft.

Yes, Spring is a time for rebirth and renewal...after all, it brings the annual inspection of the Fightin' Skywagon. But, this Spring, it's also a time of "birth and, well, newal?" Yup, I'm referring to the imminent first flight of the mighty Bearcat, er *Bearhawk*. After a near record gestation period, the Erbman Aircraft Manufacturing Division of the Pampered Chef Co is running out of things to weld, bend, stretch, and coat on the striking yellow and red utility craft. I, for one, will welcome the Bearhawk to the list of flying Chapter aircraft as the delightfully detailed accounts of the DT/OT test program will likely obviate the need for me to make up semi-interesting drivel for this column (*Fat Chance - EEZ*). Then, after declaration of IOC, these pages will be brimming with accounts of Bearhawk adventures...again, lightening my burden (*Fatter Chance - EEZ*). A win-win for sure. Now all that remains is for the chapter pundits to invent a cool moniker, like "Fightin' Skywagon" or "Strike Mooney" or "Platitudinous Pulsar" for the thing. **Erbman** has chosen to call it "**3-Sigma**", but that's far too erudite and obviously from the mind of a **boffin** that's stepped over the line from genius to crackers.

Fly safe, check 6, and don't forget to set your clocks ahead. (*Gee, I think they would have noticed by the time they read this...*)

- Gary Aldrich
Kommanding

Piavis RV-7 Update

Well, I got stuck with knee surgery and knocked me out of the hangar for about 3-4 weeks. I did get the RV moved to Arlington a week ago so it's getting close. Can't wait to get back to work. I'm pretty sure I'll get it flown by OSH, but getting all the hours flown off might be a challenge.

Here's the RV doing some wing root fairing fitting after moving it to Arlington.



Web Site Update

As of 8 March 2008, the hit counter showed **119740**, for a hit rate of 19 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

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

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

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

Jul 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

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!

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MUROC EAA CHAPTER 1000 NEWSLETTER
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<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
REGULAR MEETING AT TPS 18 MAR
ALUMINUM OVERCAST 31 MAR-2 APR
INCRIMINATING PIX FROM MEETINGS
DREADED DUES DELINQUENT LIST



The Leader In Recreational Aviation