



# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

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

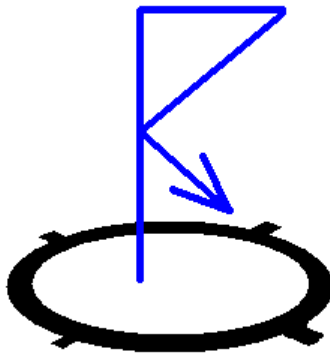
<b>President</b>	<b>Gary Aldrich</b>	<b>661-609-0942</b>
<b>Vice-President</b>	<b>Scott Weathers</b>	<b>661-317-9453</b>
<b>Secretary</b>	<b>Kent Troxel</b>	<b>661-947-2647</b>
<b>Treasurer</b>	<b>Doug Dodson</b>	<b>661-256-7276</b>
<b>Newsletter Editor</b>	<b>Russ Erb</b>	<b>661-256-3806</b>

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

July 2010

*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:



### Storm Central Grand Opening

**Tuesday, 20 July 2010**  
**1730 hrs (5:30 PM Civilian Time)**  
**4440 Knox Avenue**  
**Rosamond, CA**

It's summer! Let's PARTY! This month's meeting of Chapter 1000 will be a cookout for chapter members. Let's celebrate the success of the Fly-In by having a cookout at **Storm Central**. This is a new venue for the chapter. It's located at **4440 Knox Avenue**, or **34-52-08 North by 118-12-37 West**. Get here by car, plane, motorcycle, or parachute. The grill lights at **1800** on **Tuesday, 20 July**.

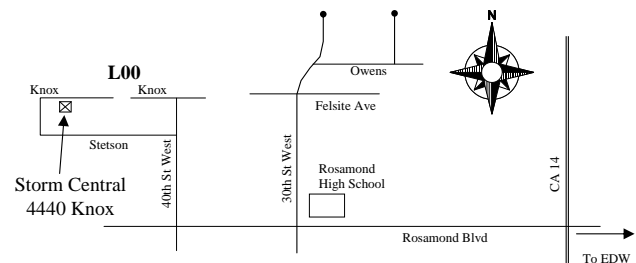
We'll swap lies, er... I mean tales of daring feats in the troposphere. **Erbman** is promising tours of **Three Sigma** in its new home. You can see an example of his craftsmanship in the Time Compliance Technical Order (TCTO) that he just completed on the flap actuation handle. He has also recently enhanced the exterior appearance with accent pin striping.

Of course, tours of **Storm Central** will be readily available. I can show you my clever application of interior design that I call **Ode to U-Haul**. Who knows, there might even be a picture or two hanging on the wall by then. It could happen.

Please note, this gala event also doubles as the official send off for all those departing for the pilgrimage to **Oshkosh**. If there is any religious artifact you'd like me to pick up for you on my trek to Mecca, be sure to bring me

particular specifications. I hope to see you through the haze of smoke coming off the grill on Tuesday night.

- **Scott "Stormy" Weathers**  
 Vice Kommandant



### Last Month's Meeting

**EAA Chapter 1000**  
 USAF Test Pilot School, Scobee Auditorium  
 Edwards AFB, CA  
 15 June 2010  
**Gary Aldrich**, Presiding

The June meeting was conducted at the Test Pilot School at EAFB with 14 members in attendance. Events proceeded nominally with consumption of C<sup>4</sup>S<sup>2</sup> (chocolate chip cookies with chips, salsa and sodas), then all hell broke loose.

No, not really, but it sure makes a great beginning of a report.

It was "Aviation Cinema" night, featuring the 1969 MGM epic "**Battle of Britain**" produced by Harry Saltzman. The film had a "big stellar cast" (*Variety*) with all of the notable British actors of the period, including Michael Caine, Edward Fox, Trevor Howard, Sir Laurence Olivier, Christopher Plummer, Sir Michael Redgrave (and thankfully not his daughter), Robert Shaw (who went on to play for the other side in "The Battle of the Bulge"), Ian McShane, Ralph Richardson, and Susannah York just to name a few. Much credit is to be given for also casting Curt Jurgens as a German.

The *Hollywood Citizen-News* (never heard of it) reported it contained "the most exciting aerial combat sequences ever filmed". However, the explosions were poorly done in my opinion, but this was well before CGI.

## THE LEADING EDGE

Kudos to the producers in using real Hurricanes, Spitfires, Me 109's (albeit Merlin powered) and He-111's in the film.

Interesting to note that when filming this movie in 1969 about airplanes and events only 28 years previous, Neil and Buzz were about to walk on the moon (or a sound stage at Norton AFB if you're into conspiracy theories).

The meeting was concluded without injury or damage and the **Kommandant** declared that **Victory!** had been achieved (which was never in any *real* doubt). Attendees reassembled at the BK lounge for dinner and a critique.

Most of this is true.

Hope everybody had a great 4<sup>th</sup> of July.

- Kent "Cobra" Troxel  
Minister of Propaganda

### Kommandant's Korner

ATTENTION  
AMERICA AND ALL  
THE SHIPS AT  
SEA...(insert sound of  
frenetic Morse Code here)...



This **Kommandant's Korner** is coming to you 'on location' from **McCall, Idaho**, the staging area for the annual 'wingding' sponsored by the **Soquel/Monterey Bay** hangar (equivalent to a chapter) of the **Quiet Birdmen**. **PPO Doolittle** and I departed WJF about 0830 this morning in the **VC-180**, and after a lunch stop in **Minden, NV**, arrived at KMYL at 1530 MDT. Tomorrow, in loose formation with **PPO John Bush** in the **C-310 StratoCessna** we will fly into the **Idaho Frank Church Wilderness Area** to land at **Johnson Creek (3U2)**. After pitching our respective tents we will commence a serious weekend of camaraderie and swapping of aviation stories...all punctuated with mass quantities of grilled meats and fermented beverages. The Johnson Creek airstrip and camp ground is maintained by the Idaho Dept of Aviation and is situated in an idyllic natural setting along a fork of the Salmon River.

Flying in to this manicured grass strip is fun and challenging due to its location at the bottom of a steep canyon and its relatively high field elevation. However, most GA aircraft and pilots are suited to the field as long as certain precautions are observed. Basic mountain flying skills are required and attention must be paid to aircraft performance at the higher density altitudes.

On Monday we will return to the desert and our mundane existence with a renewed appreciation for the pleasures and opportunities afforded by general and sport aviation. Stay tuned to this column for an after-action report on this adventure...or, better yet, come out to the meeting and listen to my stories in person!

Check 6 and fly safe,

- Gary Aldrich  
Kommanding

### Project Police Officers of Fame

On Friday, 2 July 2010, four **Project Police Officers** launched on a stealth, undercover, and unacknowledged fact finding mission to the Chino Airport. The unstated objectives were to

1) Successfully penetrate the defenses of the SoCal airspace and temporarily establish a secure operational perimeter around the Chino Airport

2) Take in a full and satisfying meal at Flo's Restaurant, voted #1 Southern California airport restaurant in a *Pacific Flyer* poll many years ago, and

3) Evaluate the collection of the Planes of Fame museum for ability to teach **Project Police** aircraft experts something they didn't already know

To maximize the probability of success, an optimum number (2) of **Project Police Aerial Assault Vehicles** were launched for this mission. To maintain operational security (OPSEC), these aircraft were launched from disparate locations (Fox and Rosamond), which was made simpler by the fact that these were the airports that the aircraft were based at. The departures were loosely coordinated by a clever code transmitted by handheld radiotelephonic devices ("*We're ready to go. How about you?*"). The **Three Sigma** crew cleverly timed their departure to force the **Fightin' Skywagon** out in front by about three minutes. This clever ploy allowed the **Three Sigma** crew to anticipate what ATC would want them to do by simply listening to what they told the **Fightin' Skywagon** to do. Yes, you can sound good on the radio either by knowledge and experience or simply by cheating.

Penetrating into SoCal's airspace via the Cajon Pass, we expected to fly east of KONT's Class C airspace, overfly the EAA Chapter 1 stronghold at Flabob (KRIR), and then turn west to set up a long straight-in to Chino (KCNO), which apparently is not the home base of the Chief of Naval Operations. But, of course, "that's what they'll be expecting us to do." Just to confuse us, the wily controllers at SoCal directed us to cross Ontario airport at midfield, which set us up to enter right downwind for Chino Runway 26R.

The Planes of Fame website casually said "Request transient parking near the museum," so we did. Ground control simply said "Taxi straight ahead on Kilo." Apparently it was all taxiway Kilo, but they should have said was "taxi straight ahead on Kilo, turn left just before you run into the hangar, past some tie-down spots, turn right around the hangar, taxi forward until you can turn left again, then straight ahead to the tie downs." I knew I was in the right place when I saw the **Fightin' Skywagon** crew disembarking.

After securing the Assault Aircraft, we proceeded to roam in an unorganized fashion (to throw off any terrorists) until we got to **Flo's Restaurant**, where the first thing our waitress did was to ask **Tuki** how she managed to score lunch with three (3) men! After a full and satisfying lunch, we set out in our food-induced stupor to try to find the museum. Since none of us really knew where we were going in any detail better than "East", this led to a fairly comical and inefficient route around various secured areas to finally get there.

The web site lists a 10% discount for AAA members (\$9.90 instead of \$11.00), so the **Kommandant** and **Vice Kommandant** whipped out their AAA cards to score the discount. **Erbman**, who actually knows how to change a tire and thus doesn't carry such a card, started running off his mouth about how if we were still active duty military we could get in for free, so you would think there would be some sort of discount for retirees. Much to his surprise, the receipt came back for \$10 instead of \$11, reflecting the unadvertised 9.09% discount for veterans!



Stepping out of the only air conditioned part of the museum (the gift shop) we were first presented with this recently restored Boeing P-26A Peashooter. The Kommandant told us that he knew the guy who did the post-restoration first flight, but then he seems to know everybody. Tuki shows her approval of the museum so far



Though covered in the finest in pipe insulation and blue masking tape, we see that the Northrop N9M is equipped with the same AN5816-1 Pitot-static tube as the Combat Bearhawk



Like all good hangars, the first hangar displayed a large American flag. Also seen here are the Republic P-47G Thunderbolt and its predecessor the Seversky AT-12 Guardsman



The museum has this nice full size replica of the Wright 1903 Flyer, though it was apparent that some of the wires weren't tensioned. Lacking galvanized aircraft cable from Aircraft Spruce, instead of pulleys the control wires use bicycle chain around sprockets. Those crafty bicycle mechanics. Stormy and the Kommandant had a discussion if any of us could fit in the lateral control hip cradle...



The museum has the only surviving Republic RF-84K Thunderflash from the FICON project. Stormy points to the hook where the aircraft would attach to a B-36 mother ship as a parasite fighter.





This was the only version of the F-84 to have an anhedral tail, which let it fit into the B-36 a little tighter. The Kommandant was heard mumbling something about trying to smuggle this aircraft into the Fightin' Skywagon to take it back to the Flight Test Museum "where it belongs".



Stuffed in the back of the lot was this bizarre attempt at a ducted fan jet fighter-ish homebuilt. The RIC JET-4 was registered in 1975 by a builder in Los Angeles. This airplane had been seen around Fox Field in the early '90s



We wondered what sort of bizarre battle damage this F-100 had suffered and how did the pilot get it back. Then the Kommandant comprehended the orange tail and identified this aircraft as a QF-100 drone. Does it count as "passed within lethal distance" if the missile takes out the rudder, nozzle, and right stabilator? It still begs the question of how they got it back



Stormy regaled us with his stories of flying the mighty L-19 Bird Dog in combat, an aircraft even the Kommandant hasn't flown. Under intense questioning he admitted that he flew "in" an L-19 at ROTC summer camp



"Hey Erbman! If we can move this derelict Me-109 we can get this Laister-Kauffman TG-4A (LK-10A) down and you can fly it behind the Skywagon!



Tuki practices the extremely difficult *Project Police* Double Picture Point in front of her home country's Mitsubishi A6M5 Zero, the only flying example in the world using the original Sakae engine. There is one other flying Zero in Camarillo, but it uses an American engine



**In the background is the Mitsubishi J2M3 Raiden. In the foreground is the kamikaze Yokosuka MXY-7 Ohka (Cherry Blossom), which the Allies disparagingly referred to as the “Baka Bomb”. We’re guessing this example has yet to see its first flight**



**The Mitsubishi J8M1 Shusui, the Japanese version of the Messerschmitt Me-163 Komet**



**More gliders! The Horten H.IV Flying Wing Glider, one of the first successful flying wing designs. I wonder if JP would want to try flying it...**



**Stormy and The Kommandant try the vintage WWII land line phone with less than complete success. That’s what they get for going with AT&T.**



**“Put me in this D-558 and I’ll show Crossfield a thing or two about how to fly rocket planes!”**



**We were going to push this Gee Bee out for JDIII to fly around the pattern, but 1) he chose not to come with us that day, and 2) its just a static display replica**

## **Web Site Update**

As of 11 July 2010, the hit counter showed **133165**, for a hit rate of 13 hits/day for the last month.

Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc. You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.





**Chapter 1000 Calendar**

**Jul 20: EAA Chapter 1000 Monthly Meeting**, 5:30 p.m., Storm Central, 4440 Knox Ave, Rosamond CA. (661) 609-0942

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

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

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

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

**Sep 21: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Oct 5: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

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

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

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

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

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

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

**Dec 21: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Kwarters. Quartz Hill CA. (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: flynwax@pobox.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer Doug Dodson: houdu@pobox.com

Technical Counselors: Gary Sobek: Gary@rvdar.com

Bill Irvine: wgirvine@yahoo.com

**EAA Chapter 1000 Technical Assistants**

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

**MONTHLY MEETING 20 JUL @ STORM CENTRAL**

**SPANISH AIR FORCE AIR SHOW REVIEW**

**KOMMANDANT GOES MOUNTAIN FLYING**

**PPTAF ASSAULT ON PLANES OF FAME**



**The Leader In Recreational Aviation**