



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>

November 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:



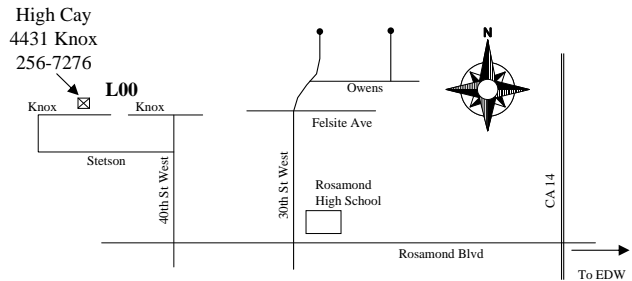
Cookout with the USAF Academy Cadets

Tuesday, 16 November 2010
1830 hrs (6:30 PM Civilian Time)
High Cay Partyhaus
Rosamond, CA

Every April and November, a small group of cadets temporarily escape the regimentation of military academy life to wing their way west to fling an eager craft through footless halls of air. While here, they look forward to the highlight of the trip--hanging out with the *Project Police* at the world-famous **High Cay** resort. These cadets from the **US Air Force Academy** are enrolled in **Aeronautical Engineering 456**. They are here to visit the **Test Pilot School** and conduct flight test in support of their class project.

We need you to join us on the usual meeting date to show them a typical evening of EAA Chapter 1000 regalia. The future of our nation's defense depends on your attendance. Please bring an appetite for hamburgers and be prepared to share stories of aerial achievement and daring feats of airmanship - true or just plausible fabrications. Rumor has it that a secret new concoction may be revealed at this event--the "**Kommandant's Kookie**", a pleasing blend of chocolate chips in a peanut butter cookie, sure to be a delight to all **PPOs**.

The ceremonial fire (barbeque grill) will be lit at 1800.



Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium
Edwards AFB, CA
19 October 2010
Gary Aldrich, Presiding

Several usual suspect *Project Police* officers gathered at the standard location in October to hear the once delayed once-told tale of **Scott "Stormy" Weathers'** pilgrimage to the holy land. No, not Jerusalem, and not Mecca. We're talkin' **Oshkosh** here. We are pilots and aviation enthusiasts, are we not?

Of course, when you go to hear an Oshkosh report you normally expect to hear flying tales, stories of harried approaches with traffic all around, airplanes, and avionics. That's what you would get if **Erbman** was doing the talking, but this was **Stormy**, who is well known and loved amongst us for noticing...shall we say...some of the more obscure aspects of the AirVenture experience.

What you are reading could be an accurate re-telling of the story if Stormy was actually writing it, but he's not. **Erbman** is re-telling the tale using actual Stormy photographs, but he didn't take any notes during the meeting, so he'll just make up krap to fill in the gaps. How would you know the difference if you weren't there anyway?



Stormy said something about taking a picture of the view out the windshield each hour, just so he could pad the presentation out to about 256 slides and give us the feeling of the monotony of driving there by forcing us to look at every one of them. Then he said he realized something about not being able to recharge the camera, so he cut way back on the number of road pictures. Some would say not enough. This was the view sometime on the first day between Rosamond and Grand Junction CO.



Day 2. Somewhere between Grand Junction CO and Des Moines IA. Note the lone tree all by itself next to the road with no other trees for miles around. Wonder if it is used as a pattern entry point like the lone tree at L94?



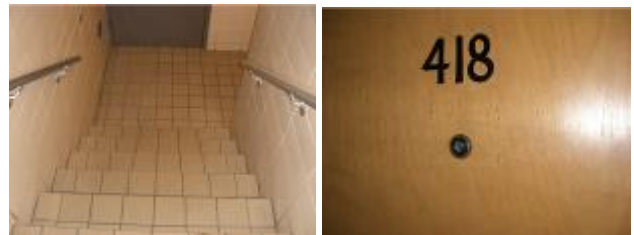
Day 3. Somewhere between Des Moines IA and Oshkosh WI. You can tell by the repairs on the road that this is an area where it actually freezes part of the year.



Finally! The destination at last! Well, not so fast...we need to find a place to deposit the Big White Ford (BWF) and all of the stuff in it.



For that, Stormy headed to the University of Wisconsin Oshkosh (UWO) where he had a reservation of the dorms. After dragging his krap through the sidewalks of campus to registration he ~~went to Freshman Orientation~~ picked up his room key from this nice lady who was wondering why this crazy pilot type was taking her picture.



Stormy went on to try to convince us of how hard he had it climbing up hundreds of flights of stairs to get to his dorm room. He kept intending to take a picture looking up the stairs for this presentation, but always seemed to be at the top of the stairs when he remembered. So he took a picture looking down the stairs and hoped no one would notice. Didn't work.

Obviously someone at UWO has a great sense of humor, as they assigned Stormy to room 418, which is the number of the test squadron where he spends most of his days slaving away. I wonder if they have a room "TPS"?



Near the dorms is the dining facility, locally known as Blackhawk Commons. The breakfast is well attended, and Stormy says that the dinner is as well. Apparently there isn't much demand for lunch as everyone is off at the big airshow.



Sure, you could drive the Big White Ford to the airport each day, fight for a parking space and pay for the privilege, or you could take the easy way and pay a small pittance to ride the bus. It drops you off at the front gate and you don't have to worry about parking. After a short wait it will pick you up and take you back to the dorms. Can't beat it.



Aviation enthusiasts on their way to the greatest aviation extravaganza. Do you think these busses are ever this full during any other week of the year?



Then at last! On to the show!



With torrential rains the week prior to the show and a memory of the poncho shortage last year, EAA seemed to be prepared this year.



Stormy, always thinking of his buddies, took this picture to confuse **Cobra Troxel**. It seems Beechcraft is building Bananas with a spare tail surface.



Here's a Banana with the tail configured the way we've become accustomed to.



This appears to be a Bleriot replica, but that is most assuredly not a Bleriot replica engine.



With the big push for a gathering of DC-3s/C-47s, the **Flabob Express**, flown by **PPO Jon Goldenbaum** made the trip from **Flabob International Airport** to Oshkosh. Perhaps in the future we will be able to run Jon's story in these pages, stolen straight from the EAA Chapter 1 WingNut.



The "Esther Mae" also made it to the show in a very highly polished state.



So what does any aviation enthusiast do when faced with a highly polished aircraft? Of course!



Osa's Ark, a very rare Sikorsky S-38, which in August 2010 flew across the Atlantic to Berlin Germany.



Stormy the woodworker took great interest in this wheel chock, that while nicely finished seems to be about three times taller than it needs to be.



As always, the US Air Force was there, and it is amazing how this design that first flew 40 years ago still draws crowds. This ain't your chapter buddy's homebuilt!



After repeated requests to EAA by members wanting to see what aircraft the **Kommandant** and **Erbman** fly in, the Air Force finally relented and sent in a C-12. How many people do you think walked by and called it a King Air?



This Global Hawk was found sitting on the ramp, which immediately raised the question of "How did it get there?" How did the Air Force get approval to fly a UAV RPA through the National Airspace System? Did it fly the Fisk Approach? Did they have to clear all personnel out of a five mile radius around the airport? During the meeting, **Randy "Kanard" Kelly** called **Jim "Mr. Global Hawk" Payne** and found out that this wasn't a full-up Global Hawk. It's the same exterior but without the guts. They take it apart and carry it around to airshows in a truck.



Also mysteriously on the field was one of the US Air Force Academy's L-13AC gliders. I doubt this came in by the Fisk Arrival either.



Time for a physiological break. EAA made a big deal in 2009 about having flush toilets, which were quickly

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overwhelmed by the huge demand, leading to the catch phrase "The Bold New Smell of Kohler." Apparently they decided to try a new contractor this year.



Of course, there is always the old standby, the little gray voting booths, which seem to travel in packs.



EAA thinks of everything. At this station you can change your baby. It wasn't really clear what you would want to change your baby into. I don't think you can change one into an airplane.



Most of the *PPOs* present were not aware that pilots flying without clothes was a big problem. Seems a little cold and the fire protection is lacking. Apparently someone in the military put together a web site to try to

alert GA pilots to areas of heavy military flight activity. However, I do have to congratulate them on their marketing savvy for getting your attention.



Lycoming had an interesting twist to their display this year. According to Stormy, at the beginning of the day the crankcase in the background was just a bunch of parts on the table. Later that day, the parts in the foreground were all attached to the engine. A much cheaper way to learn about assembling engines than the method that **Erbman** used.



This sign was outside the Jeppesen tent. We understood where Jeppesen products would be used in the cockpit and on the ramp, but no one could figure out what Jeppesen product would be used "Under The Cowl." 100LL is already expensive enough--we don't need Jeppesen finding another way to extract money from our account.





This year **Stormy** spent part of each day volunteering at **KidVenture**, telling little kids that if they studied and worked hard they could grow up to be like him. Several decided to stay in school anyway.

The glider in the rafters is a **Haufe Dale Hawk 2**, built in 1939. It is an Experimental Amateur Built. The **Kommandant** reports that he has not flown it or another one like it.



Stormy did make it over to the EAA Museum and verified that our patch was still swimming in the ocean somewhere southwest of Catalina Island.



As part of the afternoon airshow, some candy coated chocolate candies parachuted in. Yellow seems to have a little bit of a parachute malfunction in progress.



Since **Stormy** was the sole representative of the **Project Police**, the **Kommandant** passed on his invitation to the Ford reception for Chapter Presidents. Here he saw **Edsel Ford II**, **Capt Sully Sullenberger**, and **Tom Poberezny**.



Of course, **Stormy** wasn't able to get anywhere near any of those three notables, so he took his picture next to a life-size **Tom Poberezny** cardboard cutout.



As one of EAA's stated purposes is to promote building your own airplane, they were showing a bit of **propaganda** marketing to answer the most common excuses for not starting a project. The one on the left is saying that you can have the time to build an airplane if you give up watching so much TV. The one on the right says that if you can assemble a piece of furniture then you can learn to assemble an airplane.

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These pie charts, possibly lifted from USA Today, try to convince the would-be builder that motivation is a much bigger part of completing a project than skill. I would say that is true of just about any major project.



On display was an example of a large rotating pancake grill. There was a copy of an explanatory article from a recent *Sport Aviation* on the wall behind. Perhaps it would explain what the benefit of rotating the grill is, but I couldn't find my copy.



Also on display was a copy of the recent article that elevated the EAA Chapter 1000 Standardized Work Table to The EAA Workbench. **Waldo** and **Norm's** design is now officially world famous. No word if there was an example work table on display.



Stormy found this gentleman in the Dominican Republic booth hand-rolling and handing out cigars. In a somewhat unrelated story, **Opie** has announced tentative plans to attend **AirVenture 2011**.



The many hours of walking and standing in the name of the **Project Police** took its toll on **Stormy's** feet.



Back at the dorms, **Stormy** noticed that this dorm building, which looked exactly like the one he was staying in, was slated for destruction. What did that say about the building he was in?



Stormy was fascinated by this motorized concrete dumper, used to carry away the rubble.



And yes, Stormy made it to the center of his Mecca, the Van's Aircraft booth. Those clouds in the background look rather ominous.

That's about it. Most of this is true.

- Russ "Erbman" Erb
Backup Deputy Substitute Minister of Propaganda

Kommandant's Korner

It's late, I'm tired...was up at L94 all day flying with students in the DG-1000S sailplane. Fresh air, talking non-stop, and repeated ascents to 7200 feet MSL...not to mention the added tension of flying with fledgling aviators seems to wear me out. Of course, whenever I "complain" about this kind of "work day" to Mrs Kommandant I just get an eye roll and an insincere "aww, poor baby" out of her. I suspect others reading this column may have had a similar experience. Endeavoring to explain that it's a "good kind of tired...but still tired" doesn't do any good either. I guess those of us who are fortunate enough to get paid for something we would probably do for free should just keep quiet or commiserate amongst ourselves.



The poor **Fightin' Skywagon** has barely been out of her lair lately. I think I reported on our impromptu Young Eagles Rally in last month's K^2 but that's the last bit of substantial flying I've done in the **VC-180**. There was one other short mission...again to L94, on a recent Saturday in order to fly glider tows in the Skylark PA-25 Pawnee, but at 0.7 hours round trip it hardly warmed up the oil. Fear not, though, the next mission is a Thanksgiving trip back up to our favorite fog-shrouded coastal airport, KACV. I've been watching the METARs from the airport of late and it's been "low IFR" pretty much 24/7. Today, for instance, the ceiling raised up all the way to 400 feet with 8 miles of visibility before plunging back into 1/4SM and BR/FG. Should be an interesting adventure. Watch these pages for next month's report. It might entail an exciting recount of driving Anne's BMW up I-5....

Another aviation-related adventure on the horizon is our planned attendance, next week, at this year's **AOPA "Aviation Summit"**. This event is held on the left coast on alternate years and this time it's at the **Long Beach Convention Center**. Anne and I always enjoy the event which, in some ways is a "mini-AirVenture". This will be the first time in memory that we won't be the only Chapter 1000 standard-bearers as **PP Trooper Kent "Cobra" Troxel** (and **Nina**) and even the **Erbman** will be attending at least a portion of the festivities. There are seminars, forums, LOTS of neat shopping at aviation vendors and a large selection of aircraft to peruse over at KLGB. I'd invite everyone to partake of the experience, though by the time you read this it may be over. If you get this in time, check out www.aopa.org for details. Since it starts on Veterans' Day it might be easier for folks to get away and attend. The **Aldriches** have attended most every west coast occurrence for the last 10 years or so. Usually, it's in a neat fly-out destination like San Jose or Palm Springs. Long Beach may not be the most glamorous of destinations, but we're still looking forward to the trip. I'll have to lean on Cobra to recount our experience in his legendary style in a future 'Edge article...or maybe even in a Power Point® extravaganza.

That's all for now...I'm going to bed.
Fly safe and Check Six!

- Gary Aldrich
Kommanding

Web Site Update

As of 6 November 2010, the hit counter showed **134950**, for a hit rate of 14 hits/day for the last month.

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

Chapter 1000 Calendar

Nov 11 - 13: AOPA Aviation Summit, Long Beach Convention Center. <http://www.aopa.org>

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

Dec TBA: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters. Quartz Hill CA. (661) 609-0942

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

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

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

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

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

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

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

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

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

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

May 21: Twentieth Annual Project Police Airport Barbecue, Rosamond Skypark (L00), Rosamond 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.

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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:
MONTHLY MEETING 16 NOV @ HIGH CAY
STORMY'S TRIP TO OSHKOSH
KOMMANDANT WHINING AGAIN



The Leader In Recreational Aviation