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 *December 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:

Project Police festivus

Celebration

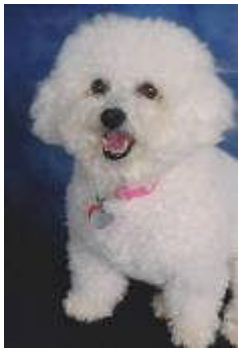
Tuesday, 28 December 2010
1800 hrs (6:00 PM Civilian Time)
Kommandant's Kwarters
Kwartz Hill, CA

Festivus is a little late this year but that only means it will be better than ever. Bring your appetites and your fabulous treasures to the **Festivus** dinner and **Kommandant's "Krap"** (that means wondrous treasures) Gift Exchange on **Tuesday, December 28 at 1800** at the home of **Pixel** and her Executive Officers **Kommandant** and **Mrs Aldrich**. The address is **42370 61st Street West** in Quartz Hill in case you've forgotten since last year.

The **Festivus Pole** will be in place for the traditional airing of grievances after the traditional **Festivus Dinner** is consumed. This year, the opportunities are limitless for fabulous gifts for the Kommandant's "Krap" because our party will be held **AFTER** the traditional gift giving holidays.

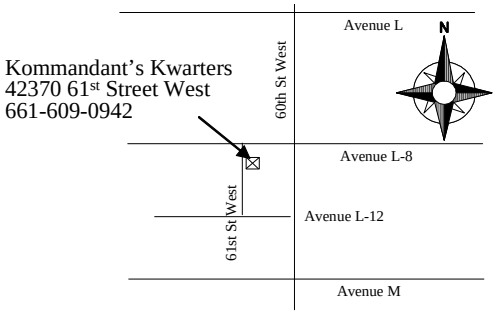
Think of re-wrapping that gift you received that you love but already have three of.

Come hungry and happy. As always, a good time is promised.



- Pixel
***Project Police* First Dog**
Your Festivus Host
(as told to **Mrs. Kommandant**)

festivus



(*Rumor has it that **Evil Editor Zurg** may make an appearance. In the Holiday Spirit he promises to not blast too many **PPOs***)

Last Month's Meeting

EAA Chapter 1000
High Cay Partyhaus
Rosamond, CA
16 November 2010
Gary Aldrich, Presiding

The November meeting was held at **High Cay** at **Rosamond Skypark** with over 30 members and guests in attendance, **Kommandant Aldrich** presiding. **Doug** "**Houdo**" and **Gail Dodson** once again shared their home at **High Cay** to host 8 visiting Air Force Academy cadets from the Aeronautical Engineering 456 course. Chapter 1000 is pleased to host them twice a year, giving us yet another excuse to play with fire, eat and drink beer.

The evening began with observation of the **International Space Station** passing overhead in the twilight of a beautiful evening sky, followed by a quick

review of the **TO** for **C1000 BBQ Ops**. **NORAD** was previously notified of proposed start time which was accomplished precisely at or around the time scheduled. Use of the propane powered commercial grill has reduced embarrassing eyebrow-torching to a minimum.

The cadets successfully navigated to and located the target sans their leader, **Lt Col Ryan "Rooster" Osteroos**, who was stuck on the freeway the whole time after delivering one of his other students to LAX.

Burgers were burned and consumed. It appears that cadets are not too picky about such things. Beer was guzzled, followed by the manly art of belching along with the country music **Houdo** seems so fond of. His house, his rules, I guess,

"Victory!" was declared shortly after we ran out of burgers.

Most of this is true.

- Kent "Cobra" Troxel
Minister of Propaganda

Kommandant's Korner

I guess the **Komm Korner** just wouldn't be complete without a **Skywagon** flight report so I'll recount our latest adventure. When we left our heroes in the last issue, long term weather guestimates cast doubt on whether the planned Thanksgiving cross-country to FNC (far northern California) would be accomplished on the Victor airways or the I-5/101. Indeed, the night before the planned departure (Tuesday before Turkey Day), the Icing Potential Forecast on the ADDS website (http://aviationweather.gov/adds/icing/icing_nav.php) was pretty ugly. Greater than 75 percent potential for heavy ice at all usable VC-180 altitudes was prognosticated.

Thus, the **aircraft commander** (me, not the **mission commander – Mrs. Kommandant**) exercised his considerable authority under 14 CFR Part 91 and slipped the departure to the next day (Wed). The Wednesday forecast contained the same low temperatures, but without the attendant cloud cover. In a rare display of accuracy, the NWS called it correctly and Wednesday dawned clear and cold except for the normal winter cloud cap over the Tehachapis. We launched early with **Mrs. Kommandant**, 70 gallons of 100LL; and **First Dog Pixel** in row two surrounded by almost 80 pounds of Hannukah gifts to be distributed.

If anything, ADDS underestimated the headwinds behind the cold front forcing me to dial in another 100 RPM to make some headway into the ferocious gale. I was still congratulating myself for the excellent strategic departure decision on the rollout at Santa Rosa's Charles M. Schultz airport (KSTS) when I detected an unfamiliar vibration from the rear of the aircraft. After a short taxi to the parking in front of Sonoma Jet Center we deplaned to confirm that my newly mounted tailwheel tire was flat.

I dispatched **Anne** and **Pixel** to the warmth of the FBO office while I cruised the maintenance hangar in search of a jack. Discovering a seasoned mechanic named **Cody** underneath the instrument panel of a Lear, I described my predicament and he quickly and courteously transported a floor jack to the scene of the flat tire. After unloading a fair amount of the cargo on the ramp I retrieved the spare tube/tire I've been carrying for years for just this occasion and fetched my toolbag to begin the repair. Of course, I discovered the fact that the 25 pounds of tools I've been carrying around did not include the two 5/16 inch deep sockets I required to split the rim. Once again I asked **Cody** for his assistance and he graciously opened his toolbox to me…something many mechanics are reluctant to do. Armed with the proper equipment, I made short work of the tube replacement (I elected to reuse the new tire) and we were soon on our way with empty bellies, but a full load of fuel. About the only significant impact of the flat tire was grease under my fingernails and the lack of lunch. **Cody**, by the way, refused payment until I forced him to take a gratuity "for the Christmas fund".

We launched into clear blue skies once again and were soon fighting the headwinds. At one point I saw **85 KGS**! The good news, though, was the fact that the entire Eureka area was bathed in uncharacteristic sunshine which allowed us to land at Murray Field (KEKA). This airport is significantly closer to **Rachel's** new house. The **Coits** were pulling up to the airplane as I tied down and we repaired to the site of the Thanksgiving feast.

On Sunday we returned to the airport under partly cloudy skies (it had rained heavily Friday and Saturday) to discover that all the air I had put inside the tailwheel on Wednesday was now on the outside. Since I no longer had a spare tube I borrowed a small air compressor and pumped up the offending tire once more. With no obvious leaks we decided to take off and make a "one-hop" if fuel and bladder allowed. Fortunately, the same winds that hampered us on Wednesday were howling in a beneficial direction. The return flight set a record for the **Fightin' Skywagon** between KEKA and KWJF of slightly less than three hours. The groundspeed readout never dropped below 160 Knots and while over the Tehachapis soared to over 185! The delight of such a rapid RTB was only diminished by the nagging worry of whether the tailwheel would be inflated on landing…and, as usual, the KWJF TAF that promised winds at 290/32G42 at arrival time.

I guess the "flying gods" had tired of toying with The Minerva on this trip since the tower reported "only" 260/18G27 when I rolled out on final for runway 24. The icing on the cake was an unusually smooth touchdown (a statistical possibility, I'm told) and a tailwheel that retained its pressure all the way to hangar 703.

The next adventure? Off to Maui to return in time to host the annual Festivus bash at the Kommandant's Kwarters in Kwartz Hill. Hope to see you all there in your holiday finery!

Fly Safe and Check 6!

- Gary Aldrich
Kommanding

Flabob DC-3 Lands At Edwards

(*Blatantly stolen from the EAA Chapter 1 October 2010 Wing Nut, but it was written by a card-carrying* ***Project Police Officer***)

On Friday October 1st, the USAF Flight Test Center at Edwards AFB opened the famous Rosamond dry lake bed landing area to general aviation for the first time ever.

As aviation buffs know, Rosamond and Rogers lake beds are the historic landing areas for the great X-aircraft and in recent years the landing area of the Space Shuttle. Edwards has long had a program of reaching out to general aviation with lectures and programs explaining how to circumnavigate the huge restricted areas that comprise one sixth of all California airspace. This year, however, they decided to let the public actually fly into the lake bed for an on-site orientation and open house. Landing areas on the lake beds change as rain and prevailing winds vary; to make an airstrip on the dry bed they simply outline desired landing areas with painted black lines on the dried mud. For this fly-in they painted two runways: one landing strip almost 17,000 feet long (it had no end line) and another 5000 feet long for departures.

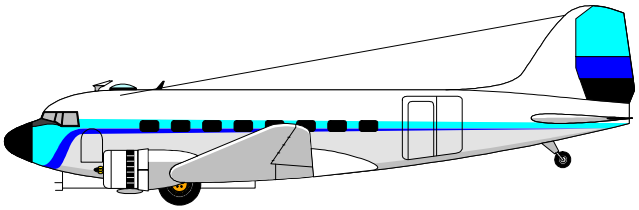
Edwards decided to allow 100 aircraft on the lake bed fly-in to be selected from a lottery system. They purposely held off on mass advertising to try to keep the entrants down. Once the lottery was announced, however, they received over 2,000 applications. Our DC-3, the **Flabob Express**, was lucky enough to be a winner, the largest airplane selected. Once we were notified, all seats available were booked by **Flabobians**.

Edwards went all out for this one-day event. They erected a huge air-conditioned tent in the middle of the lake bed with full audio visual aids to house the mass briefings and luncheon. Taxi routes and parking rows were marked to control traffic on the ground; a temporary air traffic control tower was trucked in. In short, a whole airfield was painted on the lake bed just for this occasion.

A week prior, each lottery winner was mailed a package containing field diagrams, procedures, an individual squawk, airspace and landing time. On arrival, all one had to do was squawk, go to the entry point at your assigned time, and monitor Joshua approach control. Joshua took it from there, free-calling each aircraft in turn with vectors to downwind followed by a hand-off to the temporary tower. It came off smooth as silk.

The actual landing on the dried mud was a delight. They suggested we fly power-on approaches to prevent high flares since visual clues for height are almost non-existent on the huge lakebed, even with painted lines. This worked great, we touched down smoothly, our big tail-dragger loved the texture of the lake bed, and it tracked straight as an arrow while slowing quickly. In quick order, 100 aircraft were on the lakebed, parked, and on their way to the festivities. The briefings, lunch and socializing were great. **Pancho Barnes** herself showed up for the luncheon fully dressed for the occasion in leather jacket and goggles. In mid afternoon, departures were handled just as efficiently as the arrival, well planned and executed. Unlike the mass confusion of most fly-ins, this came off with military precision. Edwards says that they plan to hold this event every two years. If you get a chance, don't pass it up—land where Chuck Yeager did!

- Jon Goldenbaum



Worktables At EAA HQ

(*In response to the November 2010 edition of* ***The Leading Edge****. I guess the folks at EAA HQ really do read this drivel…*)

Russ,

I enjoyed reading "**Stormy's**" trip to **AirVenture**. On page 8, it stated "No word if there was an example work table on display." I just thought I'd share with you this photo of no less than **14** of the workbenches ready to be deployed. Volunteers **Dennis Hasha** and **Bob Tice** helped me construct 14 workbenches for AirVenture. We picked up the material on a Friday evening and had them finished by Sunday afternoon. We used 12 of them as the display tables in the new Homebuilders Hangar. We felt the workbench set the right tone, plus they are functional! The other two were used in our Welcome Center where we promoted homebuilding. We handed out hundreds of copies of the article so there is no telling how many have been built since AirVenture.

Give my best to **Waldo** and **Norm** for making such a useful contribution to the homebuilt movement!

- **Charlie Becker**, Lifetime EAA #515808
Director, Member Programs
Sonex Builder, Super Cub Pilot & Chapter 252 Treasurer
See you at EAA AirVenture Oshkosh—July 25 – July 31, 2011

Gene's Top Ten List of Pilot Killers

(*Actually the first five of the top ten this month. Reprinted by permission from http://www.genebenson.com Suggested by the EAA HQ Chapter Office*)

About the List

Regular visitors to this site know that I frequently write about general aviation accidents and that I believe that nearly all accidents are preventable. My conclusion comes from in depth study of virtually every reportable aviation accident that occurs in the United States involving airplanes.

The accidents are preventable because they are seldom caused by a factor not directly controlled by the pilot. Some accidents result from mechanical failure but most of these accidents could be prevented either by better pilot scrutiny of the airplane condition or by better preparation for dealing with an emergency. What about weather related accidents? Weather systems don't overtake airplanes; pilots fly their airplanes into weather systems. There isn't a weather system on the planet that can catch even the slowest airplane. Inflight breakup? Possibly. I know that there have been several in the past year but in only one case did the airplane simply come apart without help from extreme maneuvering, intentionally or otherwise.

Anyone wishing to refute my premise that pilots cause nearly all accidents will find a case to support an alternative argument. Yes, a very few accidents are probably not preventable. But I would strongly argue that the facts show that at least 99% of the general aviation accidents are preventable through improved pilot attitude, awareness, or training.

Each of these items in my "Top Ten" list is accompanied by at least one example accident or incident. There are many more accidents or incidents to support each premise.

#10 - Pilot's Lack of Assertiveness

We pilots have a reputation of being rather assertive. But sometimes pilots aren't assertive enough and accidents result. It is an open secret that many rental airplanes are not maintained as well as they might be. The FBO and flight school businesses are tough and there is a big incentive to cut costs wherever possible. I am aware of situations where a pilot questions something found amiss on a preflight inspection only to be assured by the operator that it is OK. If the pilot is inexperienced and the operator has been in the business forever, it is easy for the pilot to be intimidated.

The image at the left shows the recovery of a Piper Warrior that was involved in a 2005 fatal accident in Indiana. The flight instructor and student died following an engine failure on takeoff and an unsuccessful ditching attempt in a lake. The NTSB investigation found multiple, serious discrepancies with the airplane's maintenance and also with the fuel farm. The large number of discrepancies found by the NTSB indicates a culture of ignoring rules that are too costly or time consuming to comply with. It would be hard to believe that a flight instructor would not be aware of at least some of the unairworthy items. Another CFI interviewed as part of the NTSB investigation stated that the airplane maintenance had been "poor" in the past. The accident CFI had a total of 493 hours total flight time. The young, relatively low-time CFI trying to build flying time by instructing, would probably have not been very assertive about shoddy maintenance for fear of losing his job. We can't be sure what the instructor knew or did not know about the condition of the airplanes. But, if he was

aware of the situation and had been more assertive he and his student might be alive today.

#9 - Inadequate Knowledge of Aircraft Systems

Cessna 206 rear door showing location of microswitch.

All pilots know the basics of the simple single-engine or light multiengine airplanes that they fly. For example, if the alternator quits the engine won't immediately follow but the electrical load must be reduced to provide the longest amount of battery time to power radios and other essential equipment. Or, at least basic information like this should be understood. But some airplanes have systems that are a little more elusive and require a thorough study of the POH.

Four people escaped injury in California when the pilot botched a no-flap landing. The airplane drifted off the runway and collided with an airport sign and runway lights.

Why the no-flap landing? It seems that the flaps would not extend when the airplane was in the traffic pattern. The airplane is equipped with a door/flap limit switch which prevents the flaps from being lowered when the rear door is open. This is necessary since the door opens directly into the area of the flap travel. On this flight, a rear seat passenger was leaning against the door with sufficient force to open the switch and prevent the flaps from operating. Had the pilot been aware of this system he could have asked the passenger to refrain from leaning against the door and the flaps would have operated normally. I'll leave the issue of proficiency in no-flap landings for another time.

Click here to view an article on "Abnormal Procedures".

#8 - Inadequate Initial Training for the Certificate, Rating, or Aircraft Type

Two pilots, co-owners of a Cirrus SR-22 were killed in a stall/spin accident in New York in 2002. They had purchased the airplane six days before the accident and had each received airplane-specific training. The airplane was maneuvering at about 5,000 feet AGL when it entered a right, flat spin. The POH for the SR-22 stated that the only approved and demonstrated method of spin recovery was the deployment of the parachute recovery system but there was no evidence that such deployment was attempted.

Somehow the airplane-specific training failed these two individuals. While entering a spin to prove that the parachute recovery system was the only way to recover is certainly not practical, training organizations and instructors must find a way to make students internalize the critical elements of the training. Stating something so critical in a classroom, even if it is tested verbally, is simply not enough when lives depend upon having a pilot follow a procedure that is markedly different from standard.

Ballistic recovery system used on Cirrus airplanes. Inset shows the deployment handle.

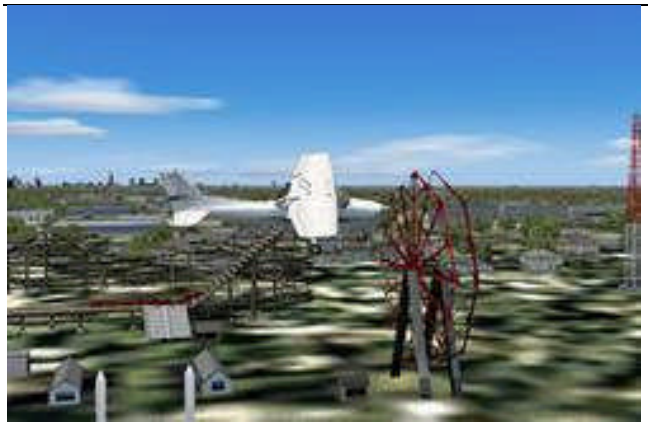
Training isn't the culprit in all accidents but there are a multitude of accidents where training obviously failed the pilot.

#7 - Inappropriate Conduct/Inadequate Flight Supervision by a Flight Instructor

An instructor and three passengers were fatally injured in 2005 while maneuvering at low altitude along the beach at Coney Island, New York. The Cessna 172 departed Linden, New Jersey on a "discovery" flight. It departed in an overweight condition and proceeded to Coney Island where it was observed maneuvering at low altitude along the beachfront. The airplane was also tracked by radar. The last radar return showed it to be at an altitude of 300 feet and at a ground speed of 60 knots. The airplane apparently stalled and entered a spin before it impacted the beach.

A "discovery" flight is supposed to serve as an introduction to general aviation with the hope of encouraging the passenger to enter flight training. While flying low over Coney Island might have seemed appealing to the young passengers, it would hardly set a good example for a prospective flight student.

There are far too many accidents where the CFI contributed to an accident by acting inappropriately or by failure to adequately supervise a flight.



A Cessna 172 at 300 feet over Coney Island as depicted by MS Flight Simulator

Cessna 172 stall/spin crash at Coney Island, NY in 2005. (Official NTSB photo)

#6 Failure to Maintain Proficiency

It's an easy trap in which to fall. A pilot works hard to earn a certificate or rating. He or she is sharp and proficient, though inexperienced, at the time of the checkride. Required procedures have been recently practiced and the pilot is spring-loaded for the examiner to simulate some sort of emergency or unexpected situation. It is easy to become complacent after the certificate or rating has been issued. Most flights work out as planned so the pilot just continues to exercise the privileges of the certificate or rating and accumulates more and more time since any emergencies or unexpected situations have been practiced.

Emergencies would include an engine failure. This is actually more lethal if it happens in a multiengine airplane. A multiengine pilot who is caught unaware and less than proficient in dealing with an engine-out situation is more likely to have a fatal accident than the single engine pilot who only has one choice to make when an engine quits.

Unexpected situations would include the instrument pilot who is not prepared for an approach down to minimums. Perhaps the pilot hasn't practiced descending to minimums, recognizing that a missed approach is necessary, then executing the missed approach procedure. This is routine during training but there is no requirement that it ever be practiced again as long as the pilot continually meets the recent experience requirements of the FARs.

Instrument pilots must maintain proficiency as illustrated by this accident in 2005. The white material is foam put down by the fire department. (FAA photo)

The accident example here is a Mooney shooting an instrument approach into Ithaca, New York. The weather had taken a turn for the worse dropping visibility and ceiling to near zero. The most recent weather given to the pilot showed the weather to be above the minimums for the approach. The pilot was cleared for the approach, descended to the minimum descent altitude (MDA), but failed to stop the descent. He continued about 300 feet below the MDA when he suddenly observed trees about 50 feet ahead of the airplane. There was no time to correct the situation. The airplane hit the trees and then slammed into the ground in the backyard of a house in an upscale residential neighborhood. Miraculously, the airplane careened between two houses while shedding parts, including a wing. Even more miraculously, there was no fire. The pilot escaped with very minor injuries and no one on the ground was injured.

This accident clearly illustrates a lack of proficiency. The pilot had not recently shot an approach to minimums and had to miss the approach. Proficiency could have been easily maintained or restored by a simulated or actual instrument flight with an instructor. A session in a flight training device (FTD) or PCATD also could have served the purpose.

Click here to view an article on Controlled Flight Into Terrain (CFIT) that includes more details and photos of this accident.

(*You'll have to wait for the top 5 ways to kill yourself with an airplane. In the meantime, you can practice avoiding killing yourself with methods 6 through 10.*)

Bill Irvine Takes A (Very Short) Flight

The leadership at NASA Dryden finally decided that **Bill Irvine**, who has been having the time of his life designing all sorts of bizarre modifications for NASA

aircraft, needed to experience first-hand the environment that the results of his work have to live in. However, his flight was very short, having been aborted shortly after takeoff. Bill tells us that they plan to take him up again.

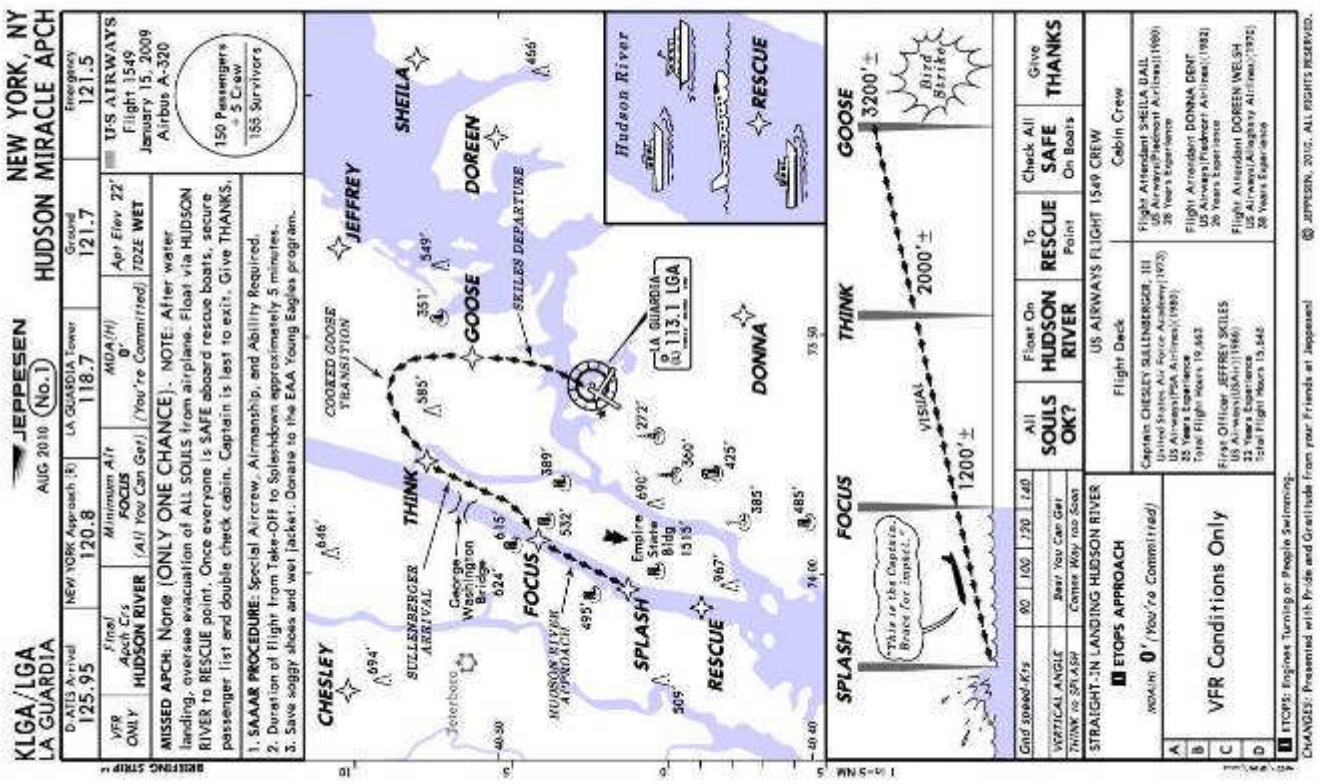
Bill with Dryden Chief Engineer Jim Smolka

Web Site Update

As of 11 December 2010, the hit counter showed **135486**, for a hit rate of 15 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.

This is an actual chart that the Jeppesen Company made and presented to Sully and the crew of US Airways Flt 1549 as a gift.



Chapter 1000 Calendar

Dec 28: 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 5: EAA Chapter 49 Monthly Meeting, 7:00 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Apr 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (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!*

THE LEADING EDGE
MUROC EAA CHAPTER 1000 NEWSLETTER
C/O Russ Erb
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http://www.eaa1000.av.org

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:
FESTIVUS CELEBRATION 28 DEC
FLABOB DC-3 AT EDWARDS
5 OF 10 WAYS TO KILL YOURSELF
BILL IRVINE FLIES F/A-18 (BRIEFLY)

EAA™
The Leader In Recreational Aviation