



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 2011

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:



Flight Test History in Aviation Art
Mike Machat
Tuesday, 15 March 2011
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

As a regular attendee of the Chapter 1000 meetings here at the World's Finest Test Pilot School, you've doubtless paused to admire the outstanding artwork gracing the hallway walls that depict significant events in the long history of flight test here at in the High Desert. Most have an eerie photographic quality, rich with detail, and a perspective that makes you go, "Wow...How did he do that?" The paintings and prints tell a story in a most visual way and make the observer feel as though he is present with some kind of god-like omniscience at the event. Well, all these snippets of history have one thing in common...renown aviation artist (and long-time **Project Police Trooper**) **Mike Machat**. Mike has been painting flight test subjects for more than 30 years, and has documented much of Edwards' proud history for the Air Force Art Program.

This month, Mike has succumbed to my whining and pleading and agreed to share his images of famous Edwards aircraft and events, and will take us behind the scenes to show the development of many of his well-known paintings. As an added incentive, Mike will also

show a number of paintings that were created as private commissions, and have never been seen before in public.

If you think it's as simple as sitting down in front of a blank canvas with your 64-color Crayola box and spewing forth "art"; you are sadly mistaken. This is hard work and, unlike much of what passes for art these days, does not involve smearing lower primates with Tempera and tossing a banana at the easel. Mike has always approached the task with the eye of an engineer and planning that would make any Flight Tester proud.

An earlier version of this talk was presented to Chapter members waaaay back when TPS was in temporary quarters in the old SR-71 hangar. Some of you may be old enough to remember how interesting it was back then. However, Mike tells me that he has become a **Photoshop Grand Wizard** and, along with his **Master PowerPoint** rating, will provide new, higher resolution visuals that will likely have women weeping and men exclaiming, "Huzzah!!"

(Join us afterwards at the BK Dead Cow Emporium for a heaping helping of seared ruminants where Mike's order will certainly be supersized because his art work is just that awesome)

- Gary Aldrich

Third Deputy Alternate Assistant to the Programs
 Acquisition Director
 Muroc EAA Chapter 1000, Inc.

Dues Delinquents!



According to the **Project Police Bylaws** (as amended), **March** is the month when **Evil Editor Zurg** collects and publishes the list of names of the **Ne'er-do-wells** amongst our fold who are **slacking** and **sponging** off the rest of the **PPOs**, thinking somehow that the magic dues fairy will show up at the chapter to pay their dues. That's right—it's 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 list of slackers is long and undistinguished (current as of 4 March 2011):

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*(So, you're looking here to see if your name is on the list? The simple fact you are looking here tells **Evil Editor Zurg** that you are not sure that you paid your dues this year. Therefore, get out your checkbook and pay up **NOW!** You were spared public embarrassment by the happy coincidence that the Treasurer just happened to be gone on a cruise at press time and was thus not available to provide the list of ne'er-do-wells. Just pay now (you can do it by Paypal at <http://www.eaa1000.av.org>) and we'll credit you another year if you had already paid this year. See, that wasn't so bad. The pain will go away shortly.)*

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium

Edwards AFB, CA

15 February 2011

Gary Aldrich, Presiding

The February meeting was a celebration of recent First Flights of Homebuilts by EAA Chapter 1000 members, where recent meant within the last eleven years or so. Scheduled first on the program was **PPO Jim Piavis**, having built two (2) homebuilts (a Boredom Fighter and an RV-7) and flown the first flight of both of them. However, after a long, awkward silence somebody noticed that Jim was not in attendance at the meeting. Some investigating turned up something about him being snowed-in in Seattle and unable to get to the meeting. I think he just couldn't get his Powerpoint® presentation together in time. You'd think he would know someone at the office who might know something about Powerpoint®.

PPO Vince "Opus" Sei, builder of an F1 Rocket, was similarly not present, even though he had recently been seen at Test Pilot School riding around the country in the back seat of an F-16 picking up missiles to take back to Arizona. We remember that Vince had an extensive card deck of flight test maneuvers for his first flight, but ended up going once around the pattern after detecting smoke in the cockpit.

Finally, we got to a builder who was actually present. Composites artist **George "Knife" Gennuso** recalled his first flight in the Pulsar on a very cold day in December 2000, the fifth day to be exact. George talked about the extensive set of test cards that he had prepared for his first flight. He even arranged to fly another builder's Pulsar for practice before flying his. However, this other Pulsar had the heavier Rotax 912 engine installed, and with its forward cg had required a hefty pull to rotate for takeoff. George set his trim where he had in the other Pulsar, and was surprised when his airplane leaped off the runway without any pull. Later he would determine that with his lighter 2-stroke engine and farther aft cg, that was exactly what he should have expected.

George was ready to start his extensive card deck when he noticed that his EGTs were much higher than expected. While not generally a problem with 4-stroke engines, apparently this is an indication that a 2-stroke engine is about to seize or otherwise precipitate an in-flight

emergency (IFE). Thus George flew once around the pattern for one to a full stop.



Next up was **Russ "Erbman" Erb**, who reviewed his three First Flights of the **Bearhawk**. Yes, three. He claims the First Flight doesn't count until the sortie ends for some reason other than an in-flight emergency. He showed us videos of the First First Flight, which in spite of the extensive deck of test cards was cut short to once around the pattern to a full stop after discovering trim tab flutter before crossing the departure threshold of the runway.

After some repairs, we saw a video of the landing of the Second First Flight, which was cut short by a severely overheating engine and ended ignominiously with a ground loop, caught on video in accordance with the YouTube law ("If you are going to do something to really embarrass yourself, someone will be there to capture it on video").

After a discussion of why chrome rings in chrome cylinders is a bad thing and scandalous pictures of a bare naked crankshaft, Russ told us about rebuilding his engine to practically new in **Bill Irvine's** shop. He then finished with videos of the Third First Flight, which actually ended without an IFE and without damage to the airplane.

We then moved on to **Doug "Opie" Dodson** who briefed us on the recent (as in this year) first flight of the **Glasair IIFT**, which was covered in last month's newsletter. Doug also talked about the process he went through to prepare for this flight. This included a very good discussion of risk management and what is important on the first flight and what should not be done on a first flight. Doug also had an extensive card deck of flight test maneuvers, and through either great skill or great luck managed to avoid the problems that limited most of the other first flights to once around the pattern.

After an excellent discussion and a general round of patting ourselves on the back, a gentleman, whose name is being held in confidence because I don't remember it, spoke to us about his program of mentoring young kids by having them work on an airplane project.

Finally **Kommandant Aldrich** took the floor, announcing that the one connection between all of these first flights was that he had been the **Flight Advisor** for all of them. Exercising the Elastic Clause of the Executive Powers of the Kommandant, he unilaterally and without consulting the **Board of Directors** decided that the

Chapter should present First Flighters with an appropriate presento. After stating that **Opie** had already received his in a quiet and tasteful ceremony, the **Kommandant** called **Knife** forward, only to discover that he had slipped out while no one was looking. Slippery operator, that **Knife**. Perhaps it was the honey he used for the peas.



Finally, in desperation, the **Kommandant** called forth **Erbman** who actually did come forward. Both being trained Air Force professionals, they fell into the traditional grip and grin without thinking and waited for a photographer to show up to take the picture.



Satoka "Tuki" Hanaoka finally stepped forward with her ever-present iPhone 4 and snapped the picture. There was then another awkward moment as **Erbman** tried to remember if he was supposed to salute the **Kommandant** since they were both retired.

At this point, we all agreed it was best that we adjourn to the newly remodeled and re-opened **BK Dead Cow Emporium** for sustenance and libations.

Some of this is true.

- **Russ "Erbman" Erb**

Third Deputy Alternate Assistant to the Minister of Propaganda

Kommandant's Korner

It seems like only yesterday that I was composing my normal rambling drivel for the February edition of the **'Edge**.



Hard to believe that the month with the most "r's" is only slightly shorter than its brethren, yet it seems like it flew by. I spent about a fourth of Feb in the Nation's heartland. Most of that trip was in cold but relatively benign weather. That is, until Mother Nature decided to remind Dayton, Ohio who was in charge. I dragged my slightly jet-lagged body out of bed about 0450 EST last Friday to discover that the rental car was encased in a rough sheet of frozen "di-hydrogen monoxide" and the roads were...well, not visible. Had my central processor been running at full-rated speed I would have checked the NOTAMs for KDAY to discover that the aerodrome was "closed due to ice and snow on all runways and ramp areas". But no, I dutifully collected a fellow TPS traveler and we charged off down I-675...in the dark...in the freezing sleet and snow, arriving at the airport about 30 minutes prior to scheduled boarding.

After negotiating the cranky TSA agents and enduring my first "full-body scan" I raced to the gate (via Starbucks) to take my place with the rest of the folks trying to escape the mid-west and its unfriendly weather. Meanwhile, a fleet of eight huge snowplows were frantically scraping on Runway 6L. Fully three hours after our scheduled departure time the Captain of AA 1285 finally allowed us to board for our impending flight to DFW. Of course, boarding only got our hopes up as the half-frozen ground crew attempted to push our little Super 80 off the gate. The tires on the tug could find no purchase so we remained fully frozen in place. After some frenzied shoveling and dispersion of rock salt (and, no doubt some colorful language) we sat on the ramp with engine number 2 idling as we waited our turn for the de-ice crew to work their magic on the airplane.

Four+ hours (and one missed connection) after the original schedule we climbed through the weather enroute to Dallas (or, for **Erbman**, Ft Worth). Here, the miracle of modern airline travel began to emerge. After the interminable taxi to the terminal I had approximately 10 minutes to catch the next BUR-bound airplane...or wait seven hours for the next one. Incredible as it may sound the departing gate was a mere four gates from our arrival and when I showed my paperwork to the surprised gate agent the jetway door was still open! I rushed to my seat in the second to last row just as we pushed back for departure. So, what was the miracle? Well, when I walked through to the baggage claim in Burbank to file the missing bag report for my suitcase which was surely still in Dallas...it was sitting off to the side of the carousel as if it arrived before I did!

Now, you're probably ready for my usual rant on the unpleasantness and inefficiency of airline travel versus the joy of private aviation. But, this time I would have to say that despite the drama and delays the Super 80 was definitely the way to fly...for this trip. The thought of

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trying to negotiate that horrendous weather in the **Fightin' Skywagon** sends chills, literally, down my spine. This time, to paraphrase Greyhound, it was much better to "sit back and leave the driving to American".

Speaking of American...yes, I mean you. If you have a shred of patriotism and a love of famous old airplanes you will contact me ASAP to volunteer your time when EAA's "**Aluminum Overcast**" drops into William J. Fox Airfield next month. Further, you should print out a copy of the flyer that should be on one of these pages to post in any prominent area that might be noticed by local wingnuts who aren't recipients of this awesome newsletter. By prominent I mean bulletin boards, coffee bars, over-the-urinal wall space, and the like. Remember, the Chapter receives a portion of the proceeds for all rides and souvenirs sold. We will need volunteers to spend time on the afternoon of arrival day (Monday, 18 Apr) and all day on Tuesday and Wednesday. Your mornings will be spent selling merchandise and helping to load folks on the flights. The afternoons are devoted to selling stuff and helping with tours. If you can't spend all day, please consider a morning or afternoon shift. If giving the public a chance to see a piece of history isn't enough inducement, consider the fact that the Chapter receives a small number of seats on the Thursday re-position flight to Chino...'nuff said? Call/email me to sign up for your volunteer timeslot(s).

Fly Safe and Check Six,

- Gary Aldrich
Kommanding

Chris "Mom" Shearer Inadvertently Becomes A Glider Pilot

*(You heard all of the stories of landing in a farmer's field during Private Pilot Ground School. You were annoyed when your instructor kept pulling the throttle to idle and announcing an engine failure, making you wonder if he normally flew behind a two-stroke engine and never got the word about mixing oil in the gas. Well, **PPO Shearer** doesn't think "It won't happen to me." Following is the report that he provided to the FAA at their request.)*

<Bunch of boring numbers and certificate data deleted>

Description of events:

On Sunday 16 Jan 2011 a trip was planned to return me and my family back to the Greene County airport from the Akron Canton Airport. That morning at approximately 0615 EST (1115Z) I had checked the Aviation Digital Data Service <http://aviationweather.gov/adds/> for a forecast of the weather along the route of flight for an approximate departure time 1500Z and a window of time for 4 hours. At approximately 0715 EST (1215Z) I contacted 1-800-WX-BRIEF for a standard briefing and filed a VFR flight from Akron Canton Airport (KCAK) to Greene County Airport, with a true airspeed of 90 kts, a cruising altitude of 2500 MSL, and an enroute time of 1.5 hours.

Overnight, the aircraft had been parked at Kent State Airport (1G3) and needed to be ferried to Akron

Canton (KCAK). From 0745 EST (1245Z) to 0805 EST (1310Z) a preflight of the aircraft was performed including checking the oil level (indicated 5.5 qts), sumping the two fuel tanks and main gasolator, and pre warming the engine with a propane style heater. The aircraft was then chocked (due to packed snow and ice on the Kent State Ramp), started and allowed to warm up at 1600 RPM till the oil temperature reached 100 deg F (bottom of the green arc). At approximately 0815 the aircraft was taxied to Rwy 01 at Kent State Airport (1G3) where two normal full stop landings and taxi backs were performed by the incident pilot and student pilot C.M. Shearer. At approximately 0845 the aircraft was flown to Akron Canton Airport. The Akron Canton ATIS was reporting VFR conditions, but upon contacting Akron Canton Approach we were informed the field was under IMC conditions of 1700 ft scattered ceilings and 2.5 miles of visibility. Vectors for the localizer 23 approach were issued and the plane never entered the clouds or lost site of the ground. When we were approximately 5-6 miles out we reported to tower that we easily had the field in sight. I performed a wheel landing with one notch of flaps. When I was able I was instructed by the tower to perform a 180 degree turn on the runway, turn left on taxiway Bravo, left on taxiway Hotel, cross Rwy 19 (which was closed at the time) and taxi to the ramp (Ultimate Air). The aircraft was shut down at 0910.

I then loaded my family into the aircraft. At approximately 0935 EST (1435Z) we departed on Runway 23 from the Akron Canton airport (KCAK) to the Greene County airport (I19) where the aircraft is based in Hangar 205. We were initially under the control of the Akron Canton tower and then Akron Canton Approach (118.6) until approximately 20 nm southwest on a heading of 240. We were instructed to remain VFR and below 3000 ft. Conditions along the entire route of flight were VFR with bases of the clouds estimated to be around 4000 ft for the first 50 nm of the trip. For the remainder of the flight weather conditions were clear below 12,000 ft and better than 10 nm with winds around 330 at 10 kts. Weather conditions were monitored along the route of flight by listening to AWOS or ASOS's at airports along the route of flight. Just west of Mt Vernon OH, Columbus approach was contacted to obtain VFR flight following as a precaution due to the close proximity of the flight to the class C airspace of Columbus (KCMH) and Ohio State (KOSU). A discrete transponder code was issued. About 15 to 20 nm west of Ohio State (KOSU) VFR following was cancelled and I again squawked 1200. At approximately 25 nm from Greene County airport (I19) I was able to get AWOS (118.52). The local altimeter was set for I19. At approximately 15 nm the winds were reported to be 060 at 6kts with skies clear below 12,000 ft and better than 10 miles of visibility. My estimate of the visibility was better than 20 nm. An initial call was made over the I19 CTAF (122.7) that I was 15 nm north east in bound for landing. At approximately 8 nm I made another call that I was going to enter a left downwind for Runway 07. As this call was being made I started a slow descent out of 2500 ft MSL for 2000 ft MSL which is pattern altitude for I19 (I19 field elevation is 949 ft MSL). I made the decent early due to my wife having a bad head cold

and to try and prevent any air pressure issues in her head due to a faster descent. Somewhere between 8 nm and 5 nm the engine started to run rough all of a sudden. I had intentionally made no throttle adjustments and the last fuel tank change had occurred more than 15 minutes earlier in the flight. In the past three days the airplane had over 5 hours and approximately 40 gallons of fuel run through the two wing tanks. While I briefly considered icing or contamination in the tanks, the probability of that was extremely remote. Also the oil temperature at this time was around 140 deg indicated, well within the operating limits of 60 deg to 230 deg F. Also the generator was indicating a charge of about 15 amps. I made an announcement that I was going to make a precautionary landing straight into Runway 25 since the runway is 4500 ft long and the Stinson can easily land within that distance with a 6 kt tailwind. I started identifying possible fields to land in while switching fuel tanks, checking the right magneto, carb heat, and pitching up to best climb speed of 80 indicated from a cruise speed of 100 indicated. An altitude gain of approximately 100 ft was achieved (2100 ft MSL to 2200 ft MSL). The magneto check and the carb heat check both responded correctly in reducing the RPM of the engine. The carb heat, magneto check, and fuel tank switching were made independently. The carb heat was pushed back in and the magnetos were switched back to both. Both fuel tanks had been used several times over the past several days and there was never an indication of any discrepancies with the fuel system. During the flight a change between tanks had been made at least twice (approximately every 30 minutes of flight time.) The fuel quantity gauge indicated at the time of the incident $\frac{1}{4}$ of the right tank and $\frac{1}{2}$ of the left tank still had fuel. (These indications were confirmed by Mr. Mike Millard of the FAA Cincinnati FSDO. Upon draining the fuel tanks on Monday 17 Jan 2011 by C.M. Shearer and Chris Shearer, 7 gallons were recovered from the right tank and 13 gallons were recovered from the left tank. The POH indicates that there are two gallons of trapped fuel in each tank. The typical fuel burn rate of the engine is 9 to 10 gallons per hour.) At this point the engine started to run even rougher and the decision was made to land the airplane off-airport in a field I had spotted as part of the loss of engine drill. A few seconds after this decision the engine came to a complete stop. I was already at the best climb speed of 80 indicated and 2200 ft in altitude (approximately 1200 ft AGL). I chose a field that had an up hill slope to the north east on the south side of the field. The north side of the field had significant undulations and I intentionally chose to go to the south side of the field. A close in downwind, base and final were made, where a slip was performed to adjust altitude once obstacle clearance was assured. The landing site chosen was on the east side of Fairground Rd just south of Hawkins Rd. The slip was intentionally made so that the plane would be about 25 feet above the highest branches of a tree on the flight path, located at latitude of 39 deg 42 min 29.142 seconds and longitude of -83 deg 57 min 4.2042 seconds according to the website, <http://itouchmap.com/latlong.html>. After landing, the tree was estimated to be between 50 and 75 feet tall. I distinctly remember adjusting the slip to control the height above the tree as I passed over it. The airplane then touched the left

wheel down approximately 500 ft east of Fairground Rd. An Ohio State Trooper used a laser gun and determined that the left wheel traveled 744 ft before the airplane came to a stop and that the right wheel and the tail wheel traveled 611 ft before coming to a stop. The estimated location was latitude of 39 deg 42 min 35.499 seconds and longitude of -83 deg 57 min 49.5276. Slight braking action was applied as the airplane slowed in the plowed hay field which was covered with about 4-5 inches of snow. The uphill slope also helped to slow the aircraft.

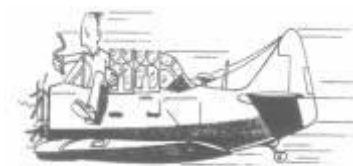
There was no damage to the aircraft resulting from the landing. Upon examination of the engine with Mr. Mike Millard of the FAA, the right side of the engine (as viewed from the cockpit) had two noticeable vertical cracks (approximately 4-5 inches) on the rear accessory housing. The cracks appear not to have started at any generator, magneto, or starter studs. The engine was pulled through carefully by Mr. Mike Millard and there was no indication of obstructions, however he did note that it seemed like there was little compression on the cylinders. A discussion on 17 Jan 2011 with John Hamling of Lil Red Aero in Kearney NE (they work extensively on Franklin engines) indicated that this type of crack had not been seen before and it should not have caused the engine to stop.

Local residents leaving the St. Bridget Catholic Parish who had seen the incident immediately came to check on us and gave us a ride to the Greene County Airport. I contacted the Xenia Police around 1145 and was patched through to the Ohio State Patrol. I then met the Ohio State patrol and representatives of the FAA Cincinnati FSDO (Mr. Mike Millard and Mr. Brian Billups) from approximately 1230 till 1600. I also met the farmer who owns the field and gave him my contact information.

On Monday 17 Jan 2011, my father C. M. Shearer began the draining of the fuel tanks and disassembly of the aircraft between 0900 and 1130. That evening Mr. Bob Aley (a local A&P with an IA) and I worked from 1715 till 2230 and finished draining the left fuel tank, removed the wings, trailered the wings back to Greene County Airport, and trailered the fuselage back to Greene County Airport. The farmer was contacted on Tuesday 18 Jan 2011 around 1500 EST to notify him that we were clear of his field and had made every effort to not leave any FOD in the field.

The current plan is to try and remove the engine by Monday 24 Jan 2011 and crate and ship it to Mr. John Hamling of Lil Red Aero (308-234-1635) during the week of 24 Jan 2011 for a complete inspection and most likely a complete overhaul.

- Christopher M. Shearer



Do not attempt restart if engine stopped because of obvious mechanical failure.



Figure 1 - Aircraft on Monday morning 17 Jan 2011, approximately 1000 EST with wheel pants and wing cuffs already removed by C.M. Shearer



Figure 2 - Tracks of main gear and tail wheel taken Monday morning 17 Jan 2011 at 1000 EST by C.M. Shearer, picture was taken from just behind the rudder



Figure 3 - Picture from approximately 300 ft away from the aircraft, taken Monday morning 17 Jan 2011, 1000 EST by C.M. Shearer



Figure 4 - Tree which was cleared on short final during slip, the road in the middle of the picture is Fairground Rd. Hawkins road is off the picture to the right. Picture taken by C.M. Shearer, Monday morning 17 Jan 2011, 1000 EST

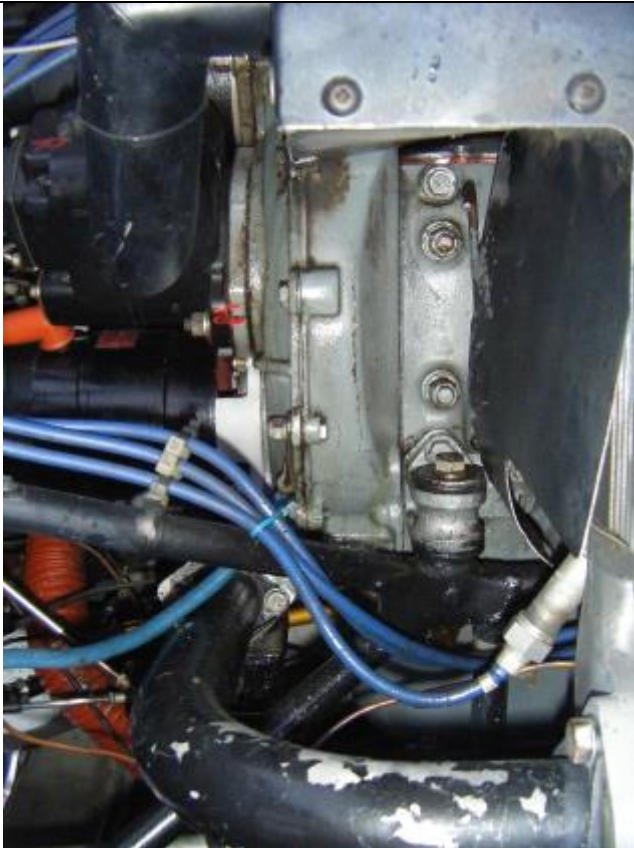


Figure 5 - Right rear side of engine accessory housing. There are two visible vertical cracks. Picture taken by C.M. Shearer Monday morning 17 Jan 2011, 1000 EST

More Gratuitous Space Filling Pictures

Twice a year, the **Kommandant** gets to fly away to Wright Patterson Air Force Base at our expense. Our return on this investment is that he brings back amazing pictures from the National Museum of the United States Air Force, which **Evil Editor Zurg** uses to fill space when this newsletter doesn't come out to a convenient even number of pages. If you're lucky, you might even learn something. If you're like me, it reminds you of the one reason you want to visit Ohio.



The Calspan Total In-Flight Simulator (TIFS), NC-131/N793VS. You'll find this aircraft in Aldrich, Erb, and Dodson's logbook in the Advanced Systems Test and Training Aircraft (ASTTA) configuration



The only Century Series fighter not present in Century Circle. This is also the only Century Series fighter to be built that never went into serial production (The F-103 and F-108 were never built, and the F-110 was produced under a different designation. Do you know what that was?)



The dorsal inlet was a variable geometry inlet, designed to get better performance at supersonic speeds than that Pitot inlet of the F-100. It was placed on top instead of the bottom (see F-16) because of a requirement to carry an underbelly semi-conformal "special weapon"



The X-5 was the first swing-wing aircraft to fly, but the question here is what is with this vane on the nose boom? It's halfway between measuring angle of attack and sideslip. Would that be $\alpha.5$?



Another view of the X-5 with its unusual engine placement and funny main landing gear. Also visible is the tail of the TIFS



Rear view of the X-5 with the engine nozzle and showing where the main gear retracted into the aft fuselage. On the left is the side force generators of the TIFS



The XF-92A, an early delta wing fighter design that never really caught on. We know it best as the aircraft that Maj Lincoln Bond rescues the pilot from after a crash in the opening scenes of "Toward the Unknown"



Project Police Aircraft Spotters Quiz



In anticipation of this month's meeting, Aviation Über-Historian **Mike Machat** has provided this photo to **Evil Editor Zurg** to befuddle and amaze you. Of course, **EEZ** was able to immediately identify what aircraft this mockup was built for, much to the disgust of the courier. Heh, heh, heh!

Now is your chance to show your aviation knowledge chops by identifying the aircraft yourself. Bonus points if you can identify the vehicle it is mounted on.



Amaze your friends and annoy **EEZ** by submitting a correct identification to erbman@pobox.com. Entries will only be accepted prior to the March meeting, where all will be revealed. If you don't know for sure, make something up! The funnier the better! You can also mail to the editor's address seen on the last page of this newsletter. Include any other information you know. Links to web sites with more info are a plus. Next month we'll tell you who (if anyone) was correct.

As for the answers to your questions like "Does the gosport work both ways?" or "How does the driver open the door to get into the truck?" you'll just have to show up at the meeting to find out.

Pay Your Dues Now!

Go to <http://www.eaa1000.av.org> and click on the "Join Now" button to re-up. Or get yourself one of those nifty "Free Dues" coupons (ask for a "Twenty Dollar Bill") and hand it to the treasurer.

Web Site Update

As of 5 March 2011, the hit counter showed **136868**, for a hit rate of 16 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.

MISSION COST: (Pre-Stop Booking Prices)

\$399

per person (EAA Members)

E-Z Pay (EAA Members)
4 payments of \$99.75*

\$439

per person (non-EAA Members)

E-Z Pay (non-EAA Members)
4 payments of \$109.75*

WALK-UP PRICES:

EAA Members: **\$425** | E-Z Pay: 4 payments of **\$106.25**

Non-EAA Members: **\$465** | E-Z Pay: 4 payments of **\$116.25**

DAILY GROUND TOURS:

Held after flight operations have stopped for the day.

Families: \$15 per family (adults & children under 18)

Adults: \$5 (FREE to ALL Veterans & EAA Members who join or renew on site that day)

Children under 8: FREE (accompanied by a paying adult)

Special group rates are made available for schools and large tours.
Limited availability. Please call for group reservations.

Fly the Fortress!



EAA's B-17 Bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of World War II. You can see and tour this historic airplane - and actually fly a mission!

Mission:

Lancaster, CA April 19 & 20, 2011

Target:

General William J. Fox Airfield

Location:

Terminal Bldg, West Ave G & 50th St West

Mission Times:

10:15 a.m. 11:00 a.m. 11:45 a.m.

12:30 p.m. 1:15 p.m.

Special Instructions:

For Target Area Intell,
contact Muroc EAA Chapter 1000

Phone: (661) 609-0942

Email: EAA1000@pobox.com

For reservations & inquiries call 800-359-6217

Visit www.b17.org or send an email to b17@eaa.org for more mission details

Photo taken by: Mitch Bowers ★ [imagewerx](http://imagewerx.com) ★ www.imagewerx.us

All dates and times are tentative and subject to change due to weather or other causes. *These prices are for advance bookings only.
Once the B-17 is on location at the current tour stop, advance ticket sales are no longer available for that stop.

Chapter 1000 Calendar

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

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

May 17: No Third Tuesday Meeting. Go to Airport Barbecue instead.

May 21: Twentieth Annual Project Police Airport Barbecue, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

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

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

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

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

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

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

Jul 25-31: EAA Airventure Oshkosh. Multiple **Project Police** missions are currently in planning.

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: flynw@pobox.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer Doug Dodson: houdou@pobox.com

Technical Counselors: Gary Sobek: Gary@rvdar.com

Bill Irvine: wgvirvine@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 | waldmiller@qnet.com | 661-256-0932 |

Wood Construction

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|-----------------------|---------------------|--------------|
| Bob Waldmiller | waldmiller@qnet.com | 661-256-0932 |
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Aluminum Sheet Metal Construction

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|--------------------|----------------------------|--------------|
| Bill Irvine | wgvirvine@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 |
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Engine Installation

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| Bob Waldmiller | waldmiller@qnet.com | 661-256-0932 |
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Electrical Systems

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| Miles Bowen | cessna170bdriver@yahoo.com | 661-822-0806 |
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Instrumentation and avionics requirements for VFR/IFR

| | | |
|---------------------|------------------------|--------------|
| Gary Aldrich | gary.aldrich@pobox.com | 661-609-0942 |
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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

3435 Desert Cloud Ave

Rosamond CA 93560-7692

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

MONTHLY MEETING 15 MAR @ TPS

THE DREADED DUES DELINQUENTS LIST

KOMMANDANT FIGHTS WEATHER GODS

SHEARER BECOMES GLIDER PILOT

