



# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

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

**President**  
**Vice-President**  
**Secretary**  
**Treasurer**  
**Newsletter Editor**

**Gary Aldrich** 661-609-0942  
**Scott Weathers** 661-317-9453  
**Kent Troxel** 661-947-2647  
**Doug Dodson** 661-256-7276  
**Russ Erb** 661-256-3806

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

March 2012

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:



**No Notice Project Police Raid**  
**Tuesday, 20 March 2012**  
**1730 hrs (5:30 PM Civilian Time)**  
**41746 Crispi Lane**  
**Quartz Hill, CA**

Colleagues,

Yes, as you may have surmised, I am still here in the Land of Zip Codes that Begin with Nine. Boy, nothing gets past you! So, I guess you can't really be **FIGMO** until you have orders. Of course, spell it backwards, and it's **OMGIF**. See me later if you don't know what that means.

Anyway, this month we're going to conduct a no notice **PPO** raid on an unsuspecting builder, **Brian Martinez**. He already has a **Quickie** and a **Cessna 172**. But, that's not enough to keep him from building a **Defiant**. (Rumor has it he has plans for a **Bearhawk**, too.) This gives us an opportunity to descend on the unsuspecting Mr. Martinez and critique minute details of his project - as if we could do as well or better on any such endeavor.

Picture that crotchety old lieutenant colonel coming up out of the baggage hold ten minutes into the mission. He storms into the cockpit, kicks the sextant stand out of its mount, and barks at the flight engineer. "You just busted your stowaway check." Then, slowly turning to the

two yoke actuators in the first row, he sneers, "And you jokers are gettin' a no-notice check ride."

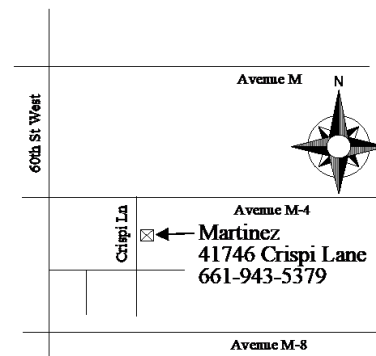
OK, maybe this won't be quite like that. Brian is inviting us into his shop to see his project. Or at least he was voluntold. So, he already knows we're coming. Moreover, we are enjoying his gracious hospitality. There is word on the street that **Arlene** will make real homemade C<sup>3</sup>s for the occasion. It's been a while since this crowd has had a cookie that wasn't made by elves in a magic oven in a hollow tree.



To get to the Martinez Estate, just follow the supplied map. Punching the address into your car navigation system is optional. Afterword, we'll venture over to the **Kommandant's Kwarters** to solve the world's problems, unless the **Kommandant** can successfully select another venue. That's where the real work gets done. See you there - unless I get swept up in the return to exploring interstellar space.

- **Scott M. Weathers**

Vice Kommandant (Almost Emeritus)



## Last Month's Meeting

### EAA Chapter 1000

USAF Test Pilot School, Scobee Auditorium

Edwards AFB, CA

21 February 2012

Scott Weathers, Presiding

This was the meeting that almost never was. No, it had nothing to do with dropping fake invasion plans off the coast of Spain. It has a lot more to do with the sum total of assembled members as of 1720 was **Stormy** and **Erbman**. Just as they thought they were getting out of having to do anything, about eight other **Project Police** troopers all showed up at once.

Then there was the question of where to hold the event. It seems that our usual venue, the **Scobee Auditorium**, was filled with a TPS-sponsored presentation by NASA Astronaut **Mike Fossum**. They didn't even ask us if they could use it. Therefore, **Erbman** decided to switch the venue to the **MOL Room**, where we looked at an online picture of **Helmut's** new hangar.

However, the program for the night was to view an EAA Webinar on Flying the Pitcairn Autogiro. A major portion of the viewing experience centered around listening to the audio part of the presentation. However, the MOL Room computer was only set up for showing video. As **Erbman** desperately searched for the elusive sound connection, **Leigh Kelly** announced that the other presentation was complete and everyone was leaving the auditorium.

The meeting venue was once again shifted to the auditorium where the presentation equipment was successfully set up. The assembled **PPOs** listened in rapt fascination about flying an early and now very rare fling wing. Of particular interest were the odd ground resonance modes when the rotor was turning too slow to be stable and could flap excessively with the result of whacking part of the vertical tail off. What made it even more interesting was that the vertical tail spar was drilled by the factory to intentionally weaken it so that WHEN the rotor struck the tail it would bend at a specified point rather than twisting the whole aft end of the fuselage.

After the exciting presentation the remaining **PPOs** wandered over to the **Bravo Kilo Dead Cow Emporium** to ruminate over ruminated ruminants. One topic of discussion was what was the **Kommandant** doing goofing off instead of being at the EAA meeting.

Most of this is true.

- **Erbman**

Faux Minister of Propaganda

## Kommandant's Korner

So, there I was on my sick-recliner, high on Tylenol, and grimacing with the pain of an all-too-recent visit to the medical hobby shop when I get



this nasty-egram from the **Zurgmeister** demanding his monthly nonsense. It was bad enough that I had to turn down yet another opportunity to ferry some TPS students to the Fly-by Tower...or that I had to stand on the ramp in gorgeous flying weather while Chapter 1000 YE Coordinator **Dave Marten** logged another Young Eagle flight. Now I am forced to try and be witty and/or educational while fighting back another wave of discomfort. Siiiiggghhhh! I guess that is the fate of one who exists only to serve the **Evil Editor**.

Enough of the self-pity...let's see, what can I talk about? Given my current condition, there's not much to report on the *Fightin' Skywagon* front. I verified this morning that the mighty VC-180 is patiently waiting in Hangar 703 for her PIC to return to flying status and take her airborne again. With any luck, I will be Code 1...or at least Code 2 by next weekend when the Antelope Valley 99s will be running their annual St Patrick's Day Poker Run. With even better luck, the weather will be as it is today....CAVU with only a breath of our notorious winds. The Poker Run, which usually falls on the same day that TPS hosts the Naval Test Pilot School at Mountain Valley Airport for a "soar-fest", is a ton of fun and an excellent excuse to get airborne, visit a bunch of local airports, and sweep away the cobwebs that have formed on our flying skills over the past winter. I am jazzed to think I might be able to participate this year (instead of risking my ticket with the Naval TPS studs) and I hope to see a large contingent of **Project Police** bouncing around the local area as well.

Further down on the OPPLAN is a personal trip that is scheduled for the end of March to the "City by the Bay". **Mrs. Kommandant** and I will be attending the 2012 Whiskies of the World Expo ([whiskiesoftheworld.com](http://whiskiesoftheworld.com)) to be held on the "San Francisco Belle" Hornblower Yacht. This event will combine a couple of my favorite things...flying and tasting fine whisk(e)y. We'll be accompanied by the **Lord** and **Lady** of the **High Cay**, who will be forced to decide on which of their airplanes to fly. Obviously, this is an overnight affair that will entail leaving the aircraft in the care of **Kaiser Oakland Jet Center** at **KOAK**. This friendly FBO is located at the general aviation complex of the busy Oakland International Airport and provides great access for us "little guys" to visit the Bay area. Other than negotiating the SFO Class B airspace, it is a relatively easy task to slip into the airport as the big jets are confined to a geographically separated area from the general aviation complex. Further, the kind folks at Kaiser will provide transportation for the short ride to the Oakland Coliseum **BART** station, from which you can zip into downtown San

Fran in a half-hour or so. When first-daughter **Rachel** lived and worked in San Francisco her mother and I made use of this multi-modal transportation scheme for several visits to the foggy city. Look for a review of the flights and events in a future “Edge”.

So, with my tithe paid, I will stagger back to the Lazy Boy and resume the healing process. (You think **EEZ** feels the guilt yet?)

Fly Safe, Check 6, See you at WJF for the Poker Run!

*(Evil Editor Zurg responds: “What is this guilt thing you speak of?”)*

- Gary Aldrich  
Kommanding

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## What’s In A Name?

### An Inside Look at the Names of America’s Famous Aircraft Manufacturers, and the People Who Created Them

Courtesy of the **WINGS & AIRPOWER** Archives and used with permission

Most of our readers are well familiar with the great companies that formed the backbone of America’s aviation and aerospace industries for more than 100 years. Iconic names like Boeing, Douglas, Lockheed, Northrop, Martin, McDonnell, Sikorsky, Grumman, and Republic are associated with some of the most famous and historic airplanes ever built. For General Aviation aircraft, names like Stinson, Piper, Cessna, Beechcraft, Mooney, and Lear come to mind.

While everyone in aviation may be familiar with these companies, how many actually know the first names of the founders of these organizations, or the people behind names like Republic and North American? What about company names that are famous acronyms like WACO or EDO? If we added in the names of foreign manufacturers, we could easily write an entire series of articles like this one for many issues to come.

Let’s take a moment to remember the great people whose courage, fortitude, persistence, and vision led to the creation of numerous aircraft-building enterprises dating back to the beginning of the 20<sup>th</sup> Century. Having survived the Great Depression, these companies produced hundreds of thousands of airplanes of all types during World War II, and then ushered-in the Jet Age for both military and commercial aircraft. The dream of manned space flight was realized when many of these companies joined forces to forge programs such as Mercury and Apollo.

The fall of the Soviet Union and subsequent end of the Cold War saw the aerospace industry slowly become decimated as companies fought for survival by merging or consolidating their industrial resources. Some simply closed their doors forever. For the few manufacturers that built America’s famed spacecraft, the end of the U.S. manned space program signaled a paradigm shift from “legacy companies” to new private commercial enterprises

for building future manned spacecraft. Names like McDonnell, Grumman, and Rockwell were replaced with Rutan, SpaceX, and Xcor.

Although there were more than 30 U.S. aircraft manufacturers during World War II, only three remain today - Boeing, Lockheed Martin, and Northrop Grumman. Only two of those companies build manned aircraft (Boeing and Lockheed-Martin), while only one retains its original name - Boeing. (Sikorsky is a part of United Technologies Corp.) Additionally, states like California were once bastions of aircraft production, but when the Boeing C-17 (formerly McDonnell Douglas) ends production in Long Beach next year, only one manned aircraft manufacturer will be left in the entire state – Robinson Helicopters!

Following is a list of 30 famed aircraft manufacturers. Can you guess the first names of the people who founded and built these companies, in many cases starting in a small barn and then evolving over several generations into corporate aerospace giants? Do your research now—the quiz will be held over dinner at this month’s meeting.

1. \_\_\_\_\_ Wright
2. \_\_\_\_\_ Curtiss
3. \_\_\_\_\_ Sperry
4. \_\_\_\_\_ Fairchild
5. \_\_\_\_\_ Ryan
6. \_\_\_\_\_ Boeing
7. \_\_\_\_\_ Stearman
8. \_\_\_\_\_ Douglas
9. \_\_\_\_\_ Martin
10. \_\_\_\_\_ McDonnell
11. \_\_\_\_\_ Grumman
12. \_\_\_\_\_ Bell
13. \_\_\_\_\_ Sikorsky
14. \_\_\_\_\_ Vought
15. \_\_\_\_\_ Cessna
16. \_\_\_\_\_ Piasecki
17. \_\_\_\_\_ Mooney
18. \_\_\_\_\_ Beechcraft
19. \_\_\_\_\_ Northrop
20. \_\_\_\_\_ Lear
21. \_\_\_\_\_ Stinson
22. \_\_\_\_\_ Hiller
23. \_\_\_\_\_ Rockwell
24. \_\_\_\_\_ Schweizer
25. \_\_\_\_\_ WACO
26. \_\_\_\_\_ EDO
27. \_\_\_\_\_ de Havilland
28. \_\_\_\_\_ Bellanca
29. \_\_\_\_\_ Fokker
30. \_\_\_\_\_ Tupolev

**Tie Breaker:** Republic





Northrop's XB-35 was a flying machine well ahead of its time. Had it been equipped with a digital FCS, GPS, and SAS, the YB-49 jet version of the Flying Wing would have been a world beater. Forty years later, a modern iteration of the YB-49 actually exists. It's called the Northrop Grumman B-2 Spirit. Both the YB-49 and B-2 have wingspans of 172.0 feet!



No other shape in the late-1940s conveyed "Jet Age" like the Boeing B-47 Stratojet. Many technologically advanced features of this airplane were integrated into the revolutionary Boeing 707 airliner, such as the 35-degree swept wing and tail, podded engine nacelles, and flight control systems. The B-47 was the world's first multi-engine aircraft to fly 600 mph.



The Bell Aircraft Company distinguished itself in the 1940s and '50s by building several unique experimental aircraft that the company's founder knew would never go

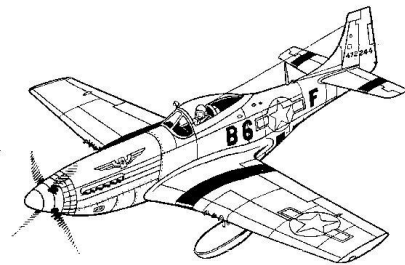
into series production. Building these airplanes to push the envelopes of speed, altitude, and heat were enough motivation. Seen here is the Bell X-2 – first airplane to fly Mach 3 in 1956.

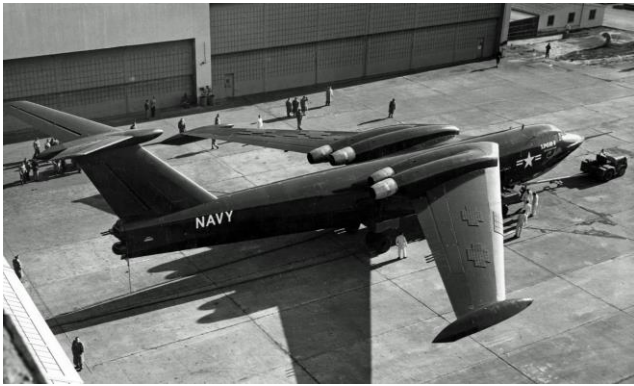


During the Fabulous 'Fifties, the greatest piston-powered commercial airliners in the world were built by the Douglas Aircraft Company of Santa Monica, California. Their DC-7, shown here in United Air Lines colors, was considered "Queen of the Skies." Like many other west coast manufacturers, Douglas also built a wide variety of military and civilian aircraft.



North American's XB-70 Valkyrie was the world's largest airplane to fly at Mach 3. Conceived as the follow-on to the B-52 and B-58 SAC bombers, only two XB-70 prototypes were built when the U.S. strategic bombing mission was ceded to Intercontinental Ballistic Missiles. The XB-70 flew only 20 years after that company's legendary P-51 Mustang!





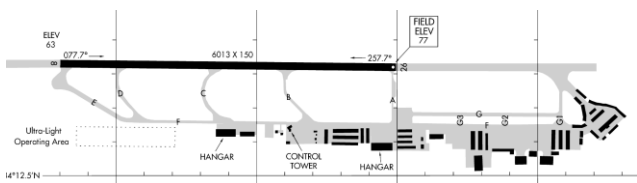
The four-engine XP6M-1 Seamaster jet flying boat was the last airplane designed and built by the Martin Company of Baltimore, Maryland. Three of Martin's original engineers left the company in the early 1920s to start their own aircraft businesses. Their names were Douglas, Bell, and Kindelberger, the latter becoming a founder of North American Aviation.

## Camarillo Shopping Trip

On 18 February 2012 a series of miracles occurred. The first miracle was that the ever-present marine layer over the Camarillo-Oxnard-Point Mugu airports was in remission. The second miracle was the crews of four *Project Police Aerial Assault Vehicles* were actually ready to participate in an aerial adventure.



First to arrive was the **RB-4 Combat Bearhawk**, followed by the **VC-180 Fightin' Skywagon**. Next was the **PA-30 Twinkie**, followed by Bushman's **Cessna 310**.



The same four aircraft from the other end of the line in front of the Waypoints Café.



The crew of the **Cessna 310**, Lyn "Sweet Cheeks" McNeely, Lili Bush, and John "Bushman" Bush, were so excited and relieved to make it to KCMA that they insisted on having their picture taken.



The mission was set for a time on target of precisely 1000-ish. The **Kommandant** cleverly thought this would let us beat the lunch rush at the café. The joke was on him—the place was still packed from the breakfast rush. We did still manage to all get seated together. As the time



was squarely in the “brunch” category, both the breakfast and lunch menus were available. This was **Erbman’s** Hickory Cheeseburger, which tasted as good as it looked. Also included was a basket (sic) of fries.



This was **Tuki’s** “biscuit” which after much discussion was determined to be more of a small loaf of white bread than a biscuit. **Lili**, an ordained minister, stated that if someone had some wine we could use it to serve communion.



Sitting around the table were the crew of the PA-30 Twinkie **Doug “Opie” Dodson**, **Gail Dodson**, and **Lorraine Davis** (Gail’s mom); the crew of the Cessna 310 **Lili Bush**, **John “Bushman” Bush**, and **Lyn “Sweet Cheeks” McNeely**; the crew of the VC-180 Fightin’ Skywagon **Doug Weber**, **Lena Weber**, **Gary “Kommandant” Aldrich**, and **Anne “Mrs. Kommandant” Aldrich**; the crew of the RB-4 Combat Bearhawk **Russ “Erbman” Erb** and **Satoka “Tuki” Hanaoka** (hold this newsletter up to the mirror to see Tuki behind the camera).

After a full and satisfying brunch the crews separated. The crews of the twins loaded back into their respective aircraft and took off for other destinations. The crews of the taildraggers were more adventurous and moved on to Combat Shopping at the Camarillo Premier Outlet Malls, a short ½ mile walk or taxi ride from the airport. Thousands of shoes, clothes, and cooking utensils quaked in fear

under the assault of such experienced professional shoppers.

### Air-Atta Section

The following e-mail was received by **Evil Editor Zurg** reference this picture in last month’s ‘Edge.



Mr Webmeister,

My owner showed me the new Chapter 1000 newsletter. Cool stories - cool pictures - there was even a picture with me in it, but no mention of me! I may not have a glamorous paint job (like some of the youngsters on the ramp) but I believe I've proven my aeronautical "metal" as much as any of those other "gentlemen". I'm assuming this was not a deliberate attempt to ignore me, however I'm afraid I must insist you publish a correction in the "air-atta" section of the next newsletter.

VR

"Lois" Skylane, C-182L, N182MP

Hangar 609

Wm. J. Fox Airfield

### Bearhawk Strut End Fairings

*(We had hoped to run a story on **Opie’s** on-going struggle with repairing a boost pump in the Twinkie, but he hasn’t submitted it yet)*

After **Three Sigma** had been flying 2.5 to 3.5 years (depending on how you count it) without fairings over the wing strut ends, **Erbman** and **Knife** decided it was finally time to do what they had been talking about for years.



**Knife** starts his grand artistry by carving the foam block for the upper fairing.



**Knife glasses up the first fairing**



**After a short observation, Tuki rapidly mastered the fiberglassing procedure**



**Knife carves the lower strut fairing with a PVC pipe and a piece of coarse sandpaper. Note the very fragile and very thin foam section around the strut. It's amazing that we never broke it.**



**A special fixture was needed to glass up the lower fairing using the strut cut-offs**



**Right side fairings installed. The upper fairing is screwed into the wing. The lower fairing is clamped around sandpaper on the strut.**



**Left side fairings installed. These fairings have flown multiple times with no problems.**

### **Web Site Update**

As of 10 March 2012, the Webmeister was reminded that he still needs to look into what's up with the web site.



Just a reminder that the EAA Chapter 1000 Web Site is hosted courtesy of Quantum Networking Solutions, Inc.

You can find out more about Qnet at <http://www.qnet.com> or at 661-538-2028.



**Chapter 1000 Calendar**

**Mar 20: EAA Chapter 1000 Monthly Meeting**, 5:30 p.m., 41746 Crispi Lane, Quartz Hill CA. (661) 609-0942

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

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

**Apr 17: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

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

**May 15: No Third Tuesday Meeting. Go to Airport Barbecue instead.**

**May 19: Twenty First Annual Project Police Airport Barbecue**, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

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

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

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

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

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

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

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

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. Membership in National EAA (\$40, 1-800-843-3612) is required.

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: houdu@pobox.com

Technical Counselors: Gary Sobek: Gary@rvdar.com

Bill Irvine: wgvirvine@yahoo.com

**EAA Chapter 1000 Technical Assistants**

Composite Construction		
<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
Wood Construction		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
Aluminum Sheet Metal Construction		
<b>Bill Irvine</b>	wgvirvine@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
Welding/Welded Steel Tube Construction		
<b>Russ Erb</b>	erbman@pobox.com	661-256-3806
Engine Installation		
<b>Bob Waldmiller</b>	waldmilr@qnet.com	661-256-0932
<b>Doug Dodson</b>	douglas.dodson@pobox.com	661-256-7276
Electrical Systems		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
Instrumentation and avionics requirements for VFR/IFR		
<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

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>**

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**THIS MONTH'S HIGHLIGHTS:**

**MONTHLY MEETING 20 MAR @ MARTINEZ'S**

**PAY YOUR DUES! NOW!**

**WHAT'S IN A NAME?**

**CAMARILLO SHOPPING TRIP**

