



# 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>

**July 2014**

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:



## HOMEBUILDER'S DOWN DAY

**You**  
**Tuesday, 15 July 2014**  
**Whenever**  
**Your Workshop**

By order of the **Kommandant** and your **Board of Directors**, the **Project Police** of EAA Chapter 1000 are hereby directed to meet individually in groups for the regularly scheduled meeting/gathering/event on the third Tuesday of the month. Yes, you are empowered to figure out for yourself how to entertain yourself from 1700 to 1900 on 15 July 2014. A bunch of you have already made plans to be somewhere else on that day, so we're not bothering to put together a program for you to miss.

**Homework:** The **Kommandant** has assigned you tasks for the time you are not at the chapter meeting. If you have a current airplane project, put in a couple of hours of building time on your project. If your airplane is in need of maintenance or upgrades, spend a couple of hours working on that. If you don't fit in either of those categories, then step to your computer or device and go to <http://www.eaavideo.org>. Click "Webinars" in the left hand column. Watch one of the recorded webinars that sparks your fancy. There are multiple pages of webinars to choose from, so you should be able to find

something interesting. **Evil Editor Zurg** will be watching your Internet traffic, so we will know if you have completed your assignment.

For bonus points, write a short article about what you did on your project/airplane or what you learned watching a webinar and submit it for publication to [eez@pobox.com](mailto:eez@pobox.com).

Later this month, several **PPOs** will be making the pilgrimage to Oshkosh. August is traditionally our Baseball meeting at the Hangar in Lancaster. September will find us back at TPS for the much anticipated Oshkosh report.

**- Erbman**

Subbing for the **Vice Kommandant**

### Last Month's Meeting

**EAA Chapter 1000**  
**High Cay Partyhaus**  
**Rosamond, CA**  
**17 June 2014**  
**Gary Aldrich, Presiding**

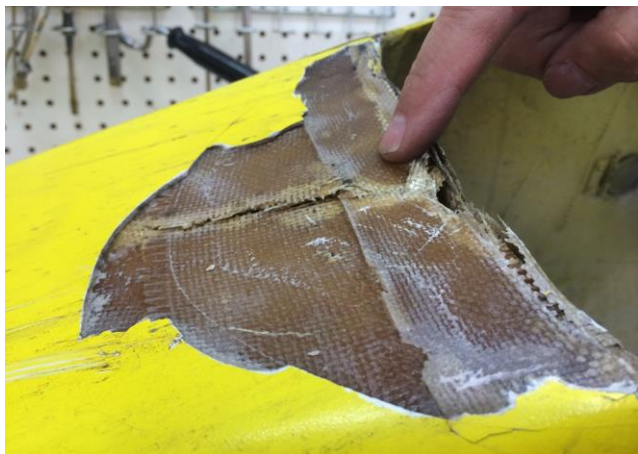
Once again the **Project Police Officers** of EAA Chapter 1000 assembled and accumulated at **Doug and Gail Dodson's** high desert estate "**High Cay**" for schmoozing, education, and imbibing.

Of special interest was the attendance of **PPO Chuck Firth**, EAA Chapter 1000 member in absentia. Chuck was the chapter secretary back in the late '90s, until he moved away in the pursuit of filthy lucre. He was in Los Angeles on assignment and made the drive up the hill to join with his old buds. **Chuck** is the fourth longest member of EAA Chapter 1000.

Early on, **Opie** was showing off his latest project, a gas can. This is a 15 gallon plastic gas can that **Opie** found that would fit behind the seat in the **Glamorous Glasair**. No, he didn't get this so that he could land on a highway and walk to the nearest airport. He is going to fit it with a fuel pump and plumb it into the Glasair fuel system. Why would he be adding even more fuel to an airplane that already has a ridiculous 8+ hour fuel supply? **Opie** plans to fly with a group of other airplanes from Mojave airport to Oshkosh **NON-STOP**, arriving during

the Monday airshow. If all conditions are perfect, the Glasair could get there on internal fuel only, but the additional tank is for reserve. See <http://www.eaa.org/en/airventure/aaa-airventure-news-and-multimedia/aaa-airventure-news/aaa-airventure-oshkosh/2014-06-12-unique-mojave-experimentals-flying-to-oshkosh>.

Next up we had our presentation with **George “Knife” Gennuso** on the High Cay Jumbotron. Vice Kommandant Hellmuth Steinlin had asked **Knife** to tell us about fiberglass composites. To tell us about the basics of fiberglass, **Knife** stepped us through the recent repair of damage to **Erbman’s** wheel pant.



The original damage. Cause unknown



Epoxy resin, Part A and Part B



Knife's magic balance, which mixes 100/44 by weight. This balance measured all parts on Knife's Pulsar and Erbman's Combat Bearhawk



Knife mixing the epoxy, which now gets stirred for three minutes



The epoxy after mixing. When new, it mixes up a much lighter color. With age the Part B absorbs moisture from the air and gets darker

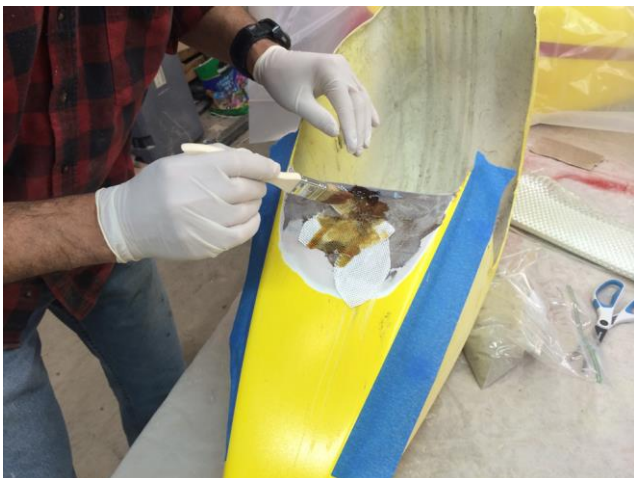




**Fiberglass “unidirectional” fibers to reinforce the corner where the damage occurred**



**Same fibers after wetting with epoxy**



**Knife applies resin to some bidirectional cloth to build up the lower surface. The motion is called “stippling” which is more like poking the fabric with the brush instead of dragging the brush over the fabric. This primarily keeps the fabric from moving while applying the resin**



**Mixing the body filler (“Bondo”). The mixture is a “golf ball” of filler to a “pea” of hardener. Mixing on a thick piece of glass; in this case, a cheap mirror**



**The surface is smoothed with body filler**



**After the filler has cured, it is sanded to the final shape. Some builders (like Knife) really enjoy this step, others (like me) not so much**



**The final result after spraying with rattle-can paint that, well, sort of matched the original paint color**

After the presentation, **Knife** stepped to the grill and we feasted on the “leftovers” from last month’s airport barbecue, so we finished the fund raiser that was started last month. Much imbibing and lie swapping ensued.

Portions of this are true.

- **Erbman**

Emergency Backup Minister of Propaganda  
aka “Guy with pictures who fabricates a story”  
Chapter 1000

*“We have more zero’s in our chapter than any other!”*

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### Kommandant’s Korner

As I write this month’s column on the 238<sup>th</sup> anniversary of that crazy notion that “Life, Liberty and the pursuit of Happiness” is not only a cool goal, but an “unalienable Right”, I can’t help but reflect on the successful experiment called the United States of America. The precepts that were initiated in the Declaration and codified in the Constitution fostered the development that ultimately led to the freedoms we enjoy today. Despite the serious issues our Nation faces now, it is testament to the brilliance of the men who led the rebellion and crafted our form of government that we can still enjoy and celebrate our basic liberties. It doesn’t matter if you are Democratic, Republican, Tea Party, Libertarian, or whatever political bent, we should...at least on this day...come together to celebrate the fact that we enjoy the freedom to exercise our beliefs openly under the greatest, and most successful form of government on the planet.

In fact, **Mrs. Kommandant** and I returned just yesterday from exercising our favorite pursuit...travelling in our own aircraft to visit some of the most magnificent scenery this Country has to offer. The adventure started a



week prior when the mighty **Fightin’ Skywagon** lifted off runway 24 and climbed on a northwesterly heading into a substantial headwind. The destination was KTVL, South Lake Tahoe airport and the 80 knot groundspeed during the climb made for a depressing start. However, the route of flight would soon blunt the effect of the strong winds aloft as “DTK” (desired track) would turn northward. It is my custom, when travelling to this mountainous region of California, to use the great San Joachin valley for routing vice a more direct path. This entails hopping over the Tehachapis (EHF is a good intermediate waypoint) then flying parallel to the western slopes of the Sierras and turning into the mountains over the gold country airport of Columbia (O22). This plan affords a generally smoother ride, cooler temperatures, lower elevations, and many more palatable landing opportunities. The more direct route would be up the Saline Valley, following the eastern slopes of the Sierras to with a slight left dogleg starting over Bishop (BIH) and ending up in the Tahoe Basin. Many of you have flown in the Saline Valley with strong westerly winds and can attest to the nasty turbulence caused by those unruly piles of rock.

The remnants of a cold front greeted us in the form of mountain obscuration when I turned us on to our direct heading to TVL. It was obvious that my climb to the 9500 feet MSL cardinal cruising altitude would not clear the broken to overcast layer so I kept going to 11,500 feet MSL. The alternative would have been to descend under the cloud base, but I was not convinced that sufficient ground clearance would exist all the way to the destination and the idea of picking my way down various canyons using the terrain display on the GPS696 was not attractive. At the new cruising altitude only slight deviations from course were required to avoid the “tumbling mirth of sun-split clouds” (J. G. Magee). In fact, swooping among the towering puffies was a lot of fun. As we neared Tahoe, it was not entirely clear we would be able to descend without the aid of an IFR clearance so I loaded the GPS RWY 18 approach into the GNS530W. This approach starts over the northern portion of Lake Tahoe at 10,800 feet MSL and descends over the lake to 906 feet AGL, which would put us below the 3000 feet broken ceiling reported by the ASOS. A Beech Premier light jet also on the Oakland Center frequency was thinking the same thing and requested the approach ahead of me. Too bad he didn’t delay a bit since he missed the gaping hole that opened up below us when we were a mile or so southwest of the airport. I reported the beginning of my descent and center quickly directed me to the CTAF. I initiated a rather steep spiral descent that made Anne look up from her iPad and wonder what was happening, but the ride was relatively smooth and I was able to easily skirt the remaining cloud cover as we descended on to a left downwind for runway 18. KTVL is known to be a “challenging” airport due to its location in the valley just south of the lake and the field elevation of 6264 feet MSL. The preferred arrival runway, wind permitting, is 18 and the preferred departure runway is 36 because of the high terrain to the south of the field. Further, the terrain can host some capricious winds. The



airport has been known to “bite” unsuspecting pilots who do not understand the effects of density altitude on the performance of their aircraft (see the following <http://www.aopa.org/asf/ntsb/narrative.cfm?ackey=1&evid=20130722X51944>). This day, the winds were reported by the ASOS as 1909G18. The view as we descended over the lake shore was magnificent and we settled onto the 8541 foot runway with plenty of room to spare. Once clear, we were directed to parking by a couple of linemen from the FBO (Mountain West Aviation). They met us with tiedown assistance and delivered our Enterprise car to the airplane. Nice service. The Premier, by the way, flew the complete approach and landed a few minutes after us.



What followed was a very enjoyable stay in a time-share condo in the picturesque village of South Lake Tahoe. We toured the beautiful scenery, hiked in the clear mountain air, and enjoyed the company of daughter **Rachel**, husband **Greg**, and grand-puppies **RustyBear** and **Zephyr** who joined us mid-week on one leg of their summer travels.



12 feet deep

Yesterday's departure and flight back was, shall we say, “uneventful”. I planned an early (0845...yes, that's early) departure to take advantage of the cooler OAT and calm winds. My superior planning skills made it possible to depart toward the lake (Rwy 36) for the climb to 10,500 feet MSL with a reported density altitude of only 9200 feet! I purposely loaded only enough fuel for a comfortable reserve so the VC-180's mighty Continental did not have

to strain too much to get us off the runway despite producing less than half its sea-level rated power. The rest of the flight, retracing our route down the central valley, was smooth and fairly rapid as the heinous winds aloft had abated. The arrival at Fox was also comfortable, touching down in 11 knots of wind from 220 (another reason for the early departure).

I hope your summer plans are working out as well as ours and that you continue to,

Fly Safe and Check 6!

- **Gary Aldrich**  
Kommanding

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### Report From Det 14, New York City

Hope you are well. Things are fine here at the NYC Det. I am in semi-retirement from commercial work, but still shooting "fine-art" aerials from the Husky (formerly from the Super Cub) as always.

Attached is a pic I shot last week of a commission I just completed for the new lobby of an office building on Madison Avenue here in NYC. I did the mural behind the reception desk. It is an aerial shot from the Husky of an ice formation on eastern Long Island. The image was printed on a 94" x 62" sheet of aluminum with a UV printer using pigment inks. Very interesting process.



Best to all,

- **Russ Munson**  
EAA Chap 1000 Det 14, New York City

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### Web Site Update



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

**Chapter 1000 Calendar**

Jul 8: EAA Chapter 1000 Board of Directors Meeting, CANCELLED for Kanard's Birthday Party

**Jul 15: EAA Chapter 1000 Monthly Meeting**, CANCELLED. See Page 1 for your homework assignment

Jul 28 – Aug 3: EAA AirVenture. Oshkosh WI.

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

**Aug TBA: EAA Chapter 1000 Baseball Meeting.** The Hangar, Lancaster CA. (661) 609-0942

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

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

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

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

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

**Nov 18: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

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

**Dec 16: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

Jan 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Jan 20: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, 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.

Contact our officers by e-mail:

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Treasurer Doug Dodson: douglas.dodson@pobox.com

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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](mailto:erbman@pobox.com)

From the **Project Police** legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. **Project Police** reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

**THE LEADING EDGE****MUROC EAA CHAPTER 1000 NEWSLETTER**

**C/O Russ Erb**

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**Rosamond CA 93560-7692**

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

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**NO MEETING THIS MONTH; SEE YOUR HOMEWORK**

**KNIFE TEACHES COMPOSITES**

**KOMMANDANT GOES TO LAKE TAHOE**

**REPORT FROM NEW YORK CITY**

