



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

President	Gary Aldrich	661-609-0942
Vice-President	Hellmuth Steinlin	760-963-5445
Secretary	Kent Troxel	661-947-2647
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-256-3806

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

January 2015

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:



Goodwood Revival 2014

Hellmuth Steinlin
Tuesday, 20 January 2015
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

The **Project Police** of EAA Chapter 1000 are known nationwide and even worldwide. Everyone who is holding a major event seeks to have participation from that bunch of Mad Monks out in the Mojave Desert. They always seem to be good for a laugh and usually step up ready to assist in depleting any excess alcohol supplies that may be lying around.

With participation of the **Project Police** well established at **EAA Airventure** in Oshkosh, Wisconsin, it was inevitable that we would be recognized world-wide. Thus the **Goodwood Revival**, located at Goodwood, Chichester, West Sussex in the **United Kingdom** (England



for those of you not fully up on geopolitical terms), invited us. As shown in this clever infographic stolen from Wikipedia, that's on the southern coast of England just southwest of London.



**Your dues
are due now!
\$20 to Opie
See back of
newsletter for
address**

If you prefer,

PayPal®

you can pay online by **PayPal®** at the Join/Pay Dues link on the [EAA Chapter 1000 web site](#).

You may also qualify for the government sponsored EAA Chapter 1000 "Free Dues" program.¹

What is a **Goodwood Revival** you ask? Well, consulting the source of all knowledge, Wikipedia (well worth supporting with a small donation), "The **Goodwood Revival** is a three-day festival held each September at Goodwood Circuit since 1998 for the types of road racing cars and motorcycles that would have competed during the circuit's original period—1948–1966. Most people dress in period clothes. It is one of the world's most popular motor race meetings and the only UK event which recreates the golden era of motor sport from the 1950s and 1960s."

So what does that have to do with us, a bunch of airplane nuts? Read on: "The restored circuit is unchanged from its heyday and many visitors wear appropriate period clothing and no modern vehicles are allowed within the circuit perimeter throughout the weekend (except modern race fire and rescue vehicles). There are also theatrical sets that bring the past back to life

¹ Simply write your name on a government printed "Free Dues" coupon and hand it to any chapter officer. "Free Dues" coupons are available at any bank, ATM, and many businesses. Ask for it by the secret code name "Twenty Dollar Bill."

including many historic aircraft.” And therein lies the rub, as a famous Shakespeare character might say.

Since this would obviously be an international event, who better to send than our own “International **Project Police** Officer of Mystery” **Vice Kommandant Hellmuth Steinlin**. Yes, Hellmuth attended the 2014 Goodwood Revival as our official representative, and in the spirit of the annual (as appropriate) Oshkosh Report, is going to tell us all about it.

Rumor has it that Hellmuth will also be screening a DVD of the event which he had commissioned, of which was stated “There is footage on here of every race – and who could forget the unique Second World War tribute involving an air display with two **Lancasters** flying together for the first time since 1964? For many this was the highlight of the whole weekend, but of course there was also plenty of thrilling motor racing action, glamorous vintage style and all the theatrical quirks that make the Goodwood Revival such a fun event.”

Prior to **Hellmuth’s** presentation, in good English tradition we will meet in the lounge for tea time. However, depending on how the **Schmoozemistress** is recovering from her recent major life event, the tea and crumpets may be represented by Coca-Cola® and Chips Ahoy! cookies. Nonetheless, after **Hellmuth’s** exciting presentation we will gather at the **BK Dead Cow Emporium** to reset our minds to U.S. culture and consider the question “If EAA Chapter 1000 had an Avro Lancaster and funding to operate it, who would be the checkout instructor? How much four-engine multi time does the **Kommandant** have anyway?” Hey, we’ve wasted time discussing even less sensible things before.

- **Erbman**

For the **Vice Kommandant**

Last Month’s Meeting

EAA Chapter 1000

Kommandant’s Kwarters

Quartz Hill, CA

16 December 2014

Gary Aldrich, Presiding

The December meeting was held at the **Kommandant’s Kwarters**, residence of **Mr. and Mrs. Kommandant Aldrich** for our annual **Festivus** celebration, highlight of the Antelope Valley social season. Twenty five members and guests were in attendance.

As usual, **Gary** and **Anne** had graciously provisioned ample amounts of wine, spirits, beer, soda and appetizers, followed by the serving of the traditional **lafestivusagna** (patent pending) for dinner.

JDIII was nursing an India Pale Ale (IPA) when **Knife** commented that drinking an IPA was like “licking a homeless man’s derriere” (actual wording sanitized for public distribution). This seemed to have a sobering effect

on **JD**, even more so after receiving a bottle of **Santa’s Butt Ale** in the gift exchange. Bad karma, I guess.

After dinner and dessert of **Chocolate Lasagna**, there was the much anticipated “**Kommandant’s Krap**” (**K2**) gift exchange. The gifts now reflect the “**Nordstromization Effect**” (**NE**), much improving their desirability, but I still miss the days of getting an old venturi, a broken headset or a box of oily sparkplugs. Ahhh, good times. Newcomers **Joe** and **Kelly Ford** ended up with the **gnome**.

What would normally follow **K2**, the **Feats of Strength** (**FoS**) were dispensed with in what I regarded as serious breach of Festivus etiquette. I was also disappointed in the lack of dog-juggling as had occurred in previous years, or even dog-chasing for that matter. The **Kommandant** was in the process of dismissing the **Airing of Grievances** (**AoG**) where one tells others how they have disappointed us throughout the last year. This was the last straw. I protested and expressed concern that the gathering was engaging in **Locally Improvised Practices** (**LIP**), including, but not limited to, blatant disregard for protocol. I promised to restore order to the chaos by declaring that I would do selected and appropriate readings from the **Book of Festivus** (**BoF**) next year. I am perhaps even more disturbed by the proliferation of **Acronym Usage** (**AU**). From time to time, it is necessary to sit everyone down and get the rules straight.

I attribute another **AoG** to **Vice-Kommandant Helmuth Steinlin**, who encouraged members to actually attend meetings when we have guest speakers, in which he expends time and effort to provide (shamed would be more descriptive).

The **AoG** was followed by the presentation of the cheesy chapter awards, certificates and pins.

Treasurer Dodson reported that the chapter was financially solvent, that in fact we had several thousand dollars in a secret Swiss bank account (**SSBA**).

Insult was added to injury when no one offered or even suggested that **Kommandant Aldrich** should be wrestled to the floor, the traditional closing of the Festivus celebration. I simply shook my head and silently vowed that next year would be different.

Most of this is true.

- **Kent “Cobra” Troxel**

Minister of Propoganda

Chapter 1000

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



Aircraft Instruments of questionable heritage were once again available



Pixel, our Festivus Host, with her Executive Officer Mrs. Kommandant and Bushman



Somebody wake Knife up! It's his turn!



Bill Irvine opens an impressive looking book on Air Force One (SAM 27000) at the Reagan Library



Leigh Kelly opens the complete works of William Shakespeare...no, wait...it's a book safe containing a set of Aircraft Spotter playing cards which contain an Aircraft Spruce gift card



J.P. Kury relates a story of a recent FBI raid where another agent was going through the contents of a safe and pulled a book out and set it aside. J.P. thought it odd that a book would be in a safe, and found that book to be hollowed out, hiding a pistol. After telling this story...



...he stole the book safe from Kelly Ford, who had stolen it from Leigh. They seemed more interested in the book than the gift card! The perfect gift for the FBI Agent in your life.



Jimmy D III desperately tries to unload some “Slap Ya Mama” Cajun Hot Sauce to no avail



Bushman opens a nice Ghosts 2015 calendar with a nice P-40 Warhawk picture on the front



Kelly Ford uncovers the Gnome, which has spent the last year in J.P. Kury's bedroom, much to his wife's chagrin. Kelly was encouraged to hide the gnome somewhere on the Festivus premises, which brought howls of disapproval from Mrs. Kommandant. Watch for it to be back next year.

Kommandant's Korner

Dang! Here it is late Saturday afternoon and I forgot to submit my column to **Evil Editor Zurg**. I could say that I was waiting to hear of the arrival of the **Erb's** newest family addition...yeah, that's it. I suspect everyone knows by now, but just in case, congratulations are in order for the **Erbman** and **Tuki** on the birth of their daughter, **Emily**. Once again, **Erbman** has a reason for more than two seats in his airplane. I'm sure the newly-minted aviatrix already has red and yellow flying togs.



Not a whole lot of flying to report on this time. The **Fightin' Skywagon** has been idle since our return from our foreshortened Thanksgiving trip. The original plan had been to launch Thanksgiving Eve day (Wednesday to you calendar purists) in the late morning, land at **Byron Airport (C83)** for gas and lunch with the **Charest** family, then proceed on up to **Eureka-Murray Field (KEKA)** for a big turkey feed with the **Coits** and some of their local friends. Assuming we survived the tryptophan poisoning on Thursday we were to scoot back to **WJF** early Friday morning to allow time to pack for our Eastern Caribbean Cruise on the **HMS Insignia**. That, at least, was the plan and, as **Jeff Skiles** relates in his latest Sport Av article, the plan doesn't always work out. It seems a large storm system was barreling into Northern California with a scheduled arrival in Eureka on Thanksgiving day. This development would not hinder the outbound leg, but might very well cause issues with the return on Friday. As the departure day neared, I scoured all the available weather prognostications to try and make an informed go/no-go decision. Unfortunately, the aviation weather sources just weren't looking far enough out and the generic weather forecasts ignored the items of interest to GA flyers...namely freezing levels, clouds, and moisture aloft.

If we didn't HAVE to be back no later than Saturday noon to allow suitcase re-configuration to cruise-mode, I might have launched for EKA with a plan to wait out the storm system passage before return. But with the added pressure of our vacation plans and the gloomy, but uncertain, weather forecast for Friday, I elected to be conservative and the trip North ended up short-stopped in Byron. Landing at C83 required an IFR clearance due to low visibilities, but the GPS approach worked flawlessly and we arrived in the late Wednesday afternoon. **Debra**, of course, was not planning on hosting a Thanksgiving dinner so on Thursday morning **Mrs. Kommandant** and I went shopping for all the essentials and in short order the ladies managed to put together an impressive turkey feast with (almost) all the fixins'. Our original hosts in Eureka, though slightly bummed at our failure to arrive, nonetheless had a good time with their remaining guests. On Friday, we launched for WJF in VMC just in front of

the storm front that had, indeed, clobbered far Northern California.

That was November and early December. In late December I managed to give a couple of flying lessons in gliders and a C-310, but the poor **VC-180** sat forlornly in hangar 703. Perhaps if the current bout of rain showers clears by Monday I will see if I remember how to start the ol' girl and do some pattern work. In a week or so, I will be back in the right seat of the AeroClub Skyhawks to start another round of "TPS Airmanship" flights with our newly-arrived class of baby flight testers. Hope everyone had a wonderful holiday season. See you at the next Chapter gathering.

Fly Safe and Check 6!

- Gary Aldrich
Kommanding

Project Police Raid At Hellmuth's!!

Not knowing when to give up, the **Project Police** of EAA Chapter 1000 will once again try to mount up a raid to Adelanto (52CL – yes, it's in your ForeFlight database) to harass our favorite **Vice Kommandant** and all of his neighbors. This will include eating whatever food they have lying about. The date will be **25 April 2015**, from "am until noon" (That's a direct quote from Hellmuth). We were blown out by high winds last year, but we're hoping for better this year.

You don't need to have your own airplane to participate. Just contact **Erbman** (erbman@pobox.com) and tell him that you would like to participate. He will try to arrange a seat for you in one of the planes that is going. If you are planning to fly your airplane to this event, please notify **Erbman**, especially if you have empty seats.



See the world famous Adelanto Rock Quarry!

52CL has two runways, one East-West and one North-South. The eastern half of the East-West runway is paved, and the rest are dirt. You can land heading west on the pavement and roll off into the dirt if necessary, but I don't recommend landing to the east on the pavement. That makes for a rather short runway with no overrun. CTAF is 122.9. Watch out for the KVCV Class D airspace.

Hellmuth's place is just north of the east end of the East-West runway.

Most Junior Project Police Officer Welcomed!

You're probably wondering why your newsletter showed up so late this month. As hinted to by the **Kommandant**, even the all-powerful **Evil Editor Zurg** can't control everything, and **Miss Emily Elizabeth Erb** decided she was ready to come out, and did so on 10 January 2015 at 0335 (you were sleeping and missed the whole thing). You probably wouldn't realize it, but that's right on newsletter creation day (because **Zurg** can't get the **Kommandant** to get his stuff in any earlier than that). Well, little **Emily** is home now, and traveled home rockin' this **Bearhawk** onesie (ya gotta imprint 'em early!).



As you can see, she almost has the EAA "thumbs up" working with her right hand, and her left hand is trying the Japanese "Photo Peace Sign".

Look for **Miss Emily** pushing the **Tuki Kukis** at a future chapter meeting soon!

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

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., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

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

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

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

Apr 21: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

Apr 25: Annual Adelanto (52CL) Fly-In. Let's all go see Hellmuth! (661) 256-3806

May 16: Twenty Fourth Annual Project Police Airport Barbecue, Rosamond Skypark (L00), Rosamond CA. (661) 609-0942

May 19: No EAA Chapter 1000 Monthly Meeting. You should have gone to the fly-in 3 days ago

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

Jun 16: EAA Chapter 1000 Monthly Meeting, 6:30 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

Jul 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 Hellmuth Steinlin: hellmuthsteinlin@hotmail.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer Doug Dodson: douglas.dodson@pobox.com

Technical Counselors: Doug Dodson: douglas.dodson@pobox.com

EAA Chapter 1000 Technical Assistants

Composite Construction		
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
George Gennuso	pulsarl@sbcglobal.net	661-265-0333
Brian Martinez	brianmmartinez@aol.com	661-943-5379
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Wood Construction		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Aluminum Sheet Metal Construction		
Bill Irvine	wgirvine@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
Engine Installation		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
Electrical Systems		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Instrumentation and avionics requirements for VFR/IFR		
Gary Aldrich	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>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 20 JAN @ TPS

GOODWOOD REPORT FROM HELLMUTH

FESTIVUS REPORT

MOST JUNIOR PROJECT POLICE OFFICER

