



# THE LEADING EDGE

## NEWSLETTER OF MUROC EAA CHAPTER 1000

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

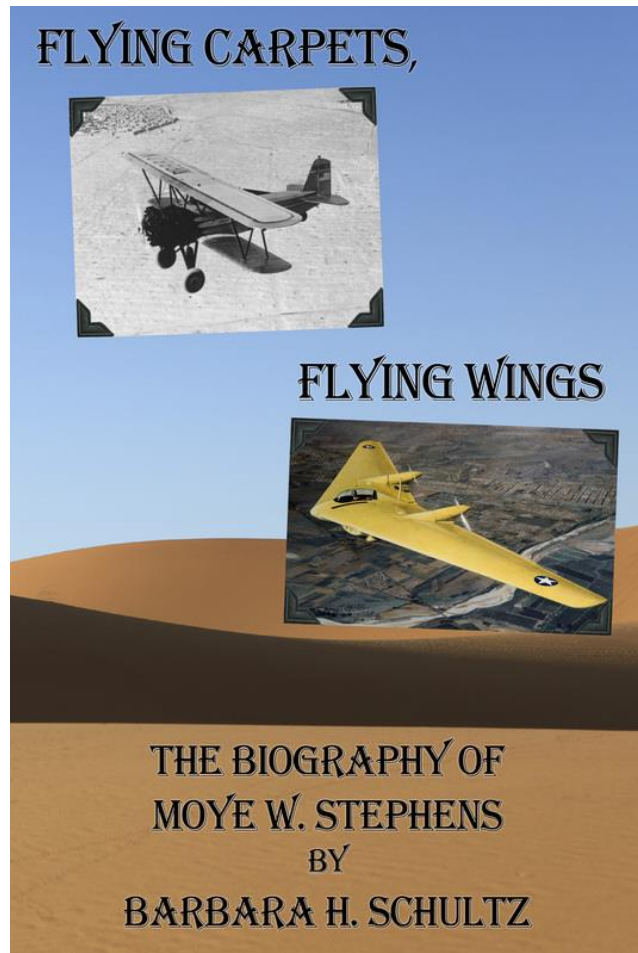
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<http://www.eaa1000.av.org>

**March 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:



**Barbara H. Schultz**  
**Tuesday, 17 March 2015**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

This month we continue with another meeting of the EAA Chapter 1000 book club. After last month's presentation on the Rohr 2-175 FanJet, we welcome another author to speak to our esteemed group of wingnuts. This month we welcome **Barbara Schultz**, who many of us will remember for her excellent book

### 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 meeting 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 6 March 2015):

Looking for your name here? You should be looking in your e-mail for a semi-personalized harassment from **Evil Editor Zurg** telling you to pay up!

Remember you can pay by Paypal on the EAA Chapter 1000 web site, or by cash or check to any chapter officer. Only \$20 to clear your sullied name.

about local aviation legend **Pancho Barnes**. She has also written books about **Amelia Earhart** and the **Wedell-Williams Air Service**.

This month, she will be talking to us about her latest book. From her website <http://littlebutesbooks.com/> "Flying Carpets, Flying Wings tells the story of Moye W. Stephens, his friends, and his achievements in aviation. During the 1920s, Moye flew with Howard Hughes, Allan Hancock, Jack Northrop, and many more notable aviators. This led to a career as a captain flying Ford trimotors for Maddux, TAT, and TW & A. In 1931, Moye began an 18-month round-the-world flight piloting author Richard Halliburton in a Stearman C3-B dubbed the Flying Carpet. This is the first factual narrative of that trip. Lockheed hired Moye to promote their new Electra in the late 1930s. In 1939, Moye co-founded Northrop Corporation where he served as chief pilot testing the flying wings and other company prototypes. Moye's well-researched and definitive biography spans nearly eighty years of aviation."



For your convenience, Barbara will be bringing copies of her books for sale at the meeting. The schedule of charges is

Flying Carpet, Flying Wings - \$20

Pancho Barnes - \$15

Wedell-Williams Air Service - \$15

Endorsed by Earhart - \$35

I'm waiting for a text from **Stormy** telling me which book he wants me to pick up for him. I bet he'll buy one of each because the postage on the flat rate box doesn't change as he fills it up.

As is our custom, following the presentation, under the leadership of the **Kommandant** we will retire to the **BK Dead Kow Emporium** for feasting and storytelling.

- **Erbman**

For the Vice Kommandant

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### Last Month's Meeting

#### EAA Chapter 1000

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

17 February 2015

**Gary Aldrich**, Presiding

It seems that **Minister of Propaganda Troxel** has once again shirked his duties to report on the goings-on of our chapter, offering the feeble excuse of taking his grandson to Disneyland® for his 2<sup>nd</sup> birthday. In a moment of weakness, I succumbed to his pleading to cover the meeting for him. To borrow a phrase from **Butch Cassidy and the Sundance Kid**...most of what follows is true:

Well, once again our **Vice Kommandant** has gone over and above to provide Chapter 1000 members with an outstanding presentation for this month's meeting. We had **Richard Fraser** here at TPS to give us a presentation on the **Rohr 2-175 (71X)**. We had 18 members and guests attending this meeting, several of the guests were from **Scaled Composites** which accounted for a good turnout. Richard's presentation followed the traditional opening social period and refreshments.

The Rohr 2-175 was developed in 1971 to compete with Cessna in the GA market and was developed in secret. This aircraft was to compete with the Cessna 152, 2 passenger affordable personal aircraft. The aircraft was a delta wing design with folding wings and tail so that it would fit in a normal sized garage. Three aircraft were developed, one with a ducted fan jet and one with a four cylinder Lycoming ducted fan. The third was used for extensive water testing. The fan jet aircraft experienced problems with the newly developed jet engine so the Lycoming engine aircraft went forward with the flight testing. These aircraft were designed and constructed in the Rohr plant in Chula Vista. Flight testing took place at Holtville Airport in California. The performance of the aircraft was amazing and is reflected in the aircraft

designation, 2-175 (71X), two passenger, 175 MPH developed in 1971, Experimental.

About 6 flights were made before the project was canceled. It appeared that the Rohr got a new CEO that had no fondness for aircraft and was more concerned with the company's bottom line. The program was canceled, all records were destroyed, and the three aircraft were cut up and deposited at the Otay Mesa Dump. An unfortunate end to an outstanding design. The only reason that any pictures exist is that engineers on the program squirrelled away their own stash, much of which is still being rediscovered.

If you would like more information about the Rohr 2-175 (71X), Richard has a web site with a lot more information and he also has a book that you can purchase.

The web site is:  
<http://www.fraser-aerotechnologycompany.com>.

After the presentation we all reconvened to the BK Lounge for some tasty burgers and to finish solving all of the aeronautical problems of the world.

As I said before, most of this is true.

- **George "Knife" Gennuso**

Assistant Deputy Underminister of Propaganda and Vice-Kommandant Emeritus

Chapter 1000

*"We have more zero's in our chapter than any other!"*



**Test Pilot Don Westergren and the 71-X**



**The 71-X in flight over the Holtville, California area**

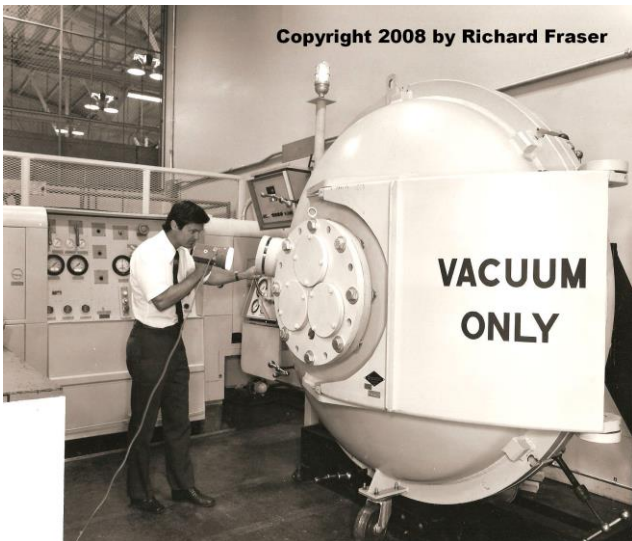




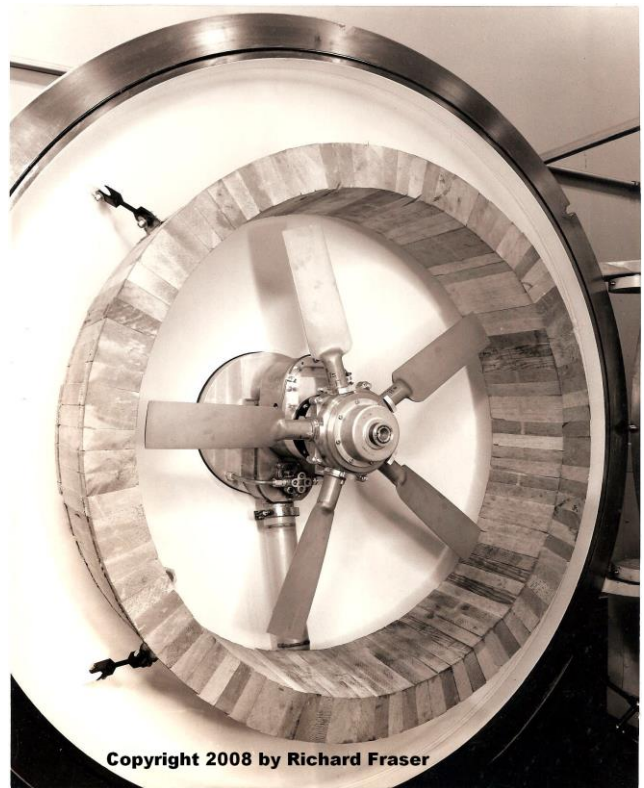
**71-X in flight photo over the Holtville, California farm area. Note the drag chute packet tucked under the duct**



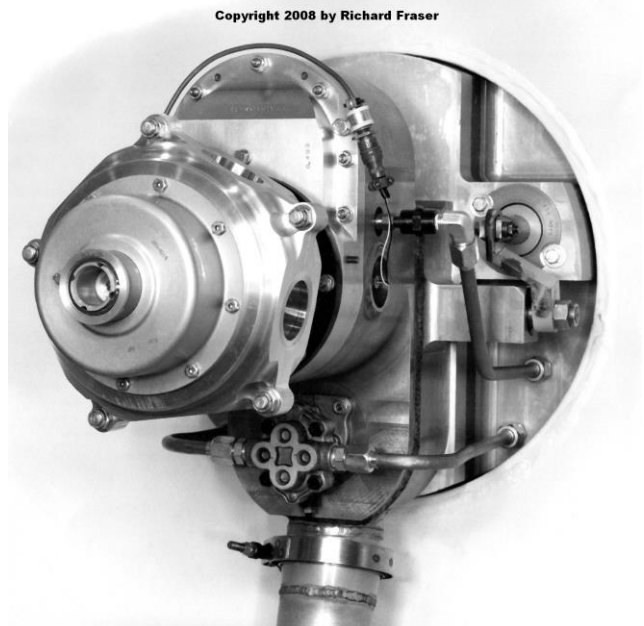
**Another photo of the 71-X and Cessna 150. Note the walls covered in canvas. The walls were stacks of hay bales for deadening the sound during test run-ups. You could walk around the outside and actually hear very little sound. Amazing!**



**The variable pitch propeller in Richard's test chamber made from steel. Drive was done in a vacuum as it required only 1/10th the horsepower, which was supplied by a very small (but noisy) hydraulic drive motor. The strobe light used, visually stopped the rotation so you could check the blade pitch angles at various rpm's.**



**The wooden barrel skives are blade energy reducers in case the aluminum propeller blades came loose. They would otherwise have enough energy to go through the 3/8" thick steel chamber walls...absolutely true.**



**The test gearbox above is internal to the vacuum chamber. It was unique because the gear box and propeller pitch change hub are oil pressure operated (in the presence of a vacuum). Perfect seals required.**

Pictures and captions from <http://www.fraseraerotechnologycompany.com>.

### Kommandant's Korner

Damn you February and your 28 measly days! It seems like only yesterday when Zurg was forcing me to squeeze out another load of column. Ah, well, it's the price I have pay to hold this esteemed office as your **Kommandant**.



Since last we talked a bit of aviation has been committed by yours truly. (How's that for passive voice?) **Mrs. Kommandant** and I winged our way to the small coastal town of **Lompoc** (KLPC). I believe the last time I trod the streets of this sleepy town was in 1974 when I was a brand new Second Lieutenant and attending the LGM-30F (Minuteman) Combat Crew Training Course while enroute to my first permanent duty station at Whiteman AFB, MO. It was a time of the first gas shortage...regular was running \$0.50 a gallon if you could get it. California was on even/odd rationing based on the last number of your license plate. On "our" days, **Anne** would spend most of her morning sitting in a long line in our 1974 Chevelle SS at the local gas station waiting for the chance to fill up. I and my fellow Lieutenants were deeply engrossed in the inner workings and hidden mechanisms of the Minuteman I (Modernized) nuclear weapon system and learning how to annihilate the planet lest the godless Commies try to attack. While living there we learned from the locals that the name of the town is pronounced "Lom-Poke"...not "Lom-Pok". After a while, we sounded like the town's folk despite our New York accents.

The **Fightin' Skywagon** was the vehicle of choice for this Friday afternoon trip given the 59 minute flight time versus the 3.5 hour road trip. The weather was decent. Marginal VFR prevailed with a scattered layer to penetrate and 5 miles visibility in haze. We parked all by our lonesome in the designated transient tiedowns. I guess Lompoc is not a popular destination for sport flyers in late February. We were met at the airport by **PP Troopers Leigh** and **Randy Kelly** in their Ford "Big Blue". This truck's Diesel engine seems to be just a bit smaller (and quieter) than the powerplant propelling the ship bringing my new BMW to California. The mission this weekend was to help **Leigh** celebrate her 60<sup>th</sup> year on the planet and we were happy to participate. We were soon ensconced in the Inn of Lompoc and hooked up with two other couples with close ties to the **Kellys**.

When Saturday dawned we eight revelers visited the nicely restored Spanish Mission. Run by the California State Park system, this visit was a fascinating glimpse into the early days of Spanish California. We spent several hours visiting the museum and mission buildings. Somewhere between the blacksmith shop and the priest's quarters I fielded a call from **PP Trooper Dave Vanhoy**. He and **Helida** were planning to join the group celebration and he was seeking a PIREP. His plan was to bring his T-6

Texan over from Mojave to add some class to the transient parking area. I had the sad duty to report that the winter storm promised by the weather guessers was, indeed, beginning to bring the ceilings down and threatening rain. Based on our discussion, Dave wisely chose to take the highway rather than risk marginal-or-less VFR flight. Fortunately, he made the decision to drive early enough that they arrived just in time for the birthday dinner at the famous "Hitchin' Post" restaurant. This purveyor of all things meat was featured in the cult movie "Sideways" and has been a fixture in the Santa Maria valley for many years.

After much toasting and conspicuous consumption of well-prepared roast beast, we all retired back to the Inn. Sunday dawned...well, dark and foreboding. The plan was to venture north to visit a butterfly preserve but the forecast on my Garmin Pilot app painted an increasingly poor atmosphere with lowering ceilings, lowering freezing levels, and copious rain storms. Thus, **Anne** and I bade the group adieu after breakfast and we loaded ourselves and a case of wine we bought at the tasting rooms into the **VC-180** for the return to WJF. I had filed an IFR plan for the flight but was unable to contact Santa Barbara Approach on the ground to receive clearance. Since the field was still VFR we launched and in short order we contacted approach, received an "as filed" clearance and were climbing to 9000 feet MSL. We picked up a trace of clear ice in the clouds, but soon broke out into the clear about 500 feet above the clouds. With about 40 knots on the tail the trip wasn't going to take long and it looked like it would be an easy flight. That is, until we were given 7000 feet to set up for the approach to Fox. Plunging into the clouds I noted the OAT hovering between 0 and 1 degree Celsius and almost immediately we began to accrete mixed rime and clear ice. I was somewhat shocked at the rate at which the airplane was being covered and with my best airline voice I advised Joshua Approach that, "...we're, uhh, picking up quite a bit of ice here and would like to go lower as soon as we can...". I'm sure I didn't convey any concern in my transmission, but the controller instantly came back with, "cleared to 6500 feet, Fox Field 12 o'clock and 8 miles, report it in sight". Sadly, 6500 feet didn't get us out of the clouds and the ice clung (is that a word?) stubbornly to the wings and windshield. After reporting on the temperatures, clouds, and icing levels, we were given 5500 feet. Finally breaking into a large clear hole about 5 miles west of WJF I thankfully reported the field in sight. The controller, with some relief in her voice, cleared me to contact tower for the visual approach. No sooner than I'd switched frequencies the ice magically disappeared from the airplane and we made an uneventful landing on runway 24. We pulled the trusty Skywagon out of the gentle rain and into the snug hangar whereafter we melted into the populace...as the **PPTAF** is wont to do. The whole icing "incident" probably didn't consume more than five to seven minutes, but it was a good reminder of the hazards that sometimes face us and our "little" airplanes. The rest of the day, if you recall, just got worse



and worse and validated our decision to skip the butterflies.

Hope to see you at this month's gathering when we hear all about Barbara Schultz's newest aviation book.

Fly Safe and Check 6!

- Gary Aldrich  
Kommanding

### Project Police Raid At Hellmuth's!!

The excitement continues to build for the upcoming ~~raid~~ fly-in at Adelanto Residential Airpark (52CL). I flew over the field today to confirm that the runways and **Hellmuth's** house are still there.

The date is still **25 April 2015** (Christmas in April!) from 0800-1200. There will be a Pancake Breakfast, and 4 hours should be plenty for us to eat up whatever they have. You can call 760-963-3207 for more info. Use the password "swordfish".

We were blown out by high winds last year, but we're hoping for better this year.



World class friendly ground crews will meet you to park your aircraft



Visited by world-famous Bonanza drivers



It's the Swiss Ex-Pat! It was his idea!




See historical aircraft!

You don't need to have your own airplane to participate. Just contact **Erbman** ([erbman@pobox.com](mailto: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.

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.

### 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**

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

**Apr 14: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

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

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

**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**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 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

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

**Aug 18: 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.

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

**C/O Russ Erb**

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

**ADDRESS SERVICE REQUESTED**

**THIS MONTH'S HIGHLIGHTS:**

**REGULAR MEETING 17 MAR @ TPS**

**BARBARA SCHULTZ' LATEST BOOK**

**REPORT ON 2-175 (71X)**

**KOMMANDANT ICES UP**

