



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>

February 2016

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:



The Long Awaited Oshkosh 2015 Report

Doug Dodson
 Tuesday, 16 February 2016
 1700 hrs (5:00 PM Civilian Time)
 USAF Test Pilot School Auditorium
 Edwards AFB, CA

We know you've been patiently waiting to find out the latest in sport aviation as seen at Oshkosh 2015. You were ready to come to the meeting in September but poor scheduling and poor communication foiled our ability to put such a program together. You could just read about it in *Sport Aviation*, but then you just hear about what EAA HQ thinks you want to know about.

After several previously planned meeting programs, we have cycled back through to bring you the Oshkosh 2015 report. Doug aka Opie aka Houdu Dodson has stepped up to the plate to fill you in. We're not really sure what he'll be covering, but you can bet that it will be entertaining!

What about the **Kommandant**, you ask? Didn't he go to Oshkosh this past year? Why yes, he did. However, he has "conveniently" planned to be out of town both times we have scheduled an Oshkosh report. What is he trying to hide? Is it true that what happens at Oshkosh stays at Oshkosh? Of course not—if so it would be silly to have an Oshkosh report. We'll try to figure out the **Kommandant's** secret next month in this newsletter. We have all of his pictures. Even better, he didn't supply any

Pay Your Dues! Now! This Means You!

(If you have already paid your dues, please disregard this notice)



Send your cash, check, money order, or other legally negotiable instrument to any chapter officer, or pay online

by **PayPal**®

through

the [EAA Chapter 1000 web site](#).

Do it now and avoid the embarrassment of appearing on the **Dues Delinquent** list next month!

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

captions for the pictures, so we get to make up our own! Since it is commonly known that anything printed in this newsletter is obviously true, the **Kommandant** will be expected to live up to any stories we make up about him.

Come early and the snacks from the **Schmoozemistress** will make it worth your while.

STANDARD WARNING: If you do not normally have base access and depend on having your name on an Entry Authorization List to get past the young airmen with weapons, **you must get to the Visitors Center at the West Gate No Later Than 1630!** At 1630 the Visitors Center closes, and after that you will not be able to get in based on the EAL. New procedures. Don't ask questions and don't be late!

Contact **Gary Aldrich** if you need to be added to the Entry Authorization List. Do it now—the day of is several days too late.

- **Erbman**

For the Vice Kommandant

¹Simply 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."

Last Month's Meeting

EAA Chapter 1000

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

19 January 2016

Gary Aldrich, Presiding

The January meeting was held at the USAF Test Pilot School Auditorium Edwards AFB, CA with 7 members in attendance. **Russ** harassed everyone for 2016 dues while refreshments were served in the lounge preceding the meeting. **Bruce Peters** discussed the recent first flight of his RV-9A following a nearly 11 year build.

Our featured speaker was **Mercedes Eulitt**, longtime friend of the *Project Police*, discussing the "**Air Race Classic**" which is (per Wikipedia) "an annual transcontinental air race for female pilots. The routing is different each year. Route lengths are approximately 2,400 statute miles (3,900 km). All flights are conducted in day visual flight rules (VFR) conditions. Each aircraft is handicapped for speed and engine power. The goal is to have the actual ground speed be as far over the handicapped speed as possible. This women's-only air race was originally started in 1929 as the Women's Air Derby by pilots including Amelia Earhart back when women pilots were banned from competing against men. Following the discontinuation of the Powder Puff Derby in 1977, the Air Race Classic was established in that year by a new organization to take its place."

Competition is limited to certificated, non-turbo aircraft. At least one of the flight crew must have a minimum of 500 hours PIC, or 750 hours if not IFR rated.

Mercedes has served as co-pilot/navigator to **Pam Flesher** flying an American Traveler for the last 4 years. Participants have ranged in age from 16 to 90. They have 4 days to complete the race, which includes 7 to 9 stops, several airport flyby's as low as 200 feet AGL, and up to 3 RON's at the end of each flying day. Winds, weather, geography and fuel burn are all critical factors. The cost of fuel and logistics add up to about \$8 thousand per plane/crew for the race.



However, this doesn't put a damper on the party (drinking and dancing) at the end of the race, which **Mercedes** said I should not mention, so I won't.

Following the briefing, it seemed that everyone had another important place to be, so the usual treating of the guest to a sumptuous meal at the **Burger King Dead Cow Emporium** was dispensed with. So... we owe **Mercedes** a meal.

Prior to the **Kommandant's** declaration of "**Victory!**", **Hellmuth** reminded us of and invited everyone to attend the annual 52CL fly-in on **30 April**, winds permitting.

Most of this is true.

- Kent Troxel

Minister of Propaganda

Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories

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

Kommandant's Korner

There's not a lot of progress to report on the newly energized **Fightin' Skywagon** since last month. A series of winter storms coinciding with my time off conspired with a wine tasting trip to Solvang to limit my opportunities to add more confidence-building hours to the VC-180. I did venture "far and wide" on one sortie...all the way to California City (L71) and Mountain Valley (L94) airports. With a total of 12-something hours SMOH the mighty Continental continues to run smooth and cool with little noticeable oil consumption or leakage. As I changed the oil at 10 hours, the plan is to run until 25 total hours and then switch to AeroShell 15w50 from the straight mineral "break-in" oil. At some point I will have enough confidence in the build that it will be considered "fully operational". I just wish I knew what that point would be. With no real guidance from the manufacturer it is left to the pilot to decide when to commence unlimited operations with respect to flying in weather, darkness, and/or unforgiving terrain. No less an aviation luminary than our own **J. H. Doolittle III** regaled me of stories of doing engine break-in flights on **R-3350 Skyraider** engines (TBO 600 hours) over the jungles of Thailand. He said that his squadron-mates swallowed hard whenever they drew an engine for a combat sortie with less than 25 hours or more than 575. Of course, they were launching into the weather and darkness in overloaded airplanes that got shot at a lot. At the other end of that spectrum; new single-engine Cessnas are flown away from Independence, Kansas daily with, perhaps, five hours on a new Lycoming power plant.



I'm also reminded of a story my Dad told me about his first airplane. Right after WWII he purchased a

clapped-out WACO 10 equipped with a “tank engine”. The Milwaukee Tank Engine was an air-cooled version of the pre-war Curtiss OX-5 engine producing 115 hp. According to Wikipedia.org (https://en.wikipedia.org/wiki/Waco_10) its application to the WACO 10 was experimental...making Dad a pre-EAA homebuilder! This engine type also powered the Model AT version of the Brunner-Winkle Bird (https://en.wikipedia.org/wiki/Brunner-Winkle_Bird) and the Parks P-1T (https://en.wikipedia.org/wiki/Parks_P-1) which should be near and dear to **Lee Erb** as it was developed and employed as a trainer at Lee’s alma mater, Parks Air College.



My Dad, Harley (on ladder with ever-present cigarette) and my great-uncle Earl Bavis deep in the process of overhauling the tank engine. Note the lack of braking equipment on the big wheels

He rebuilt the engine, much as I did the Skywagon’s and recounted how he used to fly from one “good-looking field” to another as the engine had the propensity to stop firing one or more cylinders. I guess he wasn’t extremely confident in the reliability of his steed. He eventually sold

the airplane, likely because my mother didn’t like the zig-zag course they had to fly to get anywhere. On a related note, the new owner of the WACO landed in a sloping farmer’s meadow (don’t know if the engine was the stimulus for the choice of landing field) and ran through a barbed-wire fence when he couldn’t stop the beast. A contributing factor, along with the “runway” slope was that the only braking action was supplied by the wooden tail skid! So, like my father, I’ll continue to exercise reasonable caution and attempt to keep my forced landing options open as confidence continues to build with every tick of the Hobbs meter.

Sadly, I won’t be at the February gathering of Chapter 1000. **Mrs. Kommandant** and I will be winging our way to Kona International Airport (PHKO) on a United 757 the Sunday before the meeting. We’ll be joined by first-daughter **Rachel** and her husband **Greg** and we’ll all be thinking of you as we suffer through the balmy island breezes and the sparkling blue seas. Well, maybe not. At any rate, by the March meeting N2705K should have a longish trip to the Bay area under her belt so look for a PIREP on that adventure. Until then,

Fly safe, Check 6, Aloha!

- **Gary Aldrich**
Kommanding

Required Training For Young Eagles Pilots and Volunteers

The lawyers have finally found their way to the EAA Young Eagles program. In spite of a complete lack of reportable incidents, “Beginning this month, EAA is introducing a Youth Protection Policy and Program that will involve all volunteers who work with young people. It will include online best-practices training and, for certain categories of volunteers, a basic background check. Our intent is to create the safest environment possible for young people in our programs and to protect our volunteers.”



Before you get offended and start wondering why you are being asked to do this, first realize that this sort of training was required in Scouting programs as much as 20 years ago. I’m really surprised it took this long to get to us.

The training is available online at no cost at <http://www.eaa.org/youthprotection> . I’ve already done the training, and it doesn’t take that long—something like 15 to 30 minutes. I didn’t find it offensive, though it was a review of things I felt that I already knew. For instance, treat the kids with respect as you should any adult. Don’t have too many kids for the number of adults supervising.

Communicate clearly with the kids and their parents about what you will be doing. If you must touch the child, such as to help them in the airplane or attach the seat belt, explain first what you are doing and do it in an appropriate manner.

After you complete the training, you will be emailed a completion message, with a completion card suitable for printing and carrying in your wallet.

EAA HQ tells me that if you don't have an EAA number (e.g. spouses of EAA members), you can create an account on the web site as a "Guest".

All Young Eagles pilots and volunteers will need to complete the training by 1 May 2016. At least it will cost less than the 1 January 2020 ADS-B Out mandate.

So Much For Misplaced Feelings of Security

In last month's edition of this newsletter, the **Minister of Propaganda** stated "I still miss the days of getting an old venturi, a broken headset or a box of oily sparkplugs. The gnome was notable for its absence, subsequently reported to be in Virginia with **J.P. Kury** who relocated there."

Apparently the joke is on us. **J.P.** immediately replied with

"Ha!

Looks like your source isn't too reliable. I think he/she is leading you astray.

The last time I saw the gnome was the Festivus party 2014! (See the attached Jan 2015 newsletter photo and caption for supporting documentation.)"



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.



Project Police Raid At Hellmuth's!!

Under a threat of releasing pictures of him from his days in the French Foreign Legion to the Internets, we managed to get some more info out of **Hellmuth** about the upcoming ~~raid~~ fly-in at Adelanto Residential Airpark (52CL).

The date is **30 April 2016** 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 in 2014. In 2015, the winds were excessive again, but victory was ours as we mounted an emergency backup ground assault.



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

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. If conditions are not suitable for flying, expect to mount a ground assault.



Pancakes taste the best when eaten at an airport!



Large expanses of parking ramp space!



See an actual Russian built MiG!



See the world famous Adelanto Rock Quarry!



Practice your *Project Police* Picture Pointing Skills



See Before and After versions of Hellmuth



Help Hellmuth choose a more effective propulsion system



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

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

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

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

Mar 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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, 6:30 p.m., Location TBD, Rosamond CA. (661) 609-0942

Apr 30: Annual Adelanto (52CL) Fly-In. Let's all go see Hellmuth! (661) 256-3806

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 EAA Chapter 1000 Monthly Meeting. Go to the Airport Barbecue on Saturday

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

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 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 WI.

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

<i>Composite Construction</i>		
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
<i>Wood Construction</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
Bill Irvine	wgirvine@yahoo.com	661-948-9310
Russ Erb	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
Russ Erb	erbman@pobox.com	661-256-3806
Doug Dodson	douglas.dodson@pobox.com	661-256-7276
<i>Electrical Systems</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
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 16 FEB @ TPS

AIR RACE CLASSIC

YOUNG EAGLE VOLUNTEER TRAINING

THE GNOME IS STILL HERE

