

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	George Gennuso	661-265-0333
Newsletter Editor	Russ Erb	661-754-0524

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

September 2017

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.



The AirVenture 2017 Report

Kommandant Gary Aldrich
Commandant Jimmy Doolittle III
Tuesday, 12 September 2017
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Have you ever wished you could go to EAA AirVenture in Oshkosh? Of course you have! And if you're reading this newsletter (with the exception of a few documented PPOs), you didn't get to go this year.

But there's still hope! PPOs Aldrich and Doolittle willingly made the sacrifice to go there themselves this year and return to tell you about what you would have seen if you hadn't chosen not to go because of (*insert your piddly-ass weak excuse here*).

They did it all. They saw it all. The seaplane base. Homebuilt headquarters. A large crowd of wannabee builders in the mosh pit around the Van's Aircraft booth (*was Stormy in there?*). A Bearhawk or two. An oddly familiar white/blue/orange Glasair IIFT. The parade of Air Force bombers. The first formation of B-29s in flight since...well...since the last time B-29s flew in formation, and that was quite a long time ago. Yes kids, it was even before Stormy started building the RV-8B Astroblaster (*which wasn't there...yet*). And then there was the Swine Fest. Pulled pork, beer, and cameras—what could possibly go wrong?

You can come to the TPS Scobee Auditorium and hear the Kommandant and the Commandant tell the aviation equivalent of "What I did on my summer vacation." It should be longer than Charlie Brown's 7 word essay. You'll laugh, you'll cry, you'll ask yourself,

"How much more of this until we go to Burger King?" That's right, colleagues. The Kommandant hasn't revealed the structure of his briefing yet, so we can't promise you **Death by PowerPoint**®, but there should be lots of pictures. The Kommandant do love him his camera, and JDIII is a highly experienced **Project Police Picture Pointer** (He scored a Q1 on his last Picture Pointing Checkride administered by none other than George "Knife" Gennuso). There will be more than enough "there I was" stories (all containing at least 6% truth as required by Chapter OIs) to satisfy everyone. So, come join us. Listen with rapt attention as they mesmerize you with tall tales of aviation exploits.

If you made the journey yourself this year, come prepared to tell your side of the story. If you weren't there but think you are channeling someone who was, well, that could be fascinating too. We'll meet at the Test Pilot School for yummy snacks from the **Schmoozemistress**. Then we will proceed in an orderly fashion into the auditorium. When Paco finally shuts up we'll go to the **BK Dead Cow Emporium** where you get to make up stories too! See you there.

TAKE NOTE: This meeting is one week earlier than our usual third Tuesday gathering. Blame the Kommandant who whined something about his "longstanding timeshare that annually happens on this week". This isn't the first time we've had these problems. You'd think he could have planned ahead better all those years ago. Remember, if someone invites you to a "FREE" steak dinner and all you have to do is listen to a "small sales presentation", RUN AWAY! That "free" dinner will cost you for years and years to come.

- Erbman
 Subbing for the Vice Kommandant



Last Month's Meeting

EAA Chapter 1000

Jethawk Stadium "The Hangar"

Lancaster, CA

22 August 2017

Gary Aldrich, Presiding

The August meeting was held in Suite 301, better known as the Skybox at the Lancaster Jethawk Stadium.

Hats off to **Diane Dosh** of the City of Lancaster who has graciously granted our request for its use for the last several years.

About a dozen members and guests attended Game 61 between the visiting **Inland Empire 66ers** of San Bernardino and the home team **Lancaster Jethawks**, first half division winner (California South League).

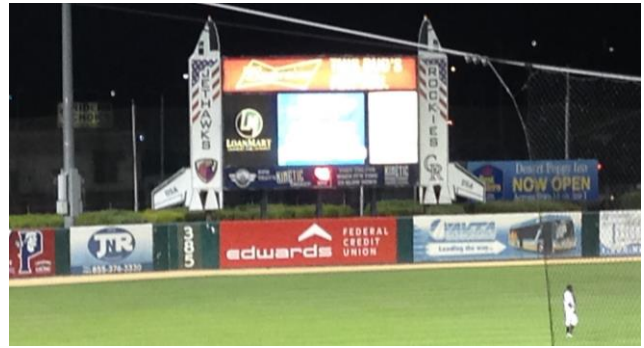


Assembled PPOs and guests

The **Kommandant** splurged and authorized **Treasurer Gennuso** to make the extravagant expenditure of \$10 to have the stadium announce the chapter as visitors, even properly crediting Chapter 1000 as having more Zero's than any other chapter.



High level conference. Agenda: What do we put on the "Big Board"



The board says "EAA Chapter 1000 We Have More Zeroes Than Any Other Chapter". If you can't read that, consider seeing your Optometrist

It was a close game, despite the slug fest by both teams. Only the 5th inning was scoreless. The Jethawks had accumulated all of their runs by the 4th inning. Despite the 66ers relentless campaign, adding runs to their score in the 6th, 7th and 8th innings, the Jethawks came out on top 9 to 8.



Unlike past years, we were spared having to duck and scramble away from foul balls smashing through the Skybox windows. Instead, we enjoyed the always entertaining youth sprint from right to left field at the end of the 7th.



"Who let the dogs out? Who? Who? Who?"

- Kent Troxel

Minister of Propaganda

Chapter 1000 of the Experimental Aircraft Association of these United States of America and Occupied Territories
"We have more zeroes in our chapter than any other!"

Kommandant's Korner

Greetings from Yuma, AZ (KNYL)!



I'm composing this month's K^2 from the (relative) comfort of the Visiting Officers Quarters at Marine Corps Air Station Yuma. I say 'relative' because the air conditioning in this old building is marginal, at best, but the outside air temperature is 109 degrees F. As an avid reader of this newsletter you probably know why **PP Trooper Doolittle** and I flew the **Fightin' Skywagon** down here from Fox Airfield yesterday morning.

Yup, it's time again to defend the southern border from invading hordes of doves (aka 'Birds of Peace'). We departed WJF around 1030 on Thursday so as to be in place for opening day on 1 Sep. Thursday dawned with considerable cloudiness along our route of flight and some convective activity. However, by the time we actually got airborne the nastiness was dissipating as you can see on the Garmin Pilot screenshot. Turns out we could just select "direct to KNYL" and we saw little weather at 9500 feet MSL.



Friday morning we rallied about 0500 to travel to our chosen killing ground. I've been invited by **Doolittle** to participate in this event for nearly 10 years and I can say that I've never seen the quantity of birds as we encountered at sun up this day. I, quite literally, could not reload fast enough or shag my downed birds fast enough. It was a heady time for the first hour or so and I found myself "limited out" approximately one hour after the season opening. An outstanding hunting experience...as evidenced by our accumulated haul displayed on the pickup tailgate of Jimmy's cousin Patrick Doolittle.



As I close this article I'm looking forward to tomorrow's adventure. Be sure and ask me how we did on day two at our next gathering. Until then...

Fly safe and check six,

- Gary Aldrich
Kommanding

What's The Most Difficult Airplane to Paint?

As an aviation artist, I'm often asked, "What is the most difficult airplane for an artist to paint?" Although one might imagine the answer to be something like a fabric-covered World War I tri-plane or Sikorsky S-40 flying boat festooned with countless struts, wires, and complex rigging, there are two more contemporary flying machines that come to mind. The crux of this issue is the famous slogan "God lives in the details," and this is what separates the master aviation artists from all the rest.

Although many legendary artists employed different styles and approaches in their work, the bottom line was they captured the very essence – or 'soul,' if you will – of the airplanes portrayed in their paintings. Look at any Douglas A-4 Skyhawk by the great **R. G. Smith**, or Boeing B-17 by **Keith Ferris**, founder of the American Society of Aviation Artists, and you'll see what I mean. In fact, it was Ferris who best depicted one of the most difficult airplanes to paint with a stunning rendition of Republic's F-105 Thunderchief entitled "Big Brass Ones."

Showing a profile view, but with just enough perspective to bring the airplane to life, Ferris painted a two-seat F-105G "Wild Weasel" in his trademark back-lit style, capturing every noteworthy aspect of the big jet's aquatic shape. At this level of excellence, the airplane seemed alive and you could almost hear the roar of its Pratt & Whitney J75 turbojet. Seeing the original 3'x 6' painting

at the National Air & Space Museum was simply breathtaking.

Why is the F-105 so difficult to render? Because it looks like three different airplanes from either the top, front, or side view, and its many unique structural features blend into each other depending on the viewer's eye position and angle. A look at the accompanying photos effectively demonstrates this phenomenon, because all three show the same exact YF-105B aircraft.



Republic's F-105 Thunderchief looks different from nearly every aspect. Classic 1950's aeronautical design for a 50,000-lb. supersonic jet fighter is clearly evident in this profile view.



Believe it or not, this dramatic shape is the same exact airplane seen from an "ant's-eye view" as photographers like to call it.

From the side, the jet has a brutish look with its distinctive ventral fin and long turtle deck aft of the cockpit canopy. From the top or bottom, its "wasp-waist" area-rule fuselage is the epitome of sleekness, accented by those inversely slanted air intakes and short swept wings. From the front, the aircraft appears almost animalistic, looking like it's ready to pounce and devour its prey. Combine these views into a front or rear three-quarter

aspect, and the artist definitely has his work cut out for him.



Same airplane again viewed from a chase plane. Photo reveals the 105's unique Ferri-designed "sugar-scoop" air intakes and area-rule fuselage.

Technically speaking, there are many choices for this category depending on which era of aviation you're dealing with, such as the barrel-shaped Gee Bee racer or cruciform Lockheed U-2. However, my second selection for this article is a classic airplane well-known to all, having served both as a military transport and commercial airliner. First flown in 1935, yet still flying in revenue service nearly 80 years later is "the airplane that wouldn't die" – the venerable Douglas DC-3.

Ironically, it was Douglas Chief Artist R. G. Smith who said it best: "Don't just paint an airplane – paint THE airplane!" What he meant was, so many little details, subtleties, and nuances come together to form the ultimate shape of the machine. It takes a highly skilled eye to not just 'look' at an aircraft, but to 'see' all of these elements, and then faithfully reproduce each and every one of them in two dimensions.

Many people have attempted to paint the DC-3 or its military counterpart, the C-47, but only one person comes to mind as the best example of an artist who can 'nail it,' to use a good art school expression. He is **Craig Kodera**, former USAF KC-10 and American Airlines DC-9 Super 80 pilot, modeler, historian, and aviation artist extraordinaire. Craig was raised in a Douglas aviation family. His artwork combines technical accuracy with moody and almost religious scenic beauty, creating the pure feeling of flight, and exhibiting tremendous mastery of the medium.

His American Airlines DC-3 pictured here says it all. Subtle detail in the nose and cockpit, windshield, engine cowlings, window line and dorsal fin would all trip-up lesser mortals, but Kodera scores a 'perfect 10' in this painting. Add-in the exquisite handling of metal and rivet detail, coupled with a lush cloudscape that exudes the feeling of flight, and you have, in this writer's opinion, the

perfect depiction of one of the most difficult airplanes in the world to paint.



“Flagship Knoxville” by Craig Kodera skillfully captures every detail and nuance of the legendary Douglas DC-3, one of the most difficult aircraft to portray in a painting.

- Mike Machat

Young Eagles Report

Our next Young Eagle event will be **9 September** at Tehachapi Airport, courtesy of the terrific volunteers at the Tehachapi Society of Pilots, and the Women in Aviation International (WAI).



This will be open to the public; first come first serve.

Reference the Young Eagle schedule for this event and others in the SoCal area:

<https://www.eaa.org/en/ea/events>

Thanks!

- Tom “Duke” Wayne

EAA Chapter 1000 Young Eagle Coordinator
661-733-8825; twfox2@sbcglobal.net
3833 Sourdough Road, Acton, CA 93510

Glaser IIS-RG 90% Completed Kit For Sale With Propeller

I have a beautiful Glasair IIS-RG kit that is 90% complete and painted, that I am advertising on airplanemart.com and planeboard.com. Price has been reduced to \$49,000 (will also pay \$1,500 for cost of

moving the Glasair IIS-RG to any location in the US). All reasonable offers will be considered. From one small family aircraft owner to Experimental Aircraft Association Chapter 1000, I would appreciate if you would put a notice on your Bulletin board or newsletter, to see if someone may be interested in purchasing. I am also selling a Brand New Hartzell Propeller (72") that was purchased in 1993 with the completed kit. I have original purchase receipts and all documents required for FAA.

Glaser IIS-RG is located in Fort Mohave, AZ. Thanking you in advance for posting this email on your Bulletin Board, or newsletter or forwarding my email to any member pilots that may be interested in high performance experimental aircraft and want to finish a project. I am sorry I am not a member but all aviation enthusiasts need to help each other. The reason for the sale of this RGIIS-RG is the builder (my husband) passed away. Anything the EAA Association our local California chapter can do to assist me in the sale of this Glasair IIS-RG would be appreciated.



My phone (928) 201-5133. email is: jc_seller@gmx.com.

Link to ad:

<http://www.airplanemart.com/aircraft-for-sale/Experimental-Homebuilt/2016-Stoddard-Hamilton-Glaser-IIS-RG/7711/>

Respectfully Submitted,

Sally Compton

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

Sep 12: CNX EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Sep 12: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Oct 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Nov 14: CNX EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Dec 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Dec 19: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

Jan 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

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

Feb 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Feb 20: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Mar 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Mar 20: 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, George Gennuso, 3119 Lennox Ct, Palmdale CA 93551. 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 George Gennuso: pulsar1@sbcglobal.net

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
Brian Martinez	brianmmartinez@aol.com	661-943-5379
<i>Wood Construction</i>		
Bob Waldmiller	bob@waldmiller.com	661-816-7224
<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
<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:

OSHKOSH REPORT 12 SEPTEMBER 17 @ TPS

KOMMANDANT DEFENDS SOUTHERN BORDER

HARDEST AIRPLANE TO PAINT

YOUNG EAGLES 9 SEPTEMBER 17

