

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>

April 2018

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:



**Chapter Cookout sans
USAF Academy Cadets
and
Report From EAA Headquarters
Tuesday, 17 April 2018
1730 hrs (5:30 PM Civilian Time)
Flying Dog Ranch
Rosamond, CA**

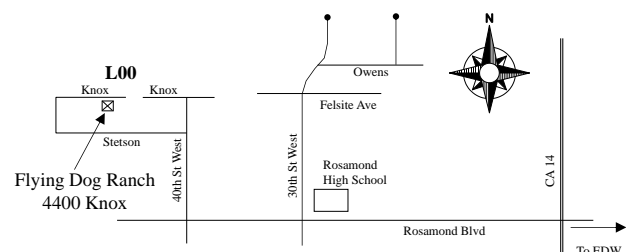
Having a long career or avocation in aviation requires a devotion to safety, and one of the keys to safety is following procedure. One procedure that the **Project Police** are experts at following is the procedure of having a Chapter Cookout each April and November. Normally this event is scheduled to correspond with the visit of Air Force Academy cadets to Test Pilot School for their final project in their Flight Test Techniques course. However, this semester the cadets will not be available as they have been invited to Mojave to oo and ah over the latest innovations at Scaled Composites. It was a tough decision for them, especially when they realized they would be giving up meeting the **Kommandant**, known far and wide as a bonafide "Aviation Celebrity" and hearing first-hand the stories from **JDIII** flying his SPAD in the Vietnam war, especially the part where General Zachary Taylor sent him searching for Pancho Villa to secure the release of Chuck Yeager who had just finished eating his free steak.

Note the time is an hour earlier since we won't need to wait for the cadets to get done with their flights.

But it will not be all food, fun and games. There is official business to be done. As I type this, the **Kommandant** is in **San Diego** re-upping his Flight Instructor certificate (see **K^2**, this issue), and the **Vice Kommandant** is in **Chandler AZ** attending **Chapter Leadership Boot Camp**. I have visions of the Chapter Leaders being awoken at 0500 by Sgt Hulka banging on a trash can, followed by marching practice around the airport ramp. Then there's the obstacle course, the rifle range, and checkouts on the **EM-50 Urban Assault Vehicle**. If you can't envision that, fire up Netflix and review "**Stripes**" with **Bill Murray**. Doo-wah-diddy-diddy-dum-diddy-do.

After a full and satisfying feast from the **Grillmeister**, we will assemble to hear **Hellmuth** tell us all of the cool ideas he picked up for revitalizing our chapter. If time allows, he may also give a report on his impressions of the recent upgrades to the fire control system of the EM-50. We may also hear the latest from the FAA from the **Kommandant**.

Tours of the **Combat Bearhawk** will still be available if desired.



- Erbman

For the Vice Kommandant Hellmuth Steinlin

Last Month's Meeting

EAA Chapter 1000

Martinez Aircraft Factory
Rosamond Skypark (L00)
Rosamond, CA

20 March 2018

Gary Aldrich, Presiding

This month's meeting was the third *Project Police* raid on **Brian Martinez' Modified Rutan Defiant** project. Brian was previously raided in November 2005 and March 2012. (*it takes a long time to organize this sort of thing...*) A most excellent recap of these raids can be viewed in the March Newsletter. In a futile attempt to prevent this most recent raid, **Brian** and **Arlene** relocated their domicile to **Rosamond Skypark**, unaware of the vast monitoring and intelligence gathering apparatus of the *Project Police*.

Project Police officers assembled outside the Martinez residence for the closely guarded, secret raid so that we could storm the hangar en masse. We cleverly sent the **Vice Kommandant** in unannounced to probe their defenses. Somehow, despite tight security, **Brian** and **Arlene** were waiting for us. I guess their own intelligence gathering capabilities were better than expected.

Fifteen *Project Police* officers were in attendance, including **Stormy Weathers** who "phoned it in" or rather "FaceTimed it in" from Texas.

In their first *Defiant* act of the evening, *PPO's* were not presented with the customary **Chocolate Chip Cookies** but were instead offered delicious **chocolate brownies** and **beer**. Yes, you heard me correctly. **Kommandant Aldrich** promptly evaluated this unprecedented and serious breach of protocol and pronounced it to be the new standard for raidee etiquette. *PPO Erb* had arrived with customary fare of C'3 prepared by **Shmoozemistress Tuki** as back-up, which only added to the culinary delight of all present.



On to the inspection part of the proceedings, **Brian** had prepared helpful charts and graphs full of data on the aircraft. He pointed out that the *Defiant* is not a kit plane, but rather it is scratch-built per plans, to which he has added numerous personal touches, making his project a *Defiant-like* design.





Brian went on to describe various aspects of the design and build process using well-rehearsed tech-babble about composites, throwing around terms like kevlar, carbon fiber (or was it fibre?), weave, matrix, pre-preg, post cure, vacuum bagging and unobtanium. **Knife** was seen to be giddy with excitement to hear someone speaking his language.

Being a metal airplane guy myself, these unfamiliar terms held no significance and I so informed **Brian** that his Jedi mind-tricks had no effect on me, although they seemed to calm the weaker-minded around me.

Satisfied that the intent of the raid had been fulfilled (part curiosity, part information sharing, but mostly shaming for how long the project was taking), the **Kommandant** declared that “**Victory!**” had been achieved, democracy served and the assurance of a just and honorable peace going forward. The **Kommandant** extended a thank you for the gracious hospitality, especially since this was the third time.

Those so inclined were ordered to reassemble at the **El Indio** restaurant for dinner.

In a final **Defiant** act, **Brian** and **Arlene**, despite the offer of all-expenses paid, were unable to attend due to prior commitments.

The **Kommandant** ordered all to have an additional Margarita in their honor.

Most of this is true. Well, at least some of it.

Defiant – Standard Dimensions

• Wing Span/Area	30.75 ft/90.5 sq. ft
• Canard Span/Area	24.16 ft/48.9 sq. ft
• Total Wing Area	139.4 sq. ft
• Length	22.8 ft
• Height	9.33 ft
• Cabin width	
• Front	43 in
• Rear	41.5 in
• Cockpit Height	
• Front	66 in
• Rear	56 in
• Baggage Area	
• Seat up	16.5 ft ³
• Seat down	41 ft ³
• Wing loading	22.9 lbs/sq. ft at 3200 lbs gross



- Kent “Cobra” 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

Once again

Evil Editor

Zurg has found a way to interrupt my best laid plans (*you're welcome...it's a gift*). I was fighting the traffic on the I-15



somewhere in California's southern Inland Empire when I got the evileicious text demanding some aviation-related drivel. Well, I don't have too much to tell as I am starting my refresher clinic for my Flight Instructor certificate in about 17 hours at the Bayside Holiday Inn (not even a Holiday Inn Express!) in balmy San Diego. Tomorrow and Sunday will be filled with 16 (not 15.9) hours of seminar discussion with a room full of my peers. Had I the sanction to submit this column say...Monday next, I probably would have some real pearls of avi-wisdom to dispense. Or not...

This "**FIRC**" as it is known in the industry "resets" the 24 calendar month clock under which all of the aviation gods of instruction operate. As you may know, there are five ways that I can think of that you can do the reset. Very active flight instructors can renew their certificate based on an 80 percent pass rate of 5 or more pilots he or she has recommended for a practical test. I think **Erbman** did that once. Another way is to take a practical test (aka "FAA check ride") for an additional rating on your flight instructor certificate...not fun. Neither is the alternative of taking a practical test for one of your existing flight instructor ratings, though this is the only option if you go one day past the end of your expiration month. (**DOH!**) If you happen to be a military rated instructor pilot holding an FAA flight instructor certificate you can also renew on the basis of the periodic military "Form 8" instructor pilot check ride. Still practice bleeding in my book.

Finally there is the **FIRC**. This can be done on-line (think of the mind-numbing 16-hour click-fest to get THAT done) (*some us prefer it that way...*). Or, you can do it with an in-person seminar. These are operated in many populated areas of the world by many companies and organizations. I even took part in one in **Frankfurt** (West) **Germany** back in the days of the Cold War. I am partial to the seminar method because it allows me to focus on the task, interface and network with my peers, and avoid my legendary procrastination skills. I also prefer the seminars produced by the **AOPA Air Safety Institute**. They have a stable of outstanding seminar leaders, many of whom I have worked with more than once. The quality is always top-notch for the dollars spent. I often use the **FIRC** as an excuse to fly somewhere cool with **Mrs. Kommandant** but this year the schedule just didn't work out, hence the low-level cross-country in the **M235i KommanderSchnellWagen**.

As soon as I return from this adventure I will start monitoring the weather in Northern California for another

attempt at visiting **Rachel** in **Eureka (KEKA)**. Everyplace from Fresno to Seattle is getting drenched as I type this so, based on the cyclical patterns there is a reasonable chance of milder weather by departure day (one week from today - Friday). We'll see. If we get WX CNX again next month's **K^2** will once again be filled with weak excuses for not flying and raging against the California weather (obviously **Gerry "Moonbeam" Brown's** fault).

So this month is another of our semi-annual burger-burns at the **Flying Dog Ranch** on L00. In a different twist, the young future-Air Force leaders who usually scarf the burgers, drain all the beer, and hang on every word of **Doolittle's "SPAD"** stories will be simulated by **Cadet Last Class R. E. Erb** as the younger versions have opted for a tour of the Scaled Composites skunk works over the chance to drool over the sleek **Combat Bearhawk**. Go figure....**Millennials**...huh. Be sure to bring some questions to ask **Cadet Erb** so he doesn't just stare at his shoes.

See you there!

Fly Safe and Check 6!

- **Gary Aldrich**

Kommanding

Good Deals For Pilots!

PPO JDIII is fond of saying that a pilot's favorite four-letter "F" word is "FREE". Given the number of AMUs we spend in pursuit of our favorite activity, it would be good to reduce that expenditure to some extent (*if you're not familiar with the term "AMU" just ask any PPO, but be careful with the information—it is classified PPSNTK-NOSPOUSE*).

Project Police Schmoozemistress Tuki is a self-acclaimed expert at the art of getting stuff at significant discounts below MSRP. Her techniques involve methods such as knowing when the coupons come in the mail and patiently waiting for items to make it to the clearance rack. These methods work great if you are shopping at **Bed Bath and Beyond** (where you can get some really nice "beyond") or **Sephora** (where you can get a "supersonic hair dryer"), but not as well at the merchants typically found in the exhibit halls at AirVenture.

One thing that does still work is paying attention to details and noticing things that would otherwise be missed. Here are a few things that have come to light lately.

One page you should become familiar with is the "Current Promotions" on the Aircraft Spruce web site. You can find it at the bottom of the home page in the links section as "Current Promotions" or you could just go to <http://www.aircraftspruce.com/menus/st/cpromos.html>. One item of special interest on this page is the "Aircraft Spruce LED Pilot's Flashlight". I have one of these, and the 12 LEDs are exceptionally bright. While a very good deal at \$7.95, the important note on the web page is "**Receive one FREE with an order of \$250 or more. One per customer. Request in special instructions**".

during checkout.” The **Kommandant** can’t wait for his next order. Don’t tell **Mrs. Kommandant**.

Also hidden on the Aircraft Spruce web site is the Bose CFI rebate program. Find it on a tab on the page for the Bose A20 headset. Bose doesn’t normally allow their headsets to be sold at reduced prices. Their promotions at Oshkosh are usually something like pay full price for one headset and get some \$100 gegaw for free. Sometimes you can get 10% off the second headset, but that doesn’t help when you only want one. The rebate program is for active flight instructors, though careful reading of the documentation does not specify any particular ratings on the instructor certificate. Therefore, it appears that a Flight Instructor certificate with a Glider rating qualifies, although most glider pilots don’t use headsets in gliders. To claim the rebate, you buy the headset at full MSRP (\$1095.95 with Bluetooth). You then send a form to Bose with a copy of the sales receipt, a copy of the most current page in your logbook, and a copy of your CFI certificate. Then Bose sends you a check for \$125 (\$100 without Bluetooth). This offer is good for a maximum of two (2) A20 headsets over a period of three (3) years per household. Void where prohibited by law.

If you are active duty or retired from the US Marine Corps, Army, Navy, Air Force, National Guard, Civil Air Patrol, or Coast Guard, here is something **you need to do right now**. Aircraft Spruce has recently announced its Military Discount program. “Discount percentage will vary by item and can range from 1% to 10%. The discount percentage will be offered on our daily retail prices.” To sign up for your discount, go to the Aircraft Spruce home page. Search the links at the bottom for “Military Discount Program”. Click it, fill out and submit the form. An Aircraft Spruce employee will contact you by e-mail to request confirmation of service. If you are active duty, you send them your military e-mail address. If you are retired, you send them a copy of your DD-214. Upon receipt, they will code your Aircraft Spruce customer account to apply the discount automatically with each purchase. That’s very little effort up-front to receive on-going discounts.

Another tip that can save you money in your non-aviation pursuits is to visit www.cardcash.com. Did you ever receive a gift card for somewhere you had no interest in going to? Ask **Opie** about that experience. Well, CardCash gives you an opportunity to get some value out of that unwanted gift card. You contact them through their web site and they buy the gift card from you for a percentage less than the face value of the gift card. So what do they do with all of those gift cards they buy? They sell them to people who do want them through the web site. What is the incentive to buy the cards from the web site? They sell them to you for a percentage less than the face value, but for more than they paid for them. The benefit to you is you redeem the gift card for its face value. The less popular the card, the deeper the discounts. Some cards are physical cards that have to be mailed to you. Others are e-mailed to you and can be used immediately.

If you have extra iThings or other phones, tablets, or devices that you aren’t using, you can sell them to www.gazelle.com. You can also buy Certified Pre-Owned devices from Gazelle at deep discounts.

To find more tips like this, I highly recommend the book *Pogue’s Basics: Money: Essential Tips and Shortcuts (That No One Bothers to Tell You) About Beating the System*. Available at Amazon.com for \$11.59. You’re sure to find some tip in there that will save you more than \$11.59, and after that you’re ahead.

One more way to save a little money is to come get a free meal at this month’s chapter meeting at the Flying Dog Ranch. See you there.

- Russ “Erbman” Erb

A Workbench Thank You

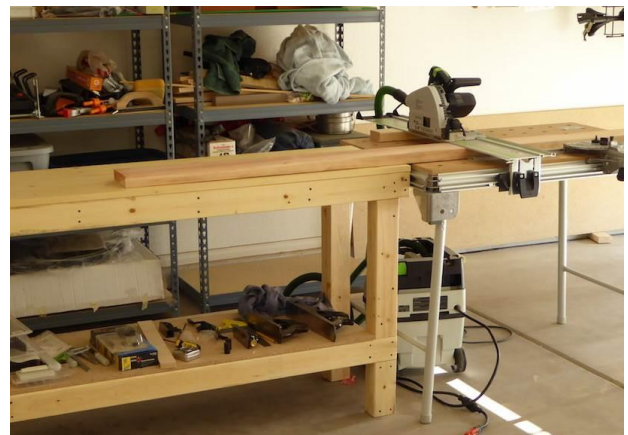
Google searches for a homebuilt workbench led me to the **EAA Standardized Work Table**, simple and direct. I built one and have been using it for a couple of years.

My workbench was resized from the original plans for storage against a garage wall and as an extension to a Festool multifunction table. A successful project that gets plenty of use.

Building the EAA table was especially satisfying for me as I served in the USAF and was stationed at Edwards from 1970 to 1972 and felt some connection.

Thanks for keeping these plans available online for others to use, even those not building experimental aircraft.

Sincerely,
John Simmons



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

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

Apr 17: EAA Chapter 1000 Monthly Meeting, 5:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

May 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

May 19: EAA Chapter 1000 Annual Aviation Event, To Be Determined. (661) 609-0942

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

Jun 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

Jul 23 - 29: EAA AirVenture. Oshkosh WI.

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

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

Sep 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., El Indio Restaurant, Rosamond Skypark, Rosamond CA. (661) 609-0942

Sep 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

Oct 16: 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:

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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

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 17 APR @ FLYING DOG RANCH

PROJECT POLICE RAID REPORT; NOW WITH PIX

KOMMANDANT RE-UPS INSTRUCTOR CERTIFICATE

GOOD DEALS FOR PILOTS!

