



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>

May 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:



**Target: Hellmuth's
Project Police Flyout to 52CL
Saturday, 19 May 2018
1000 hrs (10:00 AM Civilian Time)
Adelanto, CA**

After 25 years of hosting the Scotty Horowitz Going Away Fly-In (and other names), decreasing attendance led your Board of Directors to decide to try something different. Last year we had a very successful but small flyout to the Palm Springs Air Museum.

Meanwhile, the folks at Adelanto Residential Airpark (home of **Vice Kommandant Hellmuth Steinlin**) have hosted an Open House in April since at least 2013. We staged a successful aerial assault on 52CL in 2013 and 2014, but were stymied by high winds in 2015, 2016, and 2017. As a result of a change of employment for the primary organizer, no plans were made for an Open House for 2018. Strangely enough, on the usual date in April the winds were well in excess of what any sane pilot would fly a GA airplane in.

For this year's May aviation event, we will be mounting an aerial assault on Hellmuth's place. After we have our way with Hellmuth's place, we may force him to take us across the field to show us his secret lair where he keeps his airplane project.

Marching Orders

All participants are directed to bring with them their choice of lunch entrée. A grill will be provided for grilling steaks, burgers, chicken, or anything else that

would require cooking. If you want to bring extra to share no one will complain. **Hellmuth** and his staff will be providing everything else. Pilots will abstain from consuming alcohol so as not to violate 14 CFR §91.17.

How To Get There

Hellmuth has said that all arrivals must be by air. If you don't have an airplane available to you, contact **Erbman** to be matched up with someone with an empty seat. If you do have an airplane available to you, please contact **Erbman** to tell him how many empty seats you have available.

To see exactly where you're going, type "34.5388,-117.4615" into Google maps and the little pointer will show you Hellmuth's house.



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. According to Google, the paved runway is 1350 feet, and the whole East-West runway is 4888 feet. CTAF is 122.9. Pattern altitude is 4,075 feet (1,000 AGL). Watch out for the KVCV Class D airspace. If you wish to contact KVCV tower, call them on 118.35.

Taxi to the East end of the east-west runway and look for Hellmuth's parking crew. Alternatively, look for airplanes that you recognize.

I thought we were going to Cable?

Previous announcements said that we would go to Cable Airport on this day. However, on 20 April 2018 there was a fire at Maniac Mike's café, and they are closed until further notice.

- **Erbman**

For the Vice Kommandant Hellmuth Steinlin

Last Month's Meeting

EAA Chapter 1000

Flying Dog Ranch

Rosamond Skypark (L00)

Rosamond, CA

17 April 2018

Gary Aldrich, Presiding

This month's meeting was held at **Bill Irvine's Flying Dog Ranch** at Rosamond Skypark. Normally, this would have been the first of two annual hostings of USAF Academy cadets on their visit to Edwards AFB. However, since the cadets got a better offer (to tour Scaled Composites) and were unable to attend, the command staff elected to use the opportunity as an excuse to have a chapter BBQ. After all, who doesn't want free burgers and beer?



The Kommandant was showing off his new pico-projector. Note the fingers and connectors for scale. Maybe he will bring it to Hellmuth's to project pictures of his favorite airplanes

Approximately 17 members and guests showed up to partake. After closely following the pre-ignition checklist, consisting mostly of clearing away all flammable/combustible materials and then providing **NORAD** with advance warning, the **Binford Flamemaster 5000** outdoor range was ignited and short work made of a stack of burgers. While the preponderance of diners chose to have cheeseburgers, a few were ordered *sans cheese*. For them...the cheese stood alone.

Bill, ever the considerate host, had the 1971 **Steve McQueen** film *Le Mans* playing on the big screen TV for the guest's enjoyment.



Brandon "Cain'n" Abel arrived in his Aeronca Champ after a grueling cross-country flight from the other end of the airport and a few trips around the pattern



Chief Master Grillmeister Knife oversees the grilling operation, executed by Senior Master Grillmeister Cobra



Kanard and Leigh Kelly relax awaiting burgers with **Clarence "Pencilman" Pointer**, **Mike "Doc" Brooks**, and **Brandon "Cain'n" Abel**

Randi Kelly presented the **Kommandant** with an original art work by Clarence "Pencilman" Pointer (CP) commissioned to celebrate Gary's retirement, only 5 months late. See more about Pencilman's work at www.clarencepointer.com.



Burgers, beans, beer. This report just writes itself.

In customary fashion, lies were straight-facedly asserted as truths, ancestries were openly questioned, beer was swilled and **Victory!** claimed.

Most of this is true.

- 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

Spring has 'sprung' and it's time to shovel all the desert sand out of the hangar, thoughtfully deposited by March and April's winds in preparation for



new aerial adventures. Now is also a great time to take care of some of those 'squawks' that have accrued over the winter. Temperatures will be climbing soon, making any strenuous activity in the hangar less pleasant.

The **VC-180** has had a couple of squawks I'm addressing. The first, as you might recall, concerned an annoying oil leak that deposited a light film of the slippery stuff on the windscreen after a couple of hours of flight. I've changed the nose seal and propeller o-ring and checked/tightened

potential leak sources with little change to the situation. My latest tactic involves using UV light to detect the source of the oil. Turns out there is a special oil additive called "**Aero-Brite**" which mixes with your engine oil and 'fluoresces' (glows) bright yellowish green when illuminated with ultra-violet light. Of course, you have to have a light source to make this work so I fired up



my trusty Amazon Prime account and purchased a UV-LED flashlight. After my next flight I should be better able to see where the oil is coming from...that's the plan anyway. Watch this space for a test report. Since I used 0.75 ounces of the stuff from the 8 ounces I had to buy, chapter members who would like to experiment with it should let me know.

The next niggling little problem involves the **Fightin' Skywagon's** number two NavCom radio. The unit is one of the last vestiges of original (to me) avionics in the airplane. The KX-125 is a neat little box that has two LCD displays for showing communication and navigation frequencies and a central display that shows a graphical VOR/LOC course deviation. Unfortunately, over the years the center display has deteriorated so as to make the navigation function unreliable. Naturally, the unit is no longer produced or supported by the manufacturer though new units are still listed on the Aircraft Spruce website for four to five AMUs. There are apparently a couple of avionics shops in the country who can attempt repair but the cost is prohibitive. Further, the unit runs on 14 volts requiring the use of a voltage 'down converter' in the 28 volt Skywagon.



Enter the Garmin GTR225 Communication Radio. This modern gizmo runs on 10-32 volts right out of the box and will allow me to ditch the down converter (one more pound of useful load, yippee!). It also contains a database (*I hope that's not another Jeppesen Subscription...*) that can be used to identify or look up the proper frequency for ATIS, TWR, GND, etc and has a monitor function for listening to the standby frequency. What it doesn't do is navigation. Thus, I will be sacrificing my 'backup' VOR/LOC capability. Since I can't remember ever using the KX-125 nav display for anything but doing airborne VOR checks, I have decided that the loss of this capability has negligible impact on the VC-180's operation. Further, since the unit shares a mounting tray with the GNC255 nav/com from Garmin, I have an upgrade path should I change my mind about losing the nav backup. Stay tuned (STS) for a report on the new radio when it gets installed (hopefully in the next month or so). If you are interested in a description of the Garmin boxes check out

<https://www.youtube.com/watch?v=99JriARLo2c>



Well, I guess that's enough news for now. Hope to see a big turnout at our May fly-out event led by mission commander Erbman. Until then,

Fly safe and check 6!

- Gary Aldrich
Kommanding

Stormy Gives In To Temptation

There are some notices you don't want to receive. Here are a few examples:

- Water department saying they haven't received your payment.
- IRS saying they have some questions about your return.
- Anything from the DoD that begins with the word "Greetings."
- Email from **Evil Editor Zurg** saying you are delinquent, or you have until Friday

I recently received such an email from **EEZ** himself, notifying me that I have not reported my acquisition of an aerospace vehicle to my fellow **Project Police**. While there are holes in **EEZ's** accusation, I want to step up and meet my obligations to my fellow **PPers**. On 6 April, with premeditated purpose, I entered into partnership with my son **John** and took possession of a factory built **Mooney M20K** aeroplane, known as either "**Mooney 5762H**" or "**George**," depending on who you're talking to. This example of a Mooney 231 rolled off the assembly line in

Kerrville, Texas in 1984, just a few days before I pinned on captain. (There is evidence that a test flight was conducted in this airplane on 31 May 84.) I have logged 7.4 hours with George since that grand day. The insurance company says I need another 3.6 hours solo before I dare risk taking any other soul aloft.



I would like to refute **EEZ's** assertion that I have not disclosed this acquisition. In fact, our own Mooney expert **Opie Dodson** accompanied me to Kestral Airpark (1T7) to see **George** for the first time. **Opie** performed the pre-buy inspection and flew the airplane before the acquisition. Hats off to **Opie** for his patient assistance with our transition into aircraft ownership. Of course, that process has only just begun. I have A\$&\$ on speed dial.

I replaced the battery. I now have a spiffy jumper cable that plugs into the side of the airplane. Fortunately, I have a friend who is a former B-52 crew chief. He was very comfortable with removing external power after engine start when I needed to move George from the tie down to its temporary hangar spot with a sick battery. I repaired the compass when it fell from its mount. Funny, I didn't see the cable tie string that was holding it in place before I bought it. And, the brand new Battery Minder should be on my doorstep when I get home this evening.

Of course, I bought a laminated checklist and a POH. I also bought a fuel sampler before discovering the previous owner had left one behind. And the annual 'educate the owner' inspection is due in July.

To be sure, I am not giving up on building the **RV-8B Astroblaster**. **I am not!** **Erbman** warned me that having a flying airplane is the single largest deterrent to finishing a project. (Yes! **Erbman** had prior knowledge which he failed to share with **EEZ**.) **Erbman's** words ring true. But, I counter that I have found many deterrents up to now without resorting to the extreme measure of buying a plane. Owning an airplane might provide a better perspective as I determine the configuration of the **Astroblaster**. For example, putting the battery (and external power connector) behind the wing seems like a very good idea now. I am sure to learn to appreciate the power of the repairman certificate with a homebuilt airplane. "Cleared to remove external power."

- Scott "Stormy" Weathers
EAA Chapter 1000 Det 5
Fort Worth TX



Someone At The FAA Has A Sense Of Humor: Star Wars Day

May the 4th Be with You!

Take some time today and think about being a pilot that is one with the force, in a galaxy far, far away...

No matter where or when you fly, some common attributes are prevalent in all the best pilots, and Luke Skywalker became one of the best. Here is why: He

recognizes at a young age that being a proficient pilot means being a good pilot. Excellent "Stick & Rudder" skills are essential to avoiding Loss of Control (LOC) accidents. He practices and is capable of flying without all the "gadgets" and technology – even significantly maiming the Death Star when others from both side encounter LOC.

He recognizes and learns to curb his youthful hazardous attitudes, Machismo (Macho), Impulsivity and Invulnerability. As he gains experience, he accurately calculates hazards and does not take unnecessary risks. In his later years showing that calm, cool and collected persona.

He had the passion for aviation– even at very young age and this was a significant part of always striving to be better and gain knowledge. A significant part of being a safe pilot is being a smart pilot. He learns to use the equivalent of the "PAVE" checklist model to determine hazards he faced (Pilot, Aircraft, Environment, External Pressures), becoming a better decision maker. In *The Empire Strikes Back*, he learns the aspects of winter flying and the preparation required when flying on the planet of Hoth. (Did you notice the engine and cabin heaters?) He also learns that continued VFR flight into IMC condition is not fun when flying to Dagobah for the first time. That being a "true" instrument pilot means being very proficient instrument pilot, returning to Dagobah in the *Return of the Jedi* as a safe proficient instrument pilot.

He had some great Mentors, Obi-Wan Kenobi and Yoda, who taught him the ways, guided him to use the force and knew that being a pilot (among other things) was as much as mental activity as it was a physical activity. They were the ones that "had been there-done that" and guided Luke to avoid many pitfalls that had befallen those before him. They even had the sense and expressed circumstances in which they thought it was not wise to go flying to him. They were great advisors and Mentors. Do you have Mentors like that?

So, if you do not go flying today, give some thought to how you could become a better pilot. Do you think you could improve in any of these areas?

Think about it.

And May the 4th Be with You!

Prepared by:

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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

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 Flyout to 52CL, Bring your own lunch entree. (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

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

Nov TBD: EAA Chapter 1000 Monthly Meeting, 5:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (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****3435 Desert Cloud Ave****Rosamond CA 93560-7692****<http://www.eaa1000.av.org>****ADDRESS SERVICE REQUESTED****THIS MONTH'S HIGHLIGHTS:****CHAPTER FLY OUT 19 MAY @ 52CL****KOMMANDANT SQUAWKS ABOUT SQUAWKS****STORMY HEMORRHAGES AMUs****FAA RECOGNIZES STAR WARS DAY**