

# 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>

February 2019

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:



## Aviation Movie Night!

**The Sky Trap**  
**Tuesday, 19 February 2019**  
**1700 hrs (5:00 PM Civilian Time)**  
**USAF Test Pilot School Auditorium**  
**Edwards AFB, CA**

What was the last time you sat down to watch an aviation movie with all of your airplane geek friends? Well, it's your chance to do that again! This month we bring you a 1979 episode from *The Magical World of Disney*, a made-for-TV movie titled *The Sky Trap*.

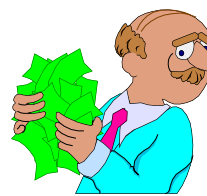
The plot summary from IMDb.com (who appear to have copied it from the cover of the VHS version):

"A plane crash. A cargo of illegal narcotics. And the mysterious disappearance of an infamous drug smuggler called 'The Hawk.' The stage is set for a dangerous cat and mouse game as young Grant Stone stumbles into 'The Hawk's' domain. Grant and his girlfriend become the targets of a pair of bloodthirsty smugglers on the ground... and in the sky where 'The Hawk' is ready to swoop!"

But there is more to this movie than flying, gliders, and aerobatics by Art Scholl. While this movie is set in Arizona, in reality it was filmed at our own Rosamond Airport (before it was Rosamond Skypark). Other widely

## 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.<sup>1</sup>

dispersed scenes were filmed at locations we consider within the local area.

See Art Scholl fly a glider inverted. See formation loops in gliders. See what an autotow ground launch looks like. Best of all, engage in full-on cat-calls at the movie MST3K style.

**TAKE NOTE:** 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 **Russ Erb** if you need to be added to the Entry Authorization List. Do it now—anything within a week is several days too late.

- Erbman

<sup>1</sup>Simply 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

15 January 2019

Gary Aldrich, Presiding

The January meeting was held at the Test Pilot School at Edwards AFB with 11 members and guests attending. Social hour began at 1700 with chips, dips, salsa and sodas (leaded and otherwise).

Our guest speaker was **Nicholas "Nick" Taylor** with a presentation titled "**Flying the Antonov An-2 or How I Learned to Fly at the Speed of Smell**".



Nick (or "Nicholi" - a name which I made up since this is about a Russian aircraft. "Nikita" would be totally inappropriate as Nick is like 6'3") holds ATP, CFI, A&P/AI ratings with 3800TT, half in taildraggers, and has flown over 50 aircraft types. He is currently a pilot for Skywest Airlines.



The subject of Nick's presentation was the An-2 "Big Panda" owned by the Commemorative Air Force (CAF) and operated by the 3<sup>rd</sup> Pursuit Squadron at Cable Airport. Nick is one of the CAF pilots and instructor for the aircraft.

The An-2, NATO codename "Colt", was designed by Oleg Antonov in 1946 to operate from short,

"unimproved" fields in austere conditions (like "Siberia in winter" austere conditions). Intended to be rugged, dependable, easy to operate and maintain, it is the aviation equivalent of the Model T, with the Ford having the technological edge.

Russia has built over 5,000 units, and Poland another 12,000. They are readily available along with parts on the used market. "Big Panda" was built in 1986, but I did not catch the location.

The Colt has an aluminum fuselage with fabric covered wings, a length of 40' 8" and a wingspan of 59' 8". It has an empty weight of 7300 lbs., a useful load of 4700 lbs. and a Max Weight of 12,125 lbs. and can carry 12 passengers with a crew of 2.

It is powered by a Shvetsov As2-62 IR geared 9 cylinder 1823 CI Radial developing 1,000 HP at 2200 RPM. The engine is a copy of the American Wright 1820 Cyclone engine.

Fuel capacity is 317 gallons held in 6 tanks, 3 in each wing, burning 99 GPH at max power. Maximum range is 456 NM.

Max Speed is 160 MPH, cruise at 120, with stall speed at 30 (yes, you read that correctly: THIRTY MPH). Nick says it really doesn't actually stall, it just tends to mush. He described its flying/handling characteristics as like "flying a school bus with wings".

In reference to the simplicity/ruggedness of the design, ground steering is by brakes which are pneumatic (as hydraulic fluid would freeze in Siberia). Nick says that the air reserve can easily be used up in a long taxi to take-off, so some planning and judicious use of brakes is required.

Nick regaled us with stories of airshow exploits, and in particular about providing flying services to the TPS. If you are down at Cable and run into him, ask about "sheep herding by shadow".

As the meeting drew to a close, the **Kommandant** declared that "**Victory!**" had been achieved and reveled in the superiority of American aircraft design. The output of the factories in Wichita are safe so long as appearance is a consumer preference (not that the Colt is ugly, let's just say its design reflects function over form).

Hard as it may seem to comprehend, Nick declined the opportunity to dine with the elite Chapter 1000 at the Burger King. Not even after the **Kommandant** explained that we would pick up the tab. Even offering to "supersize" had no effect. Further inquiry revealed that Nick had a "better offer" involving a young lady. No further explanation was required.

Hats off and a big thanks to Nick Taylor.

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 zeroes in our chapter than any other!"*

## Kommandant's Korner

Pitter-patter...I

awoke to the sound of light rain on the bathroom skylight this morning. Great sleeping weather but not so great weather for pilots seeking to learn new skills. **Erbman** cancelled our scheduled instrument lesson last night when the evening TAF revealed low ceilings, winds, and rain showers were in the offing. This is the fourth training session cancelled due to inappropriate weather and his frustration leaked through the short cancellation text. Fortunately, the only "resource" wasted by the repeated WX CNX has been time. Unlike military and commercial operations which involve many expensive resources coupled with urgent mission-completion needs, our training mission can be safely paced to increase the quality and effectiveness of learning. So, maybe next Saturday. Maybe...

You've probably heard that we are in an "El Niño" year. El Niño is a naturally occurring phenomenon that is characterized by a warming of the ocean in the central-eastern regions of the Pacific Ocean. The higher-than-normal water temperatures couple with the jet stream to carry "atmospheric rivers" of moisture to the western coast of the U.S. These conditions occur every "few" years and are of varying intensity. No one seems to know exactly why these cyclical changes happen, nor are the forecasting tools very reliable. The resulting increase in moisture is a bittersweet bounty. Farmers and ecologists are thrilled that the increase in rainfall/snowpack during this rainy season means lessening or even elimination of the drought conditions that have plagued California since, well, the last El Niño winter. First responders, insurance companies, and folks who were adversely affected by the last wildfire season are not so happy as the fire-denuded slopes in the burn areas are ripe for spawning dangerous and deadly mudslides. And pilots, while sympathetic to the need for increased moisture, find that their activities are impacted by the rainy, windy, cold weather patterns. Sport aviation is particularly impacted as our airplanes are rarely equipped to handle poor visibility and icing potential...nor is it any fun to slog through the clag if you don't have to.

One of the reasons Erbman is pursuing an instrument rating is to mitigate adverse weather impacts to his flying hobby. Unfortunately, still having a "day job" limits his flexibility in scheduling flying lessons. More unfortunately, the approximate period of the passage of these moisture events is three days. It just so happens that the rain storm waves have been pretty much aligned with his flying schedule during January. Siiiiiggghh.

My flying schedule, on the other hand, is not as constrained by a pesky employment situation and I was able to exercise the **Fightin' Skywagon** last Thursday in a lull between the storms. Our mission was to transport three other members (including **PPO JD3**) of the **Flight Test**



**Historical Foundation (FTHF)** to a lunch time meeting with aviation icon **Clay Lacy**. It was a gorgeous day to fly with clear skies, light winds and chilly, but tolerable temperatures. Destination for the flight was the **94th Aero Squadron Restaurant** adjacent to the **Van Nuys (VNY)** airport. The meeting was to seek the wise counsel and assistance of Mr Lacy in the Foundation's continuing quest to relocate the Air Force Flight Test Museum outside the West Gate at Edwards to afford easier access to the general public. You've no doubt heard me extoll the FTHF mission and the need for many mega-bucks to complete the task. Last month site preparation work began on the Phase 1 construction plan increasing the urgency to secure a solid funding stream. The short flight was uneventful, and we arrived on runway 34 and taxied to park at the **AirTel Plaza** ramp. A very short Uber ride deposited us at the meeting spot on schedule.



Clay Lacy is a true aviation legend (and one of my personal heroes) and we met in a dining room lined with photos of his achievements. At 83 he is sharp as a tack, though slowed a bit by the inevitable physical impairments that come with his age and experience. He has been an airline pilot (flew the first B727 revenue flight), fighter pilot in the Air Guard, test pilot, FBO pioneer, holder of world records, first and foremost dealer of the revolutionary Lear Jet; his many other aviation accomplishments being too numerous to mention here. Check out

<https://www.claylacy.com/company/leadership/> and prepare to be impressed.

Lacy has been a long-time supporter of the FTHF and the meeting was a resounding success with Clay providing much insight and guidance for our fund-raising efforts. After a leisurely lunch alongside the VNY runways we hopped another Uber back to the VC-180 and popped back over the hills to WJF while thumbing our noses at the afternoon rush hour traffic on the freeways.

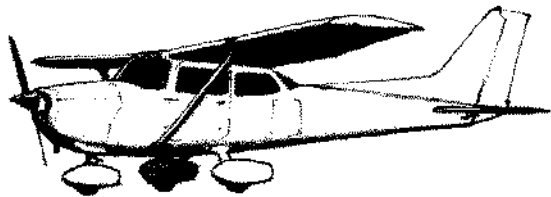
So, some success...some failures in the flying game this month. Hopefully, the frequency of storms will shift off our desired flying days...or we will be forced to modify our schedule to accommodate Mother Nature. Either way...

Fly Safe and Check 6!

- **Gary Aldrich**  
Kommanding



### The Saga Of Lois Skylane (Concluded)



#### Chapter 6: Special Airworthiness Certificate, or "We're from the FAA and we're here to help."

**Mike Haney** agreed to arrange the ferry permit with the FAA. Yep, I'd have to pay him for his time, but Mike did these all the time and had a "trusted agent" at the Van Nuys FSDO who he had done permits with before. Unfortunately, Mike's contact was on leave when Mike called, and the FAA voice messaging appeared to have problems, so we incurred a week delay getting somebody to answer our questions. The next week we learned Mike's contact was retiring and the FAA was changing their ferry permitting process.

Just a few weeks earlier, the process was you coordinated these "special airworthiness certificates" with the FSDO of the "home base" of the aircraft. For some reason, the FAA **NOW** had decided that the FSDO in the area the airplane was sitting (versus the FSDO in the home base area) had to grant the certificate. Since Barstow-Daggett is in San Bernardino county, we were referred to the Riverside FSDO. It took Mike awhile to get the right person in Riverside to talk to, and then when he did we learned Riverside was now outsourcing their ferry permitting process, but they hadn't selected a "designated permit" person yet. Mike was going away for a week of technical training and gave us a contact, but due to some confusion as to who was calling the FSDO, or what to say if the FAA called (ask me offline), we incurred another week delay.

After Mike returned and we agreed on who was doing what, Mike contacted his POC at Riverside who would be doing the paperwork, who told Mike they needed images of the airworthiness certificate, current registration, and last annual sign-off to do the application. What? Two of those are in Lois - in Barstow! Who's computer database is this information on again? It's the week before the Thanksgiving holiday, and I'd already been told we were going away for the holiday, so I'm thinking "Darn, if we can't ferry her this week, it's going to be ANOTHER two weeks before we have another chance." **Crapola** - how can we do this?

Well, can't do anything without the ferry permit, and we have to have the aircraft documents to do that, so next day **Leigh** goes to Barstow while I'm at work, pulls the registration and airworthiness certificate, plus tells me Lois is leaking fuel onto the ramp. Now what? A quick cellphone pic later, I know I'm dealing with a "weep" from the fuel cutoff-selector in the floor, which it's done before, so it's either crud in the seals or the temperature change

since it's getting cold. Leigh returns to Rosamond via Fox Field, where she drops off all the documents and Lois's logbooks with Mike Haney. The following evening, the co-owner brings over the new Concorde battery he picked up for Lois two weeks earlier.

The next day, Friday afternoon 16 November, Mike tells us the "application" was done and had moved from the "processing" office to the "supervisor" who would do the signature. I figured there was NO WAY we'd get the final signature that afternoon, and was again thinking "darn, this is not going to happen". About an hour later, Leigh sends me a simple text message - "Got it." Wow - kudos to Riverside FSDO for hustling once they finally decided what the new process was. Also, bet you know what I'm doing this evening!

So after getting home, I put the new battery on the charger, build a "what to take" list and start assembling various parts, tools, and other "contingency" items. (It's general aviation - you can never overestimate what could possibly go wrong the last minute, so best to carry everything you think you could possibly need - provided you have the carrying capacity - which "Big Blue" the F-250 super cab definitely had.) Next day is Saturday morning, and Leigh and I depart Rosamond in "Big Blue" with the whole back filled with contingency stuff. We encountered a significant delay getting through "4 Corners" (Hwy 58 and US-395), eat some lunch when we hit the I-15 and roll on to Barstow-Daggett airport a little after noon.

Now's time for preflight, assessing overall health, and build-up/break-in runs. First is a quick look at the fuel drain. It's dripping a drop every couple seconds - irritating, but not enough to be dangerous or jeopardize a return flight. Next item is cleaning all the owl and raven poop from the last 2 weeks off her windows. Then I dip the tanks and start the preflight. Wow - the right main is dry. The sump has fuel, but it's too low to dip. That tank had 20+ gallons 2 weeks before and the drip is nowhere big enough to lose that fuel. That means the "midnight fuel fairies" have been out the last couple weekends. Fortunately that's an easy problem to fix at the fuel pump. I inform the Daggett Aviation folks there has been some petty fuel thievery going on (which they've seen before as Avgas will run in almost anything else and they ARE a long way from big city civilization.)

The return plan is to

- 1) crank, do a normal runup then do a high speed taxi, then
- 2) do a 30-40 minute local high speed run to start seating in the new cylinder, and finally
- 3) do another 20 minute local flight then head back to Rosamond.

The crank, run-up, and high speed taxi proceed normally with no funky smells, noises, or vibrations so then I did the local run-in flight. I climb at listed cruise power (2450 rpm and 23in MP) until about 5000ft then fly round and round Daggett, no further than about 2.5 miles from the field so I'm always within power off gliding range. After the run-in, I land, check the tanks and get

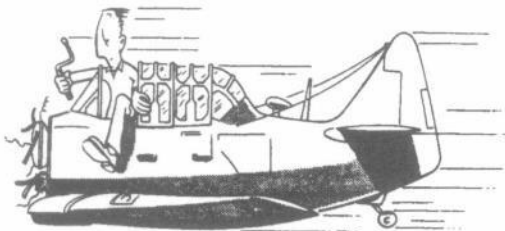
ready for the return flight. I notice there's no leakage from the fuel cutoff/selector valve now, so hopefully this was just a dirty seal problem. It's after 3:30PM which means I only have a little over an hour of daylight left, which is a minor problem as the ferry permit is only valid for day VFR flight. This drives a slight change of plan, and the 20 minute local leg of the next flight gets cut out and I decide to just head home.

Lois jumps into the air and within a few minutes I'm talking to LA Center (the listed approach control for Barstow Daggett), who promptly tell me to call Joshua Approach. (Duh, why is LA listed as the control? I guess only if you're doing approaches.) Soooo - I call Joshua Approach and shortly after have a squawk as well as a clearance to overfly the Edwards R-2515 restricted area. Lois gets to 8500ft before we get to downtown Barstow so it's a simple flight home. I'm still running full throttle and about 2350RPM and was making almost 130Kts ground speed on the way home. I keep up the altitude and speed all the way till I exit the R-2515 airspace just East of Rosamond a little over 40 minutes later, then circle the Rosamond area for about 15 minutes to go ahead and help break in the new cylinder. We land after just shy of an hour of flight.

The ordeal is almost over after almost 4 months stuck at Daggett. The final task being to pull out the ladder, hose, and wash bucket and wash all the bird poop off Lois's wings, then pull her back into her nice warm dry owl-less hangar. Welcome home Lois. That's an adventure I hope we don't have to repeat anytime soon.



- Randy "Kanard" Kelly



**Do not attempt restart if engine stopped  
because of obvious mechanical failure.**

## Gratuitous Pictures Section



From the Smithsonian National Air and Space Museum Udvar-Hazy annex, "The PA-18 Super Cub was a strengthened PA-11, itself a modification of the original J-3 Cub. With only a few minor changes and a 150-horsepower engine, the PA-18 still looked like a Cub, although it came in several paint schemes and lacked the familiar bear logo on its tail. About 8,500 Super Cubs were built at Lock Haven, Pennsylvania, and they proved popular as private and utility aircraft and as military trainers.

The Atomic Energy Commission (AEC) used this Super Cub in its uranium exploration program in the West during the 1950s. The rough and sometimes inaccessible terrain made an airborne survey a logical choice, and the AEC's fleet of 10 low, slow, and inexpensive Super Cubs maintained an enviable record of safety and reliability. A scintillation counter used to detect gamma radiation is in the rear of the airplane."



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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**

EAA Chapter 1000 Board of Directors Meetings are now held on an unscheduled, as needed basis. If you need to know when, you're already on the e-mail notification list. (661) 609-0942

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

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

Apr 2-7: Sun 'n Fun International Fly-In & Expo, Lakeland FL.

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

**May 18: EAA Chapter 1000 Annual Aviation Event**, Tentative Fly-Out to Estrella Warbird Museum, Paso Robles CA. (661) 609-0942

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

**Jul 16: CNX EAA Chapter 1000 Monthly Meeting**, Cancelled in lieu of AirVenture. (661) 609-0942

Jul 22 - 28: EAA AirVenture. Oshkosh WI.

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

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

**Oct 15: 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 Monthly Meeting**, 6:30 p.m., Flying Dog Ranch, 4400 Knox Ave, Rosamond CA. (661) 609-0942

**Dec 17: EAA Chapter 1000 Festivus Etc Celebration**, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill 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.

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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](mailto:erbman@pobox.com)

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**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:****PAY YOUR DUES! NOW ONLY \$20****REGULAR MEETING 19 FEB @ TPS****WEATHER INTERFERES WITH FLYING****THE SAGA OF LOIS SKYLANE PART III**