

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

Voted to Top Ten Newsletters, 1997, 1998 McKillop Award Competition

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September 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:



The AirVenture 2019 Report

Kommandant Gary Aldrich
Commandant Jimmy Doolittle III
Tuesday, 17 September 2019
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 fighters. 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: The back entrance door at TPS has been modified to automatically lock at 1630 and there is nothing we can do about it. Plan to come to the sliding door on the side of the building or text or call **Erbman** at 661-754-0524. If you don't have base access and haven't been on the access list before, contact **Erbman** right away to be added.

- Erbman

Subbing for the **Vice Kommandant**



Last Month's Meeting

EAA Chapter 1000

Jethawk Stadium "The Hangar"

Lancaster, CA

26 August 2019

Gary Aldrich, Presiding (in absentia)

The August meeting was held in Skybox 301 at Jethawk Stadium with 16 members and guests attending, where we were once again the beneficiary of the generosity of the City of Lancaster.



Photo courtesy of "Hollywood Bob" Ivanjack

We were fortunate to have long-time member **Doug Dodson** in attendance (Lower left in picture). **Doug** had relocated to Texas a few years back but was in the area for **Tuki's 30th Birthday Party** and dropped in.



KaBoom welcomes Opie back to the AV

It was the **Lancaster Jethawks** (Class A Advanced Affiliate [California League]) of the Colorado Rockies vs the **Lake Elsinore Storm** in a sell-out game.



Photo is actually **Dodger Stadium** at the sell-out **Dodgers/Yankee's** game the night before. Photo courtesy of "Hollywood Bob" Ivanjack.

Unbeknownst to any of us (*though it was mentioned in last month's newsletter*), it turned out to be "Pooches in the Park" night.

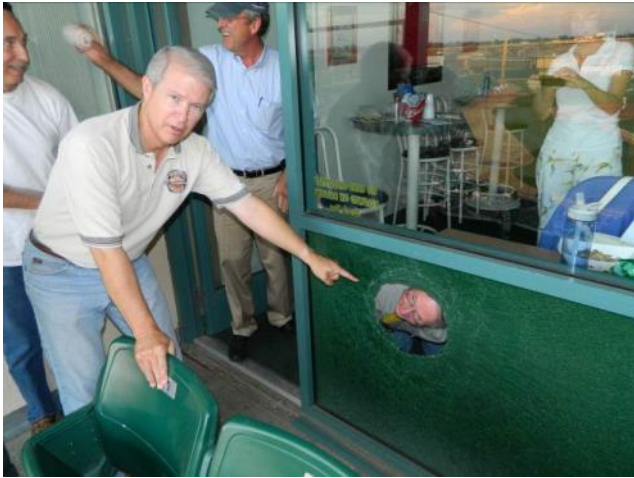


The presence of Chapter 1000 was reported on the stadium's electronic reader board:



It says "Experimental Aircraft Association Chapter 1000". Trust me.

We were all apprehensive that we would be bombarded with foul balls seeking George Gennuso, the ball magnet, as demonstrated in 2012.



I made sure that **George** was heavily doused with baseball repellant, which seemed to work well as we received only one foul in the top of the 7th inning with **Bob Roehm** retrieving the souvenir.



The Storm were the first to score in the top of the first inning with a single homerun. The 'Hawks answered in the bottom of the 2nd with a two-run homer. Both teams added a single run in the 3rd. The 'Hawks added another single homerun in the 5th, increasing their lead to 4 to 2, but it was not to be the Jethawk's night. The Storm added 1 in

the 6th, 3 in the 7th and another in the 9th, all unanswered by the home team. Final score: Lake Elsinore 7, Lancaster 4.



But, at least we didn't go home empty handed. The 'Hawks had blasted two home runs, earning us all a free McDonalds hamburger.

Although Victory eluded us, the **Kommandant** (otherwise occupied in New Jersey), telepathically communicated to us that we'll try again next season.

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

As we progress toward the "official" change of seasons, we in the Aerospace Valley often experience placid winds and moderate temperatures



in the transitional weather patterns. During these mild conditions idyllic flying weather dominates. I comment to visitors to the AV in those days that everyone would move here if it were a year round phenomenon. Soon enough, though, the crisp fall season arrives, bringing with it strong and capricious winds and shorter days. I guess the point of this paragraph is that if you've had a busy summer that's kept you away from the airport, fear not and capitalize on the relatively short window of pleasant flying that is likely to occur this month, and hopefully a bit into October. Personally, I hope to put a few more hours on the **Fightin' Skywagon** before the lull expires and we are back in the cycle of fronts that march through our flying area in late fall and all winter.

I did get in a very pleasant trip this last weekend with **PPO JD3** as we embarked on our annual pilgrimage to **Marine Corps Air Station Yuma** (KNYL) in search of the invading Bird of Peace. A mid-morning departure from KWJF on 31 August in light winds put us in Yuma around noon. Descending from a pleasant OAT of 65 degrees F at 9500 feet MSL, the cockpit heated up quickly to well over

100 degrees by the time we pulled off runway 17. Since the Marine Corps was taking off for the holiday weekend, we had the airport and its many runways to ourselves, simply announcing our intentions over the common traffic advisory frequency. We parked at Million Air Yuma and picked up our rental car. Despite the monopoly on FBO-services at the field, and unlike many FBOs you read about in the aviation press, they did not gouge for use of their facility. They waived all fees, except the \$5 “facility fee” with my purchase of at least 15 gallons of fuel.

After checking in to the military billeting at the base we embarked on our routine of revelry and camaraderie with old and new hunters/friends. We turned in early so as to be “on conditions” before sunrise on the opening day (1 Sept). We enjoyed a morning of shooting and, between us, bagged a respectable number of the tasty avians before retiring to our “Q” rooms for a shower and nap in preparation for another evening of, well, you guessed it...revelry and camaraderie. During the night some serious convective activity passed slightly North of us and we were met with increased humidity for the second day of the hunt...”moist like a Bundt cake I tell you”. Whether it was the thunder storm activity, the mugginess, or the unexpected encounter with a member of the Arizona Game and Fish Department Enforcement Division; our bird tally on day two was exactly **one**. In fact, we cased our trusty shotguns and retired to JD3’s favorite Mexican restaurant fairly early before bidding adieu to our compadres and cleaning up for the trip home. The VC-180 was waiting patiently in the stifling heat as we loaded guns, luggage, and bounty for the trip home. We elected to climb to 10,500 feet MSL in search of smoother and cooler air before loading a pretty direct flight plan into the GNS 530W and commanding GPS-steering on the G5. I’m really getting to like the integration of the 530W, G5 HSI, and STEC-50 autopilot. I’m also looking forward to adding the recently released OAT probe and interface to the G5 which will allow calculation and display of wind speed/direction, TAS and, of course, OAT (something the **Combat Bearhawk** has enjoyed for some time). Our arrival at KWJF featured the characteristic gusty Southwest crosswind, but some energetic footwork managed to salvage a reasonably controlled touchdown.

This month I’ll try and entertain you with tales of our **AirVenture 2019** adventure. And maybe elaborate on the reference above to our run-in with the long arm of the law... Until then,

Fly Safe and Check 6!

- Gary Aldrich
Kommanding

Passenger Safety Briefing Card

Every time you board a commercial airliner you listen to (or, more likely, ignore) the safety briefing. The flight attendant always invites you to review the safety briefing card in the seat back pocket.

But do you have anything similar for the passengers in your airplane?

One of the joys of being a flight instructor is that every two years you get to take a Flight Instructor Refresher Course (FIRC). One of the topics in the last several FIRCs I have done was Survival Safety. Materials on this subject can be found at <https://www.aopa.org/training-and-safety/air-safety-institute/safety-spotlights/survival-safety>. A video titled “The Passenger Safety Briefing” is provided that explains many ideas about the importance of briefing your passengers on what to do after a forced landing, especially if you are not able to operate the survival equipment. Part of this briefing is reviewing a safety card describing the location and operation of safety equipment. A sample Passenger Safety Briefing Card is provided on the same web page.

I liked the idea of the Passenger Safety Briefing Card, but the one AOPA provided was too generic for my tastes. I took the general idea and customized it specifically for the **Combat Bearhawk**. I took the first draft of the card and **Tuki** to the airplane for an operational test. She was tasked to find the equipment based on the information on the card and decide if she understood how to operate it. This was an effective test, as she identified many items missing from the card. These were things that were so obvious to me that I didn’t think to put them on the card. This is why we do test.

I updated the card with her suggestions. I then printed the updated card on card stock and laminated it. It now resides in the seat back pocket, because that’s where safety briefing cards go.

The **Combat Bearhawk** Passenger Safety Briefing Card is replicated in this newsletter.

- Erbman

Preview of October’s Meeting: Daks Over Normandy

If you follow the aviation press or possibly even the normal press, you may have heard back in June 2019 that there was a big, organized event to get as many airworthy DC-3s and C-47s over to England and France for the 75th anniversary celebration of the invasion of Normandy, considered by many as the beginning of the end of World War II. This event was called Daks Over Normandy, “Daks” coming from the British name for the C-47, the Dakota.

One of the participating airplanes was **The Flabob Express**, based at our nearby Flabob Airport (KRIR) near Riverside. You will probably be quick to realize that Riverside is no where near England or France, and in fact there is a rather large ocean between here and there. Just getting there and back sounds like a real adventure.

The chief pilot for The Flabob Express is our own **PPO Jon Goldenbaum**. He has agreed to come visit us for our 15 October 2019 meeting and tell us all about his

adventure. Even more so than usual, you won't want to miss this!



More Random Pictures From The National Air And Space Museum To Fill Space



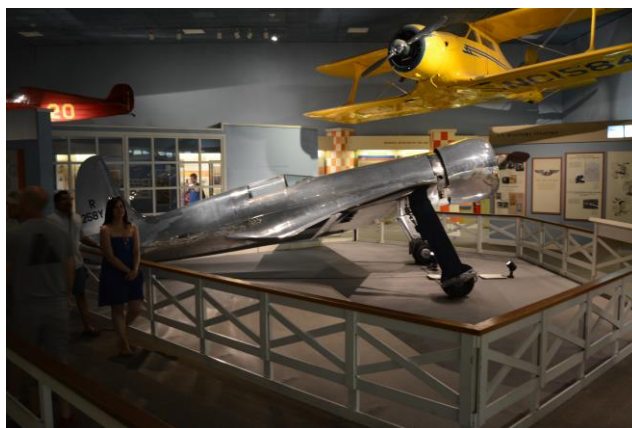
Glenn Curtiss' V-8 powered motorcycle. This 40 horsepower motorcycle set a speed record of 136.36 miles per hour on 24 January 1907 in Ormond Beach Florida.



Note the use of shaft drive and bevel gears for power transmission



Schmoozemistress Tuki and 4 month old Emmy with the Hughes H-1 Racer



Hughes H-1 Racer and Beech 17 Staggerwing



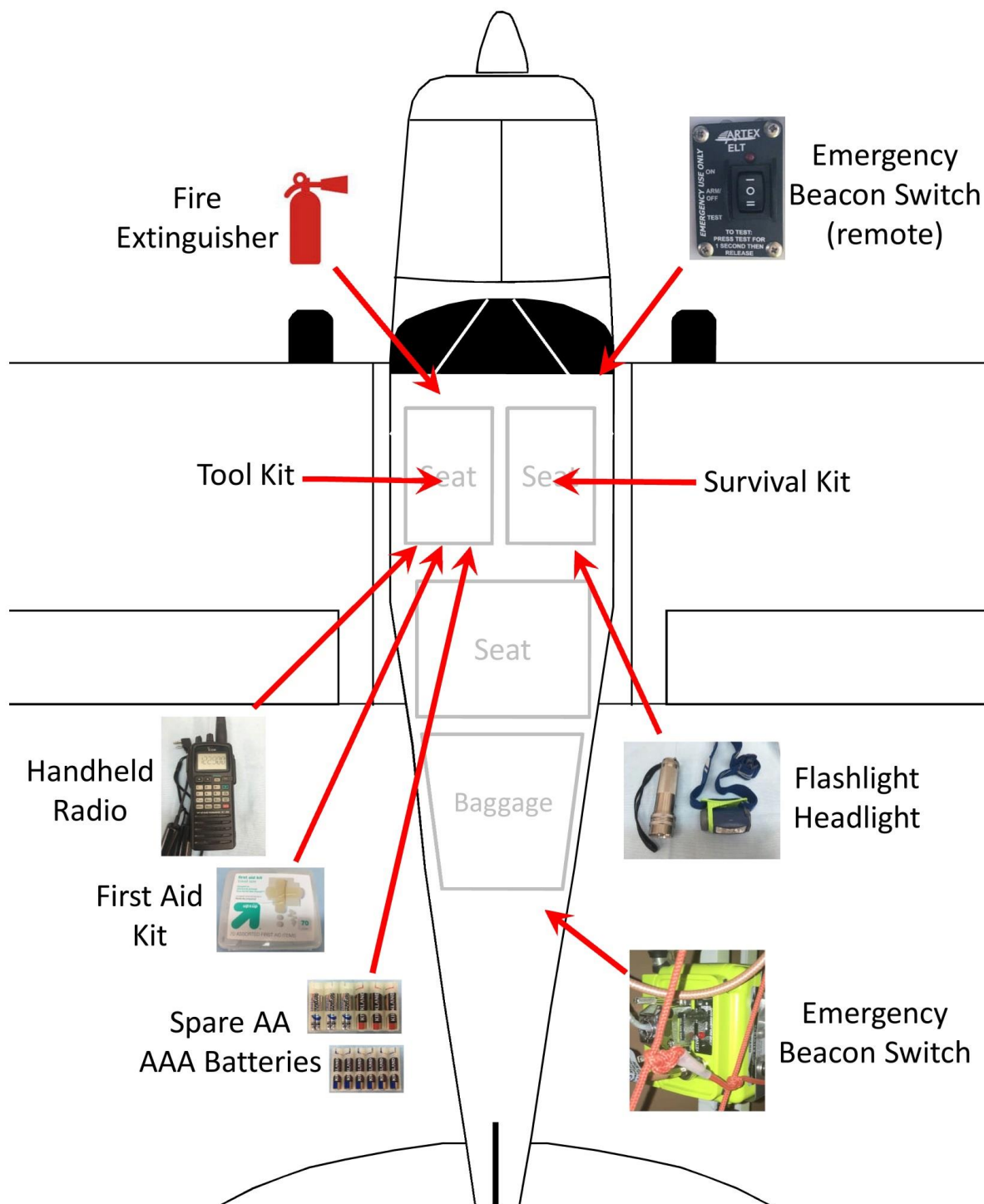
Beech 17 Staggerwing

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.

EMERGENCY EQUIPMENT



RESCUE INFORMATION

CELL PHONES

Leave ON, even if no signal (phone transmissions may be detected by rescuers)

EMERGENCY FREQUENCY 121.5 MHz

ICOM IC-A6 Radio

Location: Back pocket, left side pilot seat

Power On/Off: Press and hold PWR button (1) for 4 beeps

Set Frequency: Press 5 digits in sequence (1 2 2 9 0 for 122.900)

Set Emergency

Frequency: Press and hold "121.5" button (2) for 5 beeps (If sweeping sound is heard refer to "ELT Remote Turn Off")

Deselect Emergency Frequency: Press CLR (3)

Squelch: Press SQL (4), turn DIAL knob (5) ccw until noise, then cw until noise stops (Squelch mutes weak signals, such as background noise. Setting squelch too high may mute radio calls you want to hear)

Volume: Turn VOL knob (6)

Transmit: Press PTT button (7), talk into speaker

Replace Batteries: Push up release at top back to release battery pack. Pry up left side of inside cover to reveal batteries. Six Energizer Ultimate Lithium AA cells preferred. Any alkaline AA cells will do.



Fire Extinguisher

Floor in front of left side pilot seat

Flashlight, Headlamp

Back pocket right side copilot seat

Batteries (AA and AAA)

Back pocket left side pilot seat

EMERGENCY LOCATOR

TRANSMITTER (EMERGENCY BEACON)

In the event of an aircraft accident, the ELT should automatically activate. A swept tone on 121.5 MHz begins immediately. The 406 MHz data burst happens 50 seconds later, and repeats every 50 seconds. The 406 MHz data is sent to Search and Rescue Satellites. The 121.5 MHz signal is used locally by rescuers to home in on your position.

If the ELT is ON, you cannot communicate with the radio on 121.5 MHz—the swept tone will overwhelm other transmissions. To use the radio, turn the ELT OFF. Otherwise leave the ELT ON.

ELT Remote:

Location: Right side instrument panel

Turn On: Rocker up to ON

Verify On: LED light on, buzzer buzzing

Turn Off: Rocker up to ON, then rocker middle to OFF



ELT:

Location: Behind aft cabin bulkhead

Turn On: Toggle switch to ON

Verify On: LED light on, buzzer buzzing

Turn Off: Toggle switch to ON, then toggle switch center to OFF



Signal Rescuers

Signal Fire

Signal Mirror – in survival kit. Directions on mirror

Space Blanket – 2 in survival kit

Survival Kit

Under right side copilot seat. Untie at front to remove.

Tool Kit

Under left side pilot seat. Untie at front to remove

First Aid Kit

Back pocket left side pilot seat

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

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 Quarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

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

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

May 16: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (661) 609-0942

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

Jul 21: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (661) 609-0942

Jul 20 - 26: EAA AirVenture 2020. Oshkosh WI.

Aug TBD: EAA Chapter 1000 Baseball Meeting, 6:00 p.m., The Hangar, Lancaster 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:****REGULAR MEETING 17 SEP @ TPS****BASEBALL REPORT****KOMMANDANT DEFENDS BORDERS****PASSENGER SAFETY BRIEFING CARD**