



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

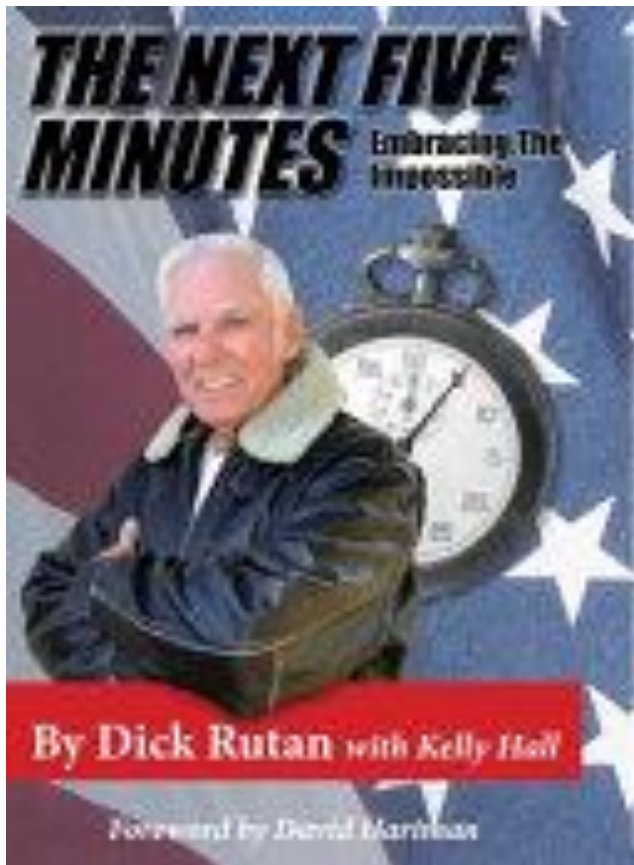
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<http://www.eaa1000.av.org>

February 2020

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 Next Five Minutes

Dick Rutan

Tuesday, 18 February 2020

1730 hrs (5:30 PM Civilian Time)

Guido's @ The Hangar

Rosamond Skypark

Rosamond, CA

This month we are honored to have a bona fide aviation celebrity (other than the **Kommandant**) as our speaker. You've probably met him before, as he is a local at Mojave airport. **Dick Rutan** will be joining us and telling us about his latest book "**The Next Five Minutes:**

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.¹

Embracing The Impossible".

Pay close attention to this **critical information**, or you'll miss the whole thing. There has been a change of time and venue for the meeting. The meeting will **start 30 minutes later at 1730**. If you can't make that, be sure to show up by 5:30 PM. The venue will be at **Guido's @ The Hangar at Rosamond Skypark**. Look for us back in the enclosed patio. This should be convenient for those of you who don't like fighting your way onto the base. The schmooze time has been eliminated since it is considered redundant. The post-meeting trip to the **BK Dead Cow Emporium** has also been cancelled as it is also considered redundant. That is, redundantly redundant. Be sure to pay your **dues (\$20)** to **Knife** the Treasurer.

If your navigation guidance tries to take you to somewhere on Sierra Highway, throw it out because it is out of date.

I would tell you all about Dick's book, except I haven't seen it yet. However, I can give you this review that I found on the Aircraft Spruce web site:

¹Simply 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."

“On a cold December morning in 1986, Dick Rutan and co-pilot Jeana Yeager, against all odds, made aviation history when they successfully completed the first ever non-stop and non-refueled flight around the world in a homebuilt airplane! They had traversed 26,358 statute miles, returning with only 18.3 of the 1200 gallons of gas they had taken off with nine days prior. Following their arduous takeoff, Dick’s younger brother, Burt, watched the plane of his design disappear over the vast Pacific, believing it improbable he would ever see his brother alive again.

Dick had always been a risk-taker, possessing both a talent and passion for flying. Even at a young age he knew he wanted to achieve something of significance as a pilot. Although his motivation was strong, Dick struggled academically with what he learned decades later was undiagnosed dyslexia. With determination, he painfully devised ways to transcend those academic limitations and attain his goals. Little did he realize that the setbacks he experienced along the way would provide him with the exact skill-set he needed. This young man who had been deemed unfit for college would repeatedly succeed despite the odds. He rose through the ranks of the military and became a highly decorated fighter pilot who flew 105 combat missions over North Vietnam. Following his Air Force career, he set numerous aviation records, many of which remain unbroken. An inductee of the National Aviation Hall of Fame, he was the recipient of aviation’s most coveted awards and was presented the Citizens Medal by President Ronald Reagan.

Throughout his life, Dick sought adventure and welcomed challenge, frequently finding himself at “danger’s door” wondering what THE NEXT FIVE MINUTES of his life would be like. In his words, “It’s great to be an American...to live in a free country where, if you can dream it, you can do it. The only way to fail is if you quit.””

We expect that **Dick** will be autographing and selling his book after the meeting. We don’t know the selling price, but they go for **\$34.99** on his web site. If you can’t make it to the meeting but are still interested in purchasing a book (I’m looking at you **Stormy**...you too, **Opie**), you can order a copy from various locations, including <http://dickrutan.com> or Aircraft Spruce.

- **Erbman** (for the **Vice Kommandant**)

Last Month’s Meeting

EAA Chapter 1000

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

21 January 2020

Gary Aldrich, Presiding

Last month I promised you nothing about the January meeting, and nothing is exactly what we delivered. The

intent was to offer an aviation movie for your viewing pleasure, and at least five such movies were available. The **Kommandant** asked for a vote to decide which movie we should watch, but the assembled group didn’t seem very interested in a night at the cinema.

However, one item of business was critical to discuss, and thus was discussed critically. **Erbman** had announced that he expected to be a **slacker** and would not be available in February to take care of the arrangements for having the meeting at TPS (these things don’t just happen). Thus, it was critical to find a different venue for the February meeting. Several options were discussed, but no decision was made. Instead, action items were handed out like candy. Later **Leigh Kelly** contacted the staff at **Guido’s** in Rosamond and arranged to have the meeting there. But you already knew that, since you read the first page of this newsletter carefully. Didn’t you?

After the distribution of action items, a subset of the assembled group proceeded early to the **BK Dead Cow Emporium**.

Most of this is true.

- **Russ “Erbman” Erb**

Emergency Backup 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

It’s going to be another quiet day here at Mountain Valley Airport (L94), I reckon. Your correspondent is duty tow pilot this morning.



Despite this being Saturday, chilly temperatures and a threatening forecast for strong, gusty winds may keep the soaring crowd away, my butt firmly planted on the stool and hot coffee in my hand. My trusty PA-25 Pawnee fired right up today after vigorous pumping of the throttle to get some atomized 100LL near the spark plugs...as it has for the last 55 years and 12,000+ hours.

Originally designed as an aerial applicator to keep the bugs away from the crops; its crop dusting career was cut short by the introduction of massive turbine-powered tail draggers that could carry more than three times the payload. Fortunately for the little Wichita Indian it was perfectly suited to tug sailplanes into the air. Its delightful slow-speed handling and excellent engine cooling has ensured a steady demand for the aircraft in the soaring community. Many examples of Pawnees, in various levels of horsepower, have been happily dragging motorless aircraft aloft since “retiring” from the hot, dusty, nasty business of crop dusting.

Likewise, Pawnee pilots tend to be retirees, also happy to provide carbon-based lift to sailplane pilots. Many tow pilots also have backgrounds in aerial application or banner towing and enjoy the refreshing change from trucking around hazardous chemicals at ridiculously low altitudes. N6857Z proudly displays a number "1" on the tail and was my introduction to the breed and to towing some 29 years ago. Ol' number one has seen engines come and go, fabric replacements and other rejuvenation events...as well as helping a generation or two of pilots learn the sport of soaring.

Well, a motivated glider pilot just arrived and announced his intent to commit aviation in an ASK-21 sailplane so I'd best stop this soliloquy to the Pawnee and get to work! Hope to see you all at Guido's this month to hear the adventures of Dick Rutan. Until then,

Fly Safe and Check 6

- Gary Aldrich
Kommanding

EAA Chapter 768 Young Eagles Rally

Tom "GummiBear" Gummo of EAA Chapter 768 (Apple Valley) has invited all **Project Police Officers** to come participate in their **Young Eagles Rally** on **7 March 2020** at KAPV, 0800-1200. In his words, "I think we can arrange to buy a breakfast or lunch." E-mail him at t.gummo@verizon.net or text him at 760-964-0229 and he will put you in contact with their Young Eagles coordinator.

The Boston B-17 Party

(Chuck Firth, PPO, EAA Chapter 1000 Det 9, hosted a visit of EAA's B-17 Aluminum Overcast "a few years ago" with EAA Chapter 106)



B-17 Aluminum Overcast at Lawrence Municipal Airport (KLWM), about 20 miles north of Boston Logan (within the Class B veil). This is the home airport of my other EAA chapter - 106.



Looking aft from the top turret position. Not fully installed. An upcoming project.



Bomb racks and that narrow catwalk.



Bombsight and forward (cheek) gunner positions.



Yours truly. I spent the better part of two days here talking to people who managed to get up the forward entry hatch. Mostly about the plane specifications and the typical crews during WWII. Sometime about the missions and casualty rates, if I was asked. The 16 and 17 year olds were surprised to hear the crews were not much older. My neighbor's father was a B-17 pilot and POW. I've heard some stories from him.



Radio operator station.



More comm equipment. The top of the ball turret is just to the left.



Close up of one of the waist 50 cal. guns.



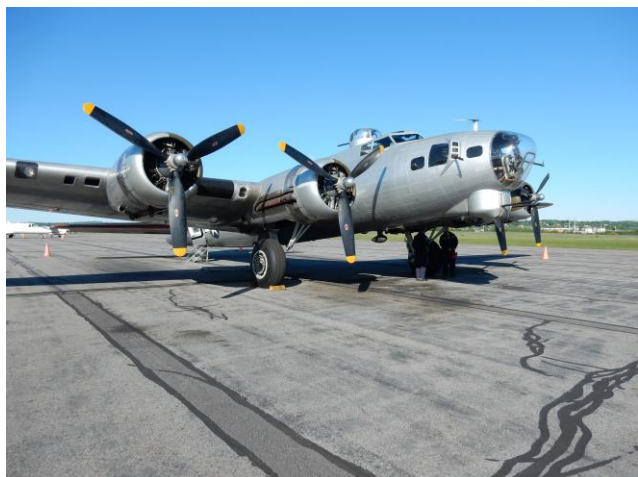
Tail turret gunner position. Not my preferred fighting station, by a long shot.



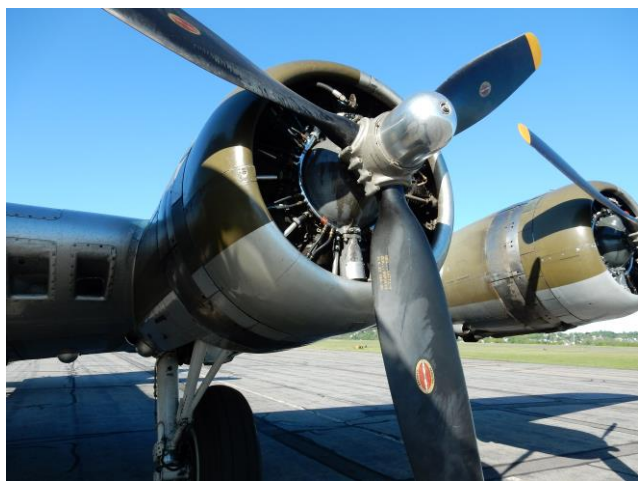
Briefing before a flight. Believe me, there were some big grins and amazed looks on return.



Nose gun configuration. This is a typical set up for later models. Side guns are the cheek stations. The chin turret is non op. Another project.



Props rotated and positioned for engine start. One of my jobs when I wasn't up in the left seat.



I believe this is the engine the Studebaker company built for this plane.



Left seat and view of a slightly modified panel.



Miscellaneous equipment just aft of the flight deck and top turret gunner's stand. Beverage anyone?



Throttle quadrant.



Wife and husband pilot team. She's an active Delta captain, and he's a retired United captain. This was their vacation. I asked him how he got the B-17 job and he told me he answered an ad in the Chicago Tribune.



Waist gun with the "whole nine yards" mounted behind. Oxygen tank for the crew is mid fuselage and the top of the ball turret is below.



View looking forward from the rear side entry door.



Big wheel and well.



Getting the GoPro set up for a ball turret perspective in flight.



Fuel tank view through the Fowler flap on the left. Flaps and landing gear are electric.



Stable approach to KLWM runway 23.



Set up for a nice wheel landing on 23.



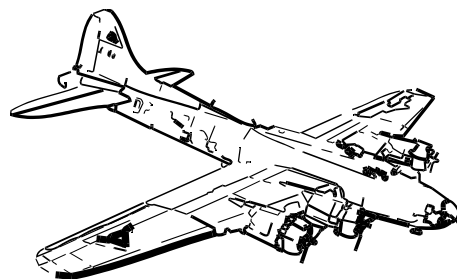
Engine oil tank. Aft of the inboard engine and viewed through the wheel well. One of the mechanics told me they went through gallons on a typical tour flying day.



Ball turret from underneath. Notice the GoPro on the sight window. Pretty amazing mechanism. Rather cramped though.



Departure from LWM. Nice day for flying. Light breeze and a few high clouds.



- Chuck Firth
EAA Chapter 1000 Det 9
Auburn NH

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 18: EAA Chapter 1000 Monthly Meeting, 5:30 p.m., Guido's @ The Hangar, 4001 Knox Ave, Rosamond CA. (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

Sep 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

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

Dec 15: 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.

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:****DICK RUTAN 18 FEB @ GUIDO'S****PAY YOUR DUES!****PA-25 PAWNEE HISTORY****CHUCK FIRTH'S B-17 TOUR**