



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

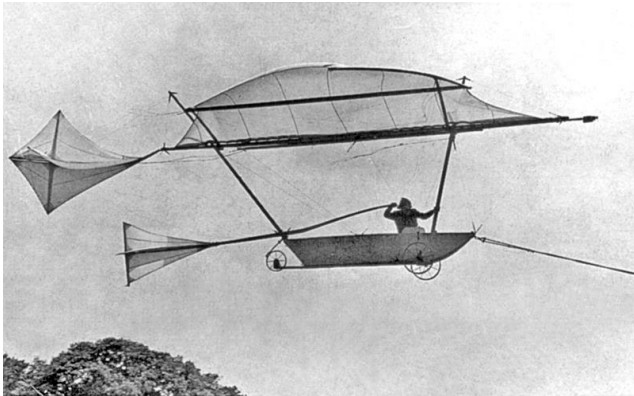
President	Gary Aldrich	661-609-0942
Vice-President	Hellmuth Steinlin	760-963-5445
Secretary	Kent Troxel	661-947-2647
Treasurer	George Gennuso	661-265-0333
Newsletter Editor	Russ Erb	661-754-0524

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

April 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 **Virtual** Meeting:



164 Years of Glider Homebuilding and Future Glider Amateur Building

Murry Rozansky

Tuesday, 21 April 2020

1700 hrs (5:00 PM Civilian Time)

Your COVID-19 Defense Bunker

Undisclosed Location, USA

This month we continue our defense against the dread COVID-19 virus by collectively hunkering down individually in our personal antivirus bunkers. The enemy has but one significant advantage—that of being so small that our usual defenses cannot detect it.

In keeping with directives from **President Trump**, **Governor Newsom**, EAA CEO **Jack Pelton**, and, most importantly, our illustrious **Kommandant**, the April EAA Chapter 1000 meeting will be conducted in a dispersed posture. This should be easy for our members in the Dets, such as **Chuck Firth** and **Stormy Weathers**, who are already in a pre-dispersed posture.

All **Project Police Officers** are directed to report to their own personal COVID-19 Defense Bunker on 21 April 2020 o/a 1700 hours. The meeting will begin with **Socially Distanced Schmoozing**. You are responsible for providing your own schmoozing snacks. The good news is you get to have your favorites. The bad news is you won't

get any **Tuki Kukis**. If you wish to have a conversation, you may call or text any other **PPO** of your choosing. You may submit a receipt for the cost of your snacks to the Treasurer, who will laugh at your receipt and wonder what you were thinking.

Our speaker for the evening is our own **PPO Murry Rozansky**, who was also the President of the **Experimental Soaring Association**, a subset of the **Soaring Society of America**. He will be discussing the dedicated glider homebuilders who made and flew their experimental craft in the 19th century (before BasicMed was an option), which led to the Wright Brothers' powered flight success in 1903. He will also explore the potential for homebuilders to continue the development of efficient and economical (mostly motorless) flight into the 21st century.

To see the presentation, click on this link:

<https://www.eaa.org/Videos/Aviation-History/5822929903001#>

After watching the presentation, you can go to your local Burger King drive-thru and order dinner. Be sure to wear your non-medical grade face mask and pull up 6 feet from the window. Or go somewhere else—you'll be by yourself anyway, so no one should complain about the choice of food.

After you are satiated, send an e-mail to gary.aldrich@pobox.com or send a text to 661-609-0942 to say what you thought of the program and the new virtual meeting format.

If you can't wait until 21 April to find out what Murry has to say, go ahead and click on the link whenever you would like. Murry won't mind—he's ready to give the presentation at any time.

The best part is you don't need to worry about contacting **Erbman** to arrange base access because you can't get on the base anyway.

- Erbman

Subbing for the **Vice Kommandant**



Last Month's Non-Meeting

EAA Chapter 1000

USAF Test Pilot School

Scobee Auditorium

Edwards AFB, CA

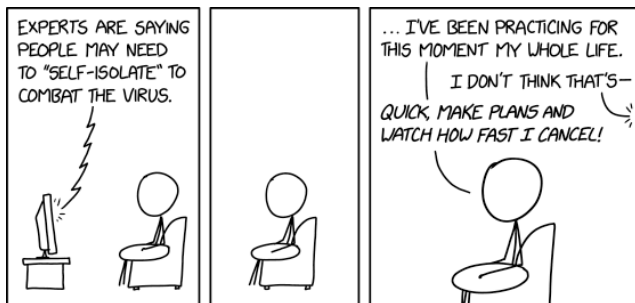
17 March 2020

Gary Aldrich, Not Presiding

The March Chapter 1000 gathering was not held at TPS, or anywhere else for that matter. It was scheduled to happen on 17 March 2020, but the week prior the **Kommandant** made a command decision to cancel the meeting "in an abundance of caution". It seems that **Governor Newsom** called up the **Kommandant** personally and asked him to hold off on having a meeting this month. Shortly after that EAA President and CEO **Jack Pelton** called the **Kommandant** requesting the same thing, stating that having members get sick and die during a Chapter meeting would not look good in the pages of *Sport Aviation*. Apparently there is a new virus going around that attacks and kills the more "seasoned" members of our society, which seems to include most of us who would actually show up for a Chapter meeting. Maybe you've heard about it. I'm told it was in all the papers.

Word is the Air Force Test Center saw what EAA Chapter 1000 did and decided that was a good idea, choosing to send everybody on the base home the following Friday, with someone shouting "...and don't come back!"

All of the authorities were directing us to "self-isolate" and be anti-social. Fortunately, most of us self-identify as "nerds", so...



<https://xkcd.com/2276/>

At the meeting that wasn't, we had intended to hear from **Erbman** and **Angry Karl** about their experiences flying the **Combat Bearhawk** through extreme turbulence in an unseen rotor. The key take-away was to be "Don't do that." Not to worry—**Erbman** and **Angry Karl** are both local to us, and stand by ready to give their presentation at some time in the future when the various authorities decide that it is okay for us to gather together again.

If you just can't wait to get an idea of what happened, you can spend 42 seconds of your time on this Earth watching a video re-creation of the incident. Just go to <https://youtu.be/QUpoONMzaBA> and watch. One note:

the method used to create this video was limited by the 3-D model available for rendering. Just suspend your belief and tell yourself that a Bearhawk looks just like an Airbus A380 and you'll be fine. Then come to the meeting in the future and hear the rest of the story about what happened.

Now the **Kommandant** needs to figure out what to do with all of that leftover caution.

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

Did you hear the big news? After a relatively dry January and February, March and April have seen record rains here in the Antelope



Valley...and over much of California. Really? You haven't heard about the flood watches and mudslide warnings, etc? I'm not surprised. There is only one story that is filling the airwaves and interwebs these days...and it's the reason that once again our in-person monthly gathering will be cancelled. Yup, we're still hunkered down in an unprecedented (at least in our lifetime) response to an unprecedented (again, in our lifetime) invisible invading enemy that strikes down our weakest citizens and frustrates the fool out of the medical community who have become accustomed to god-like status when it comes to curing disease.

Meanwhile, mayors and governors across the land are striving to "out-caution" each other with daily briefings and socio-economic restrictions backed by horrific and scary statistics that often end with, "...and if you don't, we'll all DIE". As someone with a passing knowledge of statistics and their use in decision-making and argument-winning, I have spent a fair amount of time trying to "unwrap" the numbers to make my own assessment of the level of danger and the effects of the COVID-19 pandemic. I was spurred to this task by, well, boredom, and a graph I saw presented a few weeks ago by the national Coronavirus Task Force. This graph was derived from a mathematical model that attempted to predict the number of expected deaths from the disease over time. It consisted of a parabolic line drawn within an envelope of "uncertainty". What caught my eye was the incredibly large volume of uncertainty depicted on the graph that was based, no doubt, on the modelers' cumulative inputs of varied and disparate information. We used to say at TPS that graphs, or plots need to "tell a story". The story this

graph told me was that we really don't know the shape of the line or the true magnitude of the crisis. I don't really blame the modelers or our leaders for this as they are under tremendous pressure to answer the tough questions of "how long" and "how bad" will this be. A common phrase heard in the hallways of TPS is, "All models are wrong, but some are useful". The usefulness in this case is to justify these unprecedented social distancing and hygiene practices...some voluntary...some backed by the force of law. It also justifies the expenditure of mind-boggling resources with the attendant impact on the nation's economy.

The good news, if you can call it that, is that the modelers have been revising their models, as all good modelers do with data as they become available over time. This has resulted in dramatic decreases in the unthinkable quantities of projected victims from those first advertised. We've gone from "bubonic plague" and "Spanish Flu" levels of devastation towards levels at least in the same order-of-magnitude as the yearly death toll from the annual flu season. We will probably never know the true effectiveness of the actions the Nation has taken in this fight...until well past the current crisis. It will provide topics for learned papers and studies for generations to come.

So, been flying lately? Me neither. The weather is crappy and I feel like a social-distance criminal if I go have fun isolated in my little Cessna cockpit. No, I'm being good and following the current "guidance" as best I can. I understand that the experts are using the only tool they have available until science and technology provide therapeutic and preventive solutions. I just hope that the tool doesn't cause such damage to our economy and lifestyle that it cannot recover...in our lifetime.

So, be safe, don't fly, stay at home, don't bother checking 6, wash your hands, etc. etc. etc.

- Gary Aldrich
Kommanding

When It Absolutely, Positively Has to Be There Overnight!

The Art of Long-Range X-C Aero Tow

"If you can get that glider here by tomorrow morning, I'll buy it!" said the voice on the office phone. An enticing challenge to any airplane dealer for sure, and a seemingly doable task except for one minor detail: the glider was in Long Beach, California (KLGB) - the customer lived 800 miles away in Roseburg, Oregon. So began a great adventure, and the longest cross-country aerotow in my logbook.

The year was 1975. I was an art student at Cal State Long Beach, and working my way through college as a commercial glider pilot. When not giving rides at Skylark Gliderport in Lake Elsinore on weekends, I worked for a sailplane distributor named Aerosport that sold Czechoslovakian Blanik L-13s, and Polish PZL aircraft

like the aerobatic Zlin and Jantar competition sailplanes. Located on the west side of Long Beach airport, the Aerosport ramp displayed an amazing array of aircraft.

Owned by long-time professional pilots Phil Paul and Charlie Gyenes, the company processed new imported aircraft arriving by ship in Long Beach Harbor by installing instruments and avionics, applying FAA registration, and delivering these airplanes to proud new owners all over the Western United States. While most local deliveries were made by trailer, many of the longer trips were accomplished with a unique, FAA-sanctioned high-speed, high-altitude cross-country aerotow procedure using a Beech Bonanza for the towplane.

Destinations included numerous airports in California, Arizona, Utah, and Nevada, but this particular trip began with a "SAC Alert" phone call telling me to pack an overnight bag and be at KLGB in two hours. I then called fellow Blanik fan and faithful co-pilot on these trips, Rick Johnson, who brought the glider pilot fuel (Winchell's Donuts) while I supplied *FLYING* magazines for us to read when not PIC. Phil Paul would be tow pilot this trip using his Beechcraft V35B.

Everything about these operations was unique including take-offs without a wing-runner. Having ATC permission to launch sailplanes for one-time ferry flights from Long Beach on Runway 34 Left, we placed the Blanik at the right-hand edge of the runway threshold angled 45-degrees to the centerline with right wing down. The Bonanza was staged on the centerline with towrope taught. In the glider, controls were positioned for take-off with full-left-stick, full-nose-down, full right rudder, and fully extended flaps. (Blaniks are equipped with large single-slotted Fowlers.)

Radio communication was maintained between the two aircraft, and upon receiving takeoff clearance, things happened very fast in the Blanik. As the 285-hp Beechcraft accelerated briskly down the runway, control authority in the glider was immediate, and the stick was quickly brought to neutral with the Blanik turning rapidly onto the runway centerline and becoming airborne in proper tow position behind the Bonanza with flaps retracted. Departure was made through the Los Angeles TCA while climbing at 80 knots.

Clearing L.A. airspace, our two-ship climbed to a cruise altitude of 10,000 ft. MSL and then accelerated to 100 knots IAS. Control forces in the Blanik at that speed required both hands on the stick, and Rick and I took 30-minute shifts to mitigate crew-fatigue during the long flight. Heading northward, we flew over desert, vast abundant California farmland, and miles and miles of forest. After a fuel stop at Red Bluff, we continued north passing abeam Mt. Shasta and with sundown fast approaching, reached our RON stop at Medford, OR. It was a Friday night, and a high school football game was underway below us, so with plenty of altitude in the bank, we treated the throng to an impromptu air show.

Next morning at breakfast in town, we couldn't help but overhear folks at the next table exclaiming they saw an airplane flying over the high school the night before

performing aerobatics after its engine quit. “It was unbelievable – the plane kept flying and flying, but it wasn’t making a sound!” (We finally let the impressionable patrons in on the secret.)

Launching from Medford, we began the final leg of our journey and arrived at Roseburg after a beautiful morning flight. Landing on the airport’s pristine grass runway was the perfect finishing touch to what had been a long, but routine cross-country delivery trip. The Blanik’s new owner was beaming with excitement as we rolled to a stop, and it was another “Mission Accomplished” for Aerosport’s faithful ‘Go-Team.’ After finishing the paperwork, Phil, Rick, and I climbed into the Bonanza and headed for a scenic lunch at Lake Tahoe before flying back to Long Beach to await our next exciting cross-country delivery flight.



Aerosport Co-Owner and Flying Tigers Captain Phil Paul prepares to fly his Beech V35B, our workhorse towplane for the company’s long-distance aerotows during the 1970s.



Author in front seat with Aerosport Co-Owner Charlie Gyenes, after delivering new Blanik L-13 to Warner Springs, CA.



Reaching 10,000-ft., the Bonanza accelerates from its 80-knot climb speed to 100 knots IAS which is maintained until the Blanik releases from tow at its destination.



High-speed, high-altitude X-C aerotow over the Mojave Desert enroute to Roseburg, Oregon. Blanik pilot Rick Johnson had front seat that leg.



Mt. Shasta as seen from the cockpit in late afternoon while heading toward the Oregon border.

- Mike Machat

Stormy Weathers, EAA Chapter 1000 Det 5, Receives Short Notice *Project Police* Inspection, Fails Spectacularly

During a trip to Texas for *PPO* Lee Erb's funeral services, authorized *Project Police* Inspector Erbman paid a visit to EAA Chapter 1000 Det 5 at **Stoney Broke Manor**, home of **Stormy** and **Mary Weathers**. **Stormy** tried to distract **Erbman** with lunch in Downtown Fort Worth (pronounced "Fut Wuth"), but to no avail. Upon returning to the house, **Mary** grabbed the car keys, and as she was departing, chuckled and said "You're going to fail so bad!" Nothing like a supportive spouse!

Stormy has just retired from his job with the Air Force, so we hope that he will start doing something about this amazing lack of progress. He's probably working on a rebuttal report right now! (Hint, hint—have it in to EEZ by 8 May).



Part of the distraction, he claims, is building the "He-Shed-She-Shed", half storage shed and half greenhouse



Showing off the double-deep sink, perfect for anti-COVID-19 hand washing



Your threats do not intimidate the *Project Police*



Stormy remembers where he installed the Pitot Tube



No *Project Police* Dust Depth Detection Indicator (P²3DI) needed to tell that this project has been idle far too long!



Only Stormy uses diamond plate for walkways

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

Apr 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (661) 609-0942

May 16: (Probably CNX) 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

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

Feb 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:

President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com

Vice President Hellmuth Steinlin: hellmuthsteinlin@hotmail.com

Secretary Kent Troxel: kenttroxel@sbcglobal.net

Treasurer George Gennuso: knife.pulsar1@gmail.com

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
George Gennuso	pulsar1@sbcglobal.net	661-265-0333
Brian Martinez	brianmmartinez@aol.com	661-943-5379
<i>Wood Construction</i>		
Bob Waldmiller	bob@waldmiller.com	661-816-7224
<i>Aluminum Sheet Metal Construction</i>		
Bill Irvine	wgirvine@yahoo.com	661-948-9310
Russ Erb	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Electrical Systems</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
Gary Aldrich	gary.aldrich@pobox.com	661-609-0942

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:****VIRTUAL MEETING 21 APR @ YOUR PLACE****DID YOU NOTICE ALL OF THE RAIN?****LONG RANGE X-C AEROTOW****STORMY FAILS INSPECTION SPECTACULARLY**