

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>

July 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 **Zoom** Meeting:



The Project Police Visit the Dets

Tuesday, 21 July 2020
1700 hrs (5:00 PM Civilian Time)
Your COVID-19 Defense Bunker
Undisclosed Location, USA

Calling all **Project Police Officers**! This COVID-19 Coronavirus Pandemic has clearly made you all lazy, lethargic, and unresponsive, as evidenced by your lack of post-webinar reports turned in to the **Kommandant**. Heck, there are even reports that the **Kommandant** is guilty of not turning in reports to the **Kommandant**. Therefore, this month we're going to do something about that.

Sitting somewhere near the trailing edge of technology, the **Project Police** will join the rest of the pandemic world by having our first ever >>>**ZOOM**>>> meeting. More years ago than I care to remember, **Chuck Firth** left the hot, dry deserts of California for the cold, wet hills of the Northeast. At that point he asked if we had any way to broadcast the meeting on Microsoft NetMeeting so he could participate. Of course, our immediate response was "Microsoft Net-what?". We didn't even know what a webcam was.

Well, it's been about 20 years, and **Chuck** will finally get his wish. While planning this month's activities, **Evil Editor Zurg** suggested a Zoom meeting to the **Kommandant**, and his response was "Why the hell not!? Let's try it and see who shows up?"

After all, just about every company, government office, and military branch has been using Zoom or a similar tele-meeting solution for months now. In February 2020 virtually none of us knew this was possible. Now Progressive Insurance makes funny commercials about Zoom calls. The **Schmoozemistress** even uses it to hang out with old friends in Okinawa. **EEZ** knows that many of you are already Zoom qualified because he has seen you at events like **Mrs. Kommandant's** birthday celebration.

This opens up a chance to do something we've never been able to do before—get a report from the chapter detachments. I'm looking at you **Chuck Firth**, **Doug "Opie" Dodson**, and **Stormy Weathers**. There may be other members still out there that we don't hear from, but we expect you to show up! Even **Mike Machat** who is only moderately far away.

AirVenture 2020 has been cancelled, but this event will be on the Tuesday that would have been the second day of AirVenture 2020.

We're leaving it to the **Kommandant** to figure out how to manage this meeting, since we can't all talk at once. There is no "program" other than catching up with everybody. Expect a report on the **TRC** from **Stormy**, who cleverly retired just before the world shut down.

Details and links to join the Zoom meeting will be sent by e-mail to the same distribution list no later than Monday, 20 July. If you've never Zoomed before, you have some time to figure it out. You'll need at minimum a smartphone or a computer with speakers and a webcam. Contact **Erbman** or your local teenager if you need help, but don't wait until the day of the meeting to start.

Pre-meeting schmoozing and post-meeting dinner remain your responsibility.

Once again, you don't need to worry about contacting **Erbman** to arrange base access because you can't get on the base anyway.

(August will **not** be a baseball meeting because the 2020 baseball season has been cancelled)

- **Erbman**

Subbing for the **Vice Kommandant**

Last Month's Non-Meeting

EAA Chapter 1000

Your COVID-19 Defense Bunker

Undisclosed Location, USA

16 June 2020

You, Presiding

So once again you come here hoping to find out what it was you did last month on EAA Chapter 1000 meeting night. Well, I can't tell you what you did, but I can tell you what you were supposed to do. You were supposed to go to <https://eaa.org/Videos/Webinars/Maintenance-and-Inspection> and watch Mike Busch's webinar on "Predictive Maintenance". This is a further development of the idea of "on condition" maintenance, which was already a vast improvement over "time based" maintenance, which tended to have no connection to reality. With Predictive Maintenance you watch the various data sources such as engine monitor data, borescope pictures, oil sample analysis, and "what was that?" to tell you when it is time to replace something, hopefully catching it right before it breaks rather than after it breaks. I'm not going to tell you any more about it because you can still go watch it yourself.

Most of this is true, at least as far as we know.

- 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

Hope your ride on the Pandemic roller coaster has been tolerable this past month.

Mrs. Kommandant and I celebrated a partial return to normalcy by dining IN our favorite local steakhouse...not once, but twice (<https://www.brokenbitsteakhouse.com>). We have been trying to support those local businesses that have been so hard hit by the shutdown of the economy. Of course, our second dinner was on the very day that the Governor pulled back that freedom to dine once more, relegating us to socially distant patio dining or takeout for the foreseeable future. In fact, we celebrated our 48th wedding anniversary on the patio at the Complexity Wine Bar just this week (<https://www.complexitywine.com>). I heartily recommend each of these dining establishments. And don't worry Russ, if you go to Complexity they won't make you drink wine...the food is worth the trip. I am amazed and heartened to see our local restaurateurs roll with these punches and adapt to the moving target of COVID



restrictions. I can only hope their flexibility will be enough for them to survive until we see the restoration of our freedoms.

In the meantime we, as I suspect you are becoming adept at **Zoom** meetings to maintain at least a modicum of social contact with our friends, clubs, service organizations, etc. Speaking of **Zoom**, our erstwhile NLE has proposed we try this method of remote meeting this month. I was hoping to do a dinner meeting but with the re-instituted restrictions I think it is best to at congregate on the computer/phone. Perhaps if dining-in is possible in August we will work on some mask-to-mask socializing. I know some of you may be reluctant to join a Zoom meeting, whether it's a security concern, computer capability, or interest. As for the first concern; since we know that all Zoom meetings are monitored by the Ministry of State Security in the People's Republic of China, I will insist we practice good OPSEC and limit conversations to UNCLASSIFIED information. That means no mention of **PPTAF** operations or planning! Secondly, if you want to join, but are unsure of your technical capabilities, I urge you to contact **PPO Erbman**, Director of All Things Electronic (*great...another title...*) and obtain technical support. Lastly, I would think the interest level would be high after all these "dark" months to see your fellow **PPOs** without their masks and with or without any clothing out of the camera's field-of-regard. **Detachments**, I'm talking to you now...here's your opportunity to confab with your buds as if you hadn't deserted the homedrome and left us all behind!

On the aviation front, I did some glider towing (on Flag Day) and I warmed up the oil in the **Fighting' Skywagon** the other day with an hour of local flying. Turns out I mostly remember how to operate the VC-180's impressive avionics suite and I even had three decent landings. Other than that N2705K has been largely dormant, though we are planning an aerial adventure to Jackson Hole, WY (KJAC) in mid-August if the virus will allow.

Well, I better get this on the wire before an enraged **EE Zurg** shows up at my door. Hope to see as many of you as possible on the video screen. Alcoholic beverages are encouraged. You will have to provide your own high-fructose snacks. If you wish you can drive through your closest fast-food joint after I declare "**Victory!**".

Keep your distance, wear your mask, wash your hands, check 6, yada, yada....

- Gary Aldrich

Kommanding

#TBT – The Project Police Return to 1998

With all of us locked down, there isn't a lot of aviation activity going on to report about. Therefore, we bring you a blast from March 1998, back when we actually did something (who are those young bucks?)...

Operation Rubidoux Sundown VI

OFFICIAL REPORT TO THE MEMBERSHIP

The highly non-classified and much hyped **Operation Rubidoux VI, The Raid On Flabob**, was launched on schedule as expected on 21 February 1998. Mr. Niño had raised his ugly head the day before, generally soaking the desert and causing the **Project Police** to consider other modes of transportation for the annual scheduled inspection tour of **The Mother Of All Chapters**, namely Chapter 1 of Rubidoux CA, based at Flabob International Airport in full view of the Riverside Flight Service Station (FSS).



In order to preserve operation security (*that sounds so much better than "Because we kept putting off making a decision..."*), final operation plans were not formulated until two days before the event, being distributed in a flurry of e-mails (*just one more reason for you Luddites to get on-line!*) The highly detailed plans stated that the duly authorized **Project Police Tactical Assault Force** would be formed at the Apple Valley Airport Restaurant between 1630Z and 1700Z for further decision making and briefing. That, and a chance for a pre-raid breakfast.

Arriving first was the pre-strike infiltration team of **Jack Roth**, **Joyce Ford**, and **Ron Applegate** in the Special Operations PAVE NAVION. With the airfield secured, the lead strike team of **Gary Aldrich**, **Russ Erb**, and **George Gennuso** arrived in the VC-180 Fighting Skywagon. Shortly thereafter arrived the formation of **Bryan Duke** and **Tanya Adams** in the Vari-Stealth-eze with wingman **Steve Irving** in the newly completed AT-18. They were followed by the recce support team of **Josh Knerr** and **Travis Lumley** in the cleverly

disguised RC-150.

During our planning sessions and efforts to support the fine businesses of the Apple Valley Airport, we noticed a newly opened and terribly bare section of cinder block wall in the restaurant. The restaurant had been recently expanded, and though our waitress suggested we serve ourselves so as she wouldn't have to make the multiple-mile hike from the kitchen to our table, she also pleaded with us to do our part to decorate the blank wall so that it would match the rest of the restaurant. Hey, the **Project Police** are here to help! We even left a chapter logo (laboriously copied from the experimental proposed **Project Police** summer uniform shirt...details some other time if it is approved) and, of course, our chapter web site URL.

Just as the planning session was coming to a close, **Miles Bowen** arrived by **Ground Assault Vehicle** VFR non-direct from Tehachapi. Mister Niño had successfully threatened Tehachapi with less-than-VMC for the afternoon, and Miles had decided to take the alternate route (*it turned out later to be a good decision*). Due to confusion with the manifests, he missed the chance to link up at Fox. Miles was quickly added to the crew roster for the lead strike team in the Fighting Skywagon. Two weather casualties were **Norm Dewitt** (who had just returned from picking up his new Edge 540) and **Ed Dutreaux**. They had planned a formation attack from San Carlos, but Northern California was firmly in the grips of Mister Niño.

More so than the Borg, the **Project Police** are an irresistible force. **Steve Irving**, already familiar with Chapter 1000 from our Young Eagles rallies at his facility at Fox Field, couldn't stand the pressure any more, watching as \$40 jumped out of his wallet into **Ron Applegate's** hands. In return, we compensated him by granting him full Chapter 1000 membership and provided him with his own **Project Police** uniform shirt so that he could blend in with the rest of the strike force.

Following the distribution of placards, the final official briefing to "form up in columns of bunches" and review of the safety package "Don't hit each other and don't do nuthin' dumb," the well nourished (what a great breakfast!) Rubidoux Raiders formed up for one last picture of themselves before heading to the flight line. Checklists were run, engines were started, and aircraft were taxied. We took off and headed toward the Cajon pass. We were able to squeeze under the ineffective cloud screen set up by the Flabobians, and contacted strike control (code name *SoCal Approach*) for our final vectors to the target area.

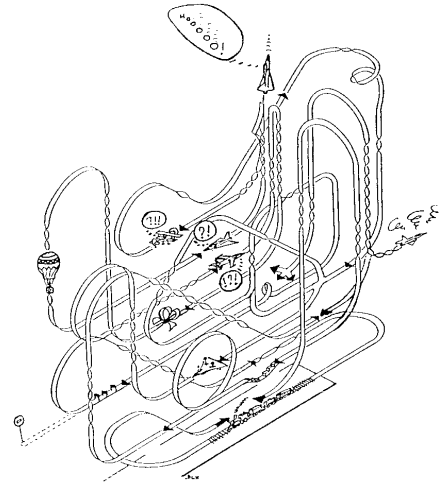


THE LEADING EDGE

Learning from the errors of the Vietnam War, the attack was not carried out in predictable trail formation, but from all aspects. In fact, the plan worked so well, everybody seemed to be participating. Flying a loose fighting wing formation on the PAVE NAVION, at one point I looked up to see the Vari-Stealth-eze/AT-18 formation circling overhead from left to right, a Bird Dog FAC crossing the formation from right to left, and who knows how many other aircraft swarming the field like so many flies over a fresh pile of ...well, you know.... The plan worked so well that I made a sketch of it, presented here, for planning purposes for future raids.

In spite of defensive radio calls from the ground meant to confuse the strike forces, the PAVE NAVION successfully secured the field, followed quickly by the reinforcements in the Fighting Skywagon, and then the rest of the tactical assault force.

After landing, tying down the *Aerial Assault Vehicles*, and declaring *Project Police* martial law (as though anybody there noticed), we discovered why the invasion had been so easy. There to greet us were *Project Police Commandos* Jenna and Joe Ware, who had arrived earlier by *Ground Assault*



Vehicle from Oxnard. We also saw the ORV-6 *Grampa's Delight*, indicating that **Jack Hakes** was about, and **Jack Huffman**, who had arrived in the FC-177 Cardinal. The field thus secured, **Scott Liefeld** arrived in the Pietenpol RF-85 Aircamper. **Charleen Beam** was also there, joining us after dispensing several boxes worth of Aircraft Spruce propaganda. **Herb Carlson** was there trying to figure out how Chapter 1 processes so many Young Eagles.

We then set about scoping out the field, preparing for our final assault. We found some examples of J-3 Cubs, and a Super Cub in Cub Yellow, posing as a J-3. The *Project Police* were quick to note the cowled engine, and cited the aircraft for impersonating a low-powered long wing Piper.

We noted a Piper Tri-Pacer, and after a comment about the "Flying Milk Stool" found ourselves in the company of our previous Young Eagles Coordinator **George Heddy III**. Begging for mercy, claiming that he had always meant to join

Chapter 1000, George also watched in disbelief as \$40 levitated from his wallet and he was presented with an official *Project Police* uniform shirt.

The appointed time was now approaching for the massing of the *Project Police Tactical Assault Force* for the final assault and the obligatory photo session. During the massing of the force, the *Project Police*, always here to help, set about forming a crack investigative team to determine the cause behind Jan Johnson's apparent lack of acceleration on takeoff roll. After several tension-filled hours of deliberation, the source of the problem was determined. Jan's Woody Pusher was cited for an incomplete propulsion system. Later, interrogation of Jan under bright lights (code name Solaris) yielded a confession that prior to *Operation Rubidoux Sundown V* last year, several Chapter 1 members, possibly taking a hint from the Iraqi Air Force, were "helping" to push her airplane into the hangar. This hangar has a low door, and the propeller had been left in the vertical position, exceeding the available height of the door. This eventually resulted in the propeller being snapped off. Apparently they thought that if the *Project Police* found the aircraft obviously damaged, it would be considered a non-combatant and spared. It must have worked, because the propeller was still missing a year later! (or was it just removed??? Hmmm....) A citation, signed by all members of the investigative Tiger Team, was placed on the aircraft for all of the assembled masses to see.



MUROC EAA CHAPTER 1000 NEWSLETTER



Chapter 1 was SELLING their secrets for next to nothing! This intelligence coup was quickly purchased and spirited away to



the safety of the Skywagon. It will be studied at a later time to determine what sort of secrets it might contain. Additionally, in the spirit of the former Soviet Union and the TU-4 Bull, it may yield some clues to the successful creation of a Chapter 1000 T-Shirt suitable for sale to the great unwashed masses.

A special award was made this year to Ron Karwacky and his beautiful Cessna 195. Perhaps you've seen it at local fly-ins. He was presented the award for "Lifetime Achievement in Pitot Tube Cover Design."

Searching the flight line for clues into the operation of Chapter 1, the **Project Police** Intel Squad were shocked to find out that



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The **Project Police** learn from their experiences! Fearing another incident in the steak sandwich line like last year, Prezident **Aldrich** had arranged for us to have that full and satisfying breakfast in Apple Valley. As such, we were able to skip the steak sandwich and hamburger line, which at this point seemed to stretch back so far that the other end was being serviced by Chapter 14 in San Diego, and jump right to the ice cream line, which was significantly shorter. After sampling these wares (no, **Jenna** and **Joe** were not being sampled), we continued the inspection of the flight line.

Bill Turner and Repeat Aviation are still at it, still creating outstanding replicas of Golden Age race planes. They were currently working on a couple of secret projects. They must be secret, because none of us could identify them.

Finally we reached the inner sanctum of the messing facilities which revealed the first feeble signs of resistance--a doctored photo of three **Project Police** heavies proclaiming that Chapter 1 was the place to be. Of course, the joke was on them--the **Project Police** all agreed that on this day, Flabob and Chapter 1 WAS INDEED the place to be!



Moving in to defend her territory, Chapter 1 Prez Jan Johnson reasserted her belief that Chapter 1 was in control. Of course, once again the **Project Police** have to step in and set the record straight. While there, the **Project Police**, so excited to be noticed and anticipated, graciously agreed to autograph the aforementioned poster as a sign of honor. When challenged for who gave us permission to sign it, we proudly proclaimed that we did! After all, the **Project Police** are welcome everywhere. It says so in our bylaws....



ensure stability in the region (and so there would be someone around to plan another great party for us to raid/attend next year!). Pictured with **Jan "The Hammer" Johnson** (at the lectern) are **Project Police** Officers (back row) **Beam, Irving, Ware, Ware, Heddy III, Applegate, Gennuso, Bowen**, (front row) **Duke, Erb, Aldrich, and Roth**.

To the members of Chapter 1: Thanks for another great party! We expect you to return the favor by coming to visit us on **16 May 1998** at the **Seventh Annual Scotty Horowitz Going Away Fly-In** at Rosamond Skypark (L00)! But don't get complacent--the **Project Police** will be back to check up on you again next year--you can count on it!!

- PPO Erbman



Return to the Frontiers of Flight Museum, Love Field, Dallas TX

Way back in October 2017 I went to Texas to represent you at **Stormy and Mary's** wedding (yes, it was over two years ago). While there I visited the Frontiers of Flight Museum at Love Field. In a previous installment (Dec 2017) we talked about the Vought V-173 Flying Flapjack. Today the aircraft of interest is the LearAvia Lear Fan 2100.



The Lear Fan was a turboprop business aircraft designed in the 1970s. It was the big news in the *FLYING* magazines that I would stop by the High School library to read. Three prototypes were built and flown, but it never entered into production. It was intended to be built in Belfast, Northern Ireland, which apparently was less successful than even the DMC DeLorean which was built in roughly the same location.



At first glance, the aircraft appears to have a small turbojet engine on either side of the aft fuselage. These are really just pods that serve as the intake and exhaust for two PT6 turboprop engines mounted inside the fuselage. These

two engines both fed into a single gearbox to drive a single pusher propeller. This was intended to give multiengine reliability with single-engine handling in case of an engine failure. The FAA refused to issue the prototype with an airworthiness certificate because they were not convinced of the reliability of the gearbox, thinking it looked like a single point failure waiting to happen. This is probably why the first flight was done in the United Kingdom. The first flight, intended to be in 1980 to secure funding, finally occurred December 32, 1980.



In the 1970s, composite construction was all the rage. The Lear Fan was built from mostly composites, and much like the Beechcraft Starship, this led to certification problems. Since composites were “new” the FAA didn’t have the experience to know how much they could trust them. This led to larger and larger factors of safety, which meant that the airplane got heavier and heavier, which is never good. Structural problems were discovered during pressurization of the fuselage.



The Y-tail was unique. As is common with pusher aircraft, the ventral vertical tail prevents prop strikes with the ground by smacking the ground first. This vertical fin carried the only rudder. Unlike the Bonanza, the surfaces on the upper “V” tail were only elevators. There was no pitch/yaw mixing in the tail. Quiz question: Which rudder is needed on takeoff and climb? Prop rotation is still clockwise viewed from rear.



The other Lear Fans are on display at The Museum of Flight in Seattle Washington and the Civil Aerospace Medical Institute in Oklahoma City Oklahoma.

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

Jul 21: EAA Chapter 1000 Monthly Meeting, ZOOM Meeting with the Dets, 5.00 p.m. (661) 609-0942

Jul 20 - 26: (CNX) EAA AirVenture 2020. Oshkosh WI.

Aug TBD: CNX EAA Chapter 1000 Baseball Meeting, 6:00 p.m., The Hangar, Lancaster CA. (661) 609-0942. STBY for updates

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

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

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

May 15: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (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

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!

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C/O Russ Erb

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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

ZOOM MEETING 21 JULY @ YOUR PLACE

#TBT OPERATION RUBIDOUX SUNDOWN VI

NORMALCY STARTS TO RETURN, THEN LEAVES

LEAR FAN IN DALLAS TX

