

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

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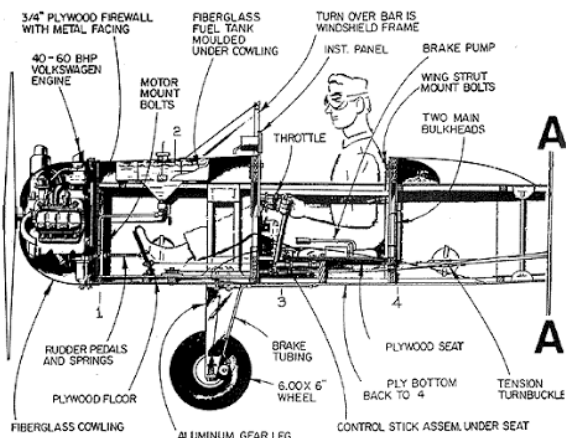
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October 2020

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:



Evans VP-1 Volksplane First Flight

David "Doc" Nelson
Tuesday, 20 October 2020
1700 hrs (5:00 PM Civilian Time)
Your COVID-19 Defense Bunker
Zoomland, USA

To modify a classic aviation story...

One day a young Edwards engineer was out flying his lovingly crafted but simple homebuilt, modestly powered by a converted Volkswagen engine, possibly donated by a 20th century Beetle. While flying, he looked up and saw an Edwards C-12 Huron fly over, possibly with **PPOs Dave "Beaker" Evans** and **Russ "Erbman" Erb** teaching a new pair of TPS students how to efficiently run a test mission. The young engineer thought "If I fill out that TPS application and talk to my commander, maybe I can get into TPS and fly in the C-12."

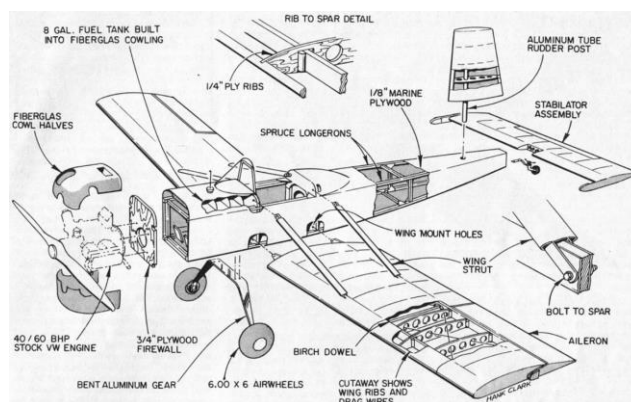
Meanwhile, in the C-12, SPORT called out traffic at 3 o'clock, which was identified by the student FTE as an F-16 on his way to the PIRA on a test mission. The student FTE thought "If I keep working hard, maybe when I graduate TPS I can go fly in F-16s doing test missions".

Over in the F-16, the pilot completed his mission and was told to hold at High Key for an F-35B executing a

vertical landing. The F-16 pilot thought "That F-35 is really cool. I should apply for a transfer so maybe I can fly it".

Meanwhile, on the way to debrief, the F-35 pilot thought of the homebuilt he saw taxiing out at Fox Field. After his very challenging test mission, it sure would be nice to go home and have a very simple stick-and-rudder airplane to take out and just enjoy flying.

While somewhat romantic, I would like to think that this is what happened to our speaker this month. **David "Doc" Nelson** graduated from USAF Test Pilot School to be an Air Force Test Pilot, and eventually retired as Lockheed Martin's Chief F-35 Test Pilot (the jet one, not **Cobra's Bonanza**). Since then, he has built an **Evans VP-1 Volksplane**, one of the simplest stick-and-rudder airplanes available. It is powered by a Volkswagen engine and only has one seat, so don't bother asking for a ride.



Doc has completed the first flight and is currently working his way through Phase I testing. This month he's going to tell us about how it is going.

Once again, we will meet in Zoomland, hosted by the Bearhawk Manor Zoom account. We can meet around 1700 hours for **schmooze** time, though you will have to provide your own schmooze snacks. Libations are allowed, as currently the Peoples' Republik of Kalifornia has not identified ZUI (Zooming Under the Influence) as a chargeable offense. Expect to start the presentation around 1715.

Members of the Dets: We're on Zoom again, so you get to participate too. The He-Shed She-Shed can wait.

When **Doc** is done, you may visit the drive-through of your favorite quick-service restaurant.

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Details and links to join the Zoom meeting will be sent by e-mail to the same distribution list no later than **Monday, 19 October**. 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 an optional webcam. Contact **Erbman** or your local teenager if you need help, but don't wait until the day of the meeting to start.

Once again, 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 Meeting

EAA Chapter 1000

Your COVID-19 Defense Bunker

Zoomland, USA

15 September 2020

Gary Aldrich, Presiding

The September meeting was held via the technological miracle of ZOOM with 12 members "zooming in" from far flung locations, notably **Vince "Opus" Sei** and **Stormy Weathers** from Texas, who almost fooled us all by smoking a cigar to simulate the smoke from all the California fires.

Guest speakers were **Jim** and **Jackie Payne**, live from their quarters in Minden, Nevada, presenting "**Setting Records with the Nixus Fly By Wire Sailplane**".

Let me state for the record that this summary in no way does justice to the presentation.

The **Nixus** uses a standard ASH-30 fuselage with a custom wing and is the first glider to employ Fly By Wire (FBW). It has a 92' wingspan with a 53.3 aspect ratio, the highest ever built.



FBW control eliminates a complex control mixing system, allows thinner wings, allows higher altitude operations, allows tailored roll control, provides automatic flap operation and reduces pilot workload.

Jim showed lots of charts and graphs with even more formulas and data. Unfortunately, most of this was lost on me. In fact, pretty much everything after he said "listen closely". Therefore, I encourage you to refer to the ZOOM video recording of the meeting (contact **Erbman** at erbman@pobox.com for the link—the YouTube video is not listed).

I was able to discern the following: Fabrication of the wing began October 2016; structural test in June 2018 where the wing broke midspan (good to find this sort of thing on the ground than in the air); the wing was redesigned with a successful retest in December 2018; first flight occurred on 4 March 2019 at the former Castle AFB.

The aircraft has logged 195 hours in 44 flights as of this date. Its longest flight occurred on 28 June 2020 lasting 11 hours 58 minutes covering 1276 kilometers. Jim and the aircraft hold 5 US Open Class Record Claims, and is the On Line Contest World League champion.

The **Kommandant** declared "**Victory!**" and authorized **Jim** and **Jackie** to drive themselves to the nearest **Burger King**, supersize their order and send the bill to the chapter.

Again, I leave you with this parting thought: Many of the political jokes you are now laughing at will soon be elected. (Courtesy of Will Rogers)

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

'Tis an interesting time in which we live...to say the least. Politics...Pandemic...



Pandemic politics... It seems every day brings some "BOMBSHELL!!!!!!!" breathlessly reported on the mainstream media. The task of separating the wheat of the truth from the chaff of the hyperbole and biased reporting is daunting, frustrating, and exhausting, as are the on-going impacts to normal society through the mechanism of lockdowns, quarantines, and general restrictions to personal freedoms we've been living with for the last seven or more months. The combined effects have engendered new terms like, "Coronavirus Burnout" and "Pandemic Fatigue". Every time it appears that the virus is on the decline some "unimpeachable" expert (who's salary is not impacted by the situation) announces that the light at the end of the tunnel is the proverbial on-coming train. But, I digress....

This column is supposed to be about cool air machines, neat fly-out destinations, and generally silly sport aviation anecdotes. While the air machines are all still cool, the fly-outs and anecdotes have succumbed to the general lack of flying and dining "guidelines", et al. As I reported last month, I committed the **Fightin' Skywagon** to a protracted and leisurely annual inspection. I actually let the annual expire on 31 August and worked a couple of hours a day on the normal inspections, cleaning, lubricating, and a myriad of small tasks that have piled up over the previous year of flying. As the **VC-180** had only accumulated 45 or so hours in that year (vice the normal 85-100) some of the tasks were easy and quick to accomplish...like cleaning and lubrication. Without pressing missions to accomplish I managed to finish the whole process and have **PPO Irvine**, A&P/IA sign off the logs on 1 October. Thus, I have achieved my goal of sliding the annual work out of the prime flying season.

As reported last month, one of the "non-annual" tasks I undertook was to replace the left magneto with a newly certified electronic ignition. While that process went quite smoothly, I have yet to get a good flight test on the system as I also decided to remove and inspect the two magnetos. This entailed ordering a 1/2 AMU or so of parts from Aircraft Spruce and waiting...and waiting...for them all to arrive. You can't just get these things from the lawnmower section of Home Depot. Surprisingly, the condition of the mags, which hadn't been opened as long as I've owned them, was pretty good. Obvious wear items like the breaker points and rotor were...well, obviously worn and needed to be replaced, but other critical items like gears and bearings remain serviceable. By the next 'Edge I should be able to report on the upgraded ignition.

It looks like we will remain in "virtual gathering mode" for some time to come so I hope you can all attend.

NLE Erbman and myself have endeavored to find some stimulating topics for presentation to limit degradation of the conversation to "can you see me now?" Last month's briefing by Sailplane Superstar and **PPO Jim Payne** was fascinating and **Russ** and **Mike's** stump-the-dummy airplane quizzes have been very entertaining but we could use some more ideas from the membership. Please pass your suggestions to me and/or **Erbman**. Our normal program procurer, **VK Helmuth** is, unfortunately, hampered by a lack of computer technology and internet capacity so he has been temporarily relieved of his duties until normalcy returns. Until we can meet again...hopefully in person...

Fly safe, Check six....and wash your hands.

- **Gary Aldrich**
Kommanding

Yes, Kalifornia, There Is Still Hope

Hope, that is, that the air quality will eventually improve above Marginal VFR (FU), an abbreviation that strangely expresses most pilots' opinion of wildfire smoke. This picture was taken of the western Antelope Valley just hours before publication of this newsletter. Maybe the **Kommandant** will be able to flight test his new and overhauled magnetos without having to file an instrument flight plan (which is a bad way to do a test mission).



As for that Coronavirus thing, you're going to have to be patient and continue playing the anti-microbial game.

- **Russ "Erbman" Erb**

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

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 Quarters, 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

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

Jul 20: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture (we hope). (661) 609-0942

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

Sep 21: 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:

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Secretary Kent Troxel: kenttroxel@sbcglobal.net

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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-754-0524, 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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<http://www.eaa1000.av.org>

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

ZOOM MEETING 20 OCTOBER @ YOUR PLACE

DOC NELSON FLIES VP-1 VOLKSPLANE

KOMMANDANT OVERHAULS/REPLACES MAGNETOS

RELIEF FROM WILDFIRE SMOKE?

