

THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

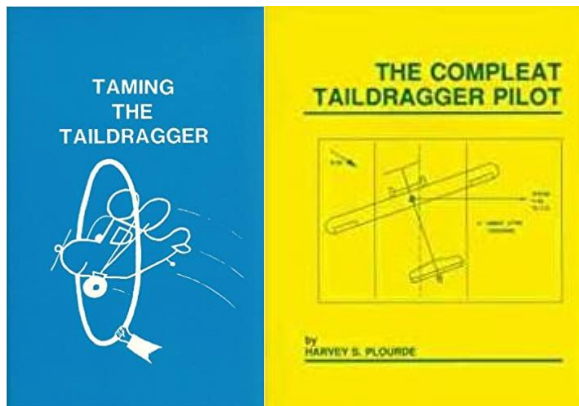
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<http://www.eaa1000.av.org>

April 2021

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:



Bass Akwards

Murry Rozansky

Tuesday, 20 April 2021

1700 hrs (5:00 PM Civilian Time)

Your COVID-19 Defense Bunker

Undisclosed Location, USA

“Real pilots fly taildraggers.” Because tailwheel aircraft require some additional skills to be operated on the ground, some pilots who have acquired these skills make this statement in an effort to feel “superior” to other pilots. BTW, this statement is NOT endorsed by the *Project Police*.

We have several taildragging pilots in the *Project Police*, including the **Kommandant** (Cessna 180), **Erbman** (Bearhawk), **Vanhoy** (Giles 202 and T-6), and **Opus** (F1 Rocket). Even **Opie** added an RV-8 to his fleet so that he could be part of the tail dragging crowd.

Putting the main load carrying wheels up front and the little stabilizing/steering wheel in the back results in an aircraft that is unstable in all three axes while on the ground. The center of gravity really wants to be in front of the main wheels, and will take any chance it can to get there, resulting in a yaw departure commonly referred to as a “ground loop”. This is only prevented by stabilizing inputs by the pilot to maintain an unstable equilibrium.

In the early days, dealing with an unstable airplane on the ground was not considered a big deal because all pilots had to do it. Since most aircraft were taildraggers, the

FAA (née CAA) labeled them as “conventional gear”, which continues to this day, even though taildraggers are in the minority.

The conventional gear configuration initially had some very real benefits. When early engines made their maximum power at low RPM and thus turned very large diameter propellers, putting the tail on the ground kept the propeller out of the dirt. This was really helpful when the airfield was literally dirt.

However, the extra skill required to operate a taildragger on the ground has given many insurance companies pause. Many books have been written about ground handling of conventional gear, such as *Taming The Taildragger* (my copy was given to me by the author **John Ball**).

Our own *PPO* **Murry Rozansky** will be sharing some thoughts with us about the differences of the tailwheel configuration and why some of the “common knowledge” doesn’t necessarily have to be true.

Homework: If you don’t currently have a “tailwheel endorsement”, prior to the meeting please report to your favorite supermarket or home improvement store. Select a shopping cart and push it around the store **BACKWARDS**. Not only will this acquaint you with the control issues of the taildragger configuration, but it will have the added benefit of causing everyone else to stare at you wondering what you are up too.

Members of the Dets: We’re on Zoom again, so you get to participate too. **Kanard** tells me he has better Internet access now.

When we are done listening to Murry and ourselves, you may visit the drive-through of your favorite quick-service restaurant.

Details and links to join the Zoom meeting will be sent by e-mail to the same distribution list no later than Monday, 19 April. 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.

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

16 March 2021

Gary Aldrich, Presiding

The March meeting was held via ZOOM with 9 members calling in.

No time was spent in socializing. In fact, I was the only one with cookies, although **Opie** did have a beer, and the **Kommandant** was slurping wine.

A moment of silence was observed for the passing of **Pixel**, the beloved pet of the **Kommandant** and **First Dog** of the chapter.

No formal program or guest speaker was scheduled. Even **Mike Machat**, who has recently entertained us with aviation-related quizzes and references to his YouTube channel "**Celebrating Aviation with Mike Machat**", was absent as he was on another Zoom call with the good folks at the **Flight Path Museum** at LAX.



So the meeting consisted of those in attendance doing what pilots do best: the assertion of bald-face lies and/or grossly exaggerated incidents as gospel truths.

The conversation consisted of fascinating discussion including but not limited to the application of torque, aircraft cylinder replacement, magnetos, airborne mag checks, carburetor icing, the French Foreign Legion, Pepe LePew, lightning strikes at **Stormy's** house in Texas and how it affected his remotely controlled window blinds, snow in London, snow in Russia and how runway snow is removed there by trucks with Tumansky jets mounted on them run up and down the runway to melt the snow, lakes in New Hampshire and New York that are seaplane bases for the bulk of the year and convert to ski plane bases in January and February when the lake freezes, Jay Leno and Tim Allen visiting EAFB filming a segment for what was assumed to be Jay Leno's Garage, and the air museum at Edwards locating the 1963 Pontiac Bonneville convertible

used to tow the lifting bodies on the dry lake, which the museum is in the process of acquiring and returning the car to the Edwards.

Opie checked out about 1800 to eat (two hours later in Texas) and prompted a wrapping up of events.

The **Kommandant** deferred the declaration of "**Victory!**" to the Zoom host, which **Russ** declared at 18:12 PST.

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

Greetings from the "front". Today your correspondent is reporting from an active **Project Police Raid**...the type not seen very often in the recent history of the



Chapter with the most "zeroes". Now that the operation is underway I can divulge some details. I'm writing this from deep in the headquarters of the raid target...identifier **5C1**. Don't panic...I'll translate. I'm at **Boerne Stage Airfield**, Texas, garrison of the San Antonio Chapter Detachment of **PPOs Doug and Gail Dodson**. **Mrs. Kommandant** and I, newly unencumbered due to the sad passing of **First Dog Pixel**, decided to stage this raid with a two-pronged objective. Firstly, we wished to visit our good friends and secondly, we wished to survey the San Antonio area as a potential spot for us to spend our (remaining) "golden years".

In order to confound our raid victims (and FlightAware users) and maintain OPSEC we chose to fly commercial from BUR to SAT via DFW. Having mastered the art of flying mass transit in the era of COVID, we were prepared for the (lack of) service and the need to maintain "compliance masking" throughout the trip from arrival at the departure airport until loading into **Opie's Chevy Volt** at the arrival end. Once ensconced in the **Illini Room** at Casa "**Low Cay**" at the aforementioned **5C1** we signed up to participate in standard protocols of drinking mass quantities of beer and watching airplanes arrive and depart from the nicely maintained runway. We also conducted an inspection of Doug's new air machine (**RV-8** in the accompanying photos) and Gail's retaliatory pool construction project (hmmm, or maybe it's a water hazard to deflect future **PPTAF** raids...). Also inspected was their mobile command trailer which will likely be deployed to **AirVenture 2021**.

Saturday and Sunday were spent with new and resale home vendors followed by lubricated debriefs on the patio overlooking the hangars and runway. Monday will entail a field exercise to **Castroville Municipal Airport (KCVB)**

for evaluation as a potential home for the **Fightin' Skywagon** and then reloading into the American 737-800 for our return to Kalifornia. More details of the raid will be available to meeting attendees next Tuesday. Until then...

Check 6 and Fly Safe...Y'all

- Gary Aldrich

Kommanding

*(Note to readers: The **Kommandant** supplied the following photographic evidence, but for security reasons did not supply captions. Thus, the following captions were written by **Evil Editor Zurg** with little to no actual info. These captions have been checked to ensure they satisfy the editorial standards of **The Leading Edge**, which are, to wit, "the events as they may have happened".)*



Doug and Gail Dodson of the San Antonio Detachment of EAA Chapter 1000 (number yet to be assigned) relax on the Landing Grading Platform (LGP) with standard beer and cigar



Mrs. Kommandant joins the San Antonio Det on the LGP while reviewing materials from local Realtors® with her trusty iPad mini by her side



Opie and Gail at Little Gretel, a local German restaurant. Opie has his ever-present beer in a glass that reminds me of the "Yard of Beer" at the Golden Bee Gastropub at the Broadmoor in Colorado Springs. The best part is watching someone try to guzzle one—when the bulb at the bottom unports, a large slug of beer comes rushing down and smashes into the face of the imbiber. It even needs a special support stand to stay upright. Of course, to keep things at his appropriate scale, Opie ordered the "Foot of Beer"



Here we go—will the facial hair absorb the rushing slug of beer and store it for later consumption?

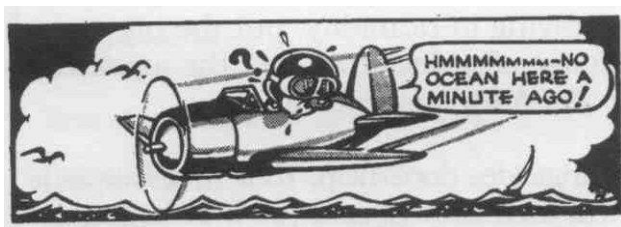




Of course, the Aldrichs joined the Dodsons to watch the beer consumption fun. Rumor has it that Opie made the manager an offer on the wall hangings saying something about them “looking good in the hangar”



Gail remembered that Private Pilot ground school talks about bodies of water being useful as checkpoints for pilotage navigation. Therefore, to make sure that they could always find their way home, she decided that they should install their own body of water next to the hangar



The ramp to the hangar, which was seen as snow covered at our last Zoom meeting. Opie put in a ramp instead of stairs to ensure he would still be able to get to the hangar when he ends up in a wheelchair



View of the hangar, the center of the Low Cay estate, from the Landing Grading Platform



Opie built too much space in the hangar, and feeling left out with all of the other taildragger pilots in the chapter, went out and bought himself an RV-8. Rumor is that he had challenged Opus and his F1 Rocket to a race from 5C1 to L00



Like all good dogs, the Glasair welcomes the RV-8 to the hangar by presenting its butt to the RV-8 for sniffing



Low Cay Estate, mobile version. Coming to an AirVenture soon. Opie should be buying Gail a new, luxurious truck to tow it with

Did You Pay Your Dues Yet? Knife Is Still Waiting On You!

This Just In—Recently Declassified Photos Revealed From Operation Rubidoux Sundown V

Operation Rubidoux Sundown V was a highly coordinated attack on the Flabobians of EAA Chapter 1 on 22 February 1997. While heavily covered at the time (see <http://www.eaa1000.av.org/ppolice/sundown5.htm>), some of the photographic evidence was required to be classified in the interest of Chapter Security. To further protect security, these photos were sent to a vault in New Hampshire with **PPO Chuck Firth**. After 24 years these photos have been declassified OADR. Strangely enough, some of the prime suspects agents are still around.

We sure looked good in our **PPTAF** uniform shirts, although the black shirts were definitely hot, even in February.



PPO George "Knife" Gennuso inspects the official Flabobian "Follow Me" Staff Car. Based on this, rumor has it that Flabobians are smaller than your typical *Project Police Officer*



Display of replica air race planes from Bill Turner's Repeat Aircraft



PPOs George "Knife" Gennuso, Jack Roth (injured reserve), and Ron Applegate investigate a Super Cub that seems to have anticipated COVID face masks by 23 years



PPOs Chuck Firth, Jack Roth, George Gennuso, and Ron Applegate with Jack's PAVE NAVION Project Police Aerial Assault Vehicle



PPO George Gennuso studies the nose art on "Little Shredder" for evaluation against current Air Force rules on nose art. For undisclosed reasons, PPO Norm Howell seems to have left his official headgear on the wing walk



PPO Knife checks in with Chapter 49 Tech Counselor Jack Hakes as he exchanges critical intelligence with Chapter 49 Tech Counselor Frank Roncelli



PPO Knife, as an undercover representative of the President of Northrop Corporation, checks in on Northrop Test Pilot Eric Hansen to make sure his signature represents the company in an appropriate light



PPOs stand in formation to receive orders before infiltrating the Flabobians. Bob Waldmiller, Gretchen Lund, Miles Bowen, Mike Pelletier, Ron Applegate, Jack Roth, Russ Erb, and Norm Howell



Unidentified Cessna taxis to the runway



Even amphibians are welcome at Flabob



The inspection force spot the *Project Police Aerial Assault Vehicle* placard and pass over this Cessna, recording the customary perfect score



It's hats off for an excellent S.E.5a replica



Alton Bay NH Ice Air Ops

During last month's meeting, **Chuck Firth** mentioned the Alton Bay seaplane base (B18) which freezes in the winter, creating a useable ice runway for six or seven weeks.



Project Police Officers are a hearty lot. Even though it was subzero temperatures (on both temperature scales), Chuck still inspected in uniform

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

May 15: EAA Chapter 1000 Annual Aviation Event, currently accepting ideas for activities. (661) 609-0942 (cancellation likely)

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 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (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

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

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

Dec 21: EAA Chapter 1000 Festivus Etc Celebration, 6:00 p.m., Kommandant's Kwarters, 42370 61st Street West, Quartz Hill CA. (661) 609-0942

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

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

Mar 15: 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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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!

THE LEADING EDGE**MUROC EAA CHAPTER 1000 NEWSLETTER**

C/O Russ Erb

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ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

ZOOM MEETING "BASS AKWARDS" 20 APRIL

KOMMANDANT INSPECTS LOW CAY FACILITIES

DECLASSIFIED PIX RUBIDOUX SUNDOWN V

ALTON BAY ICE RUNWAY

