

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	*could be you!*	800-555-1000
Secretary	Kent Troxel	661-947-2647
Treasurer	George Gennuso	661-265-0333
Newsletter Editor	Russ Erb	661-754-0524

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

June 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:



F1 Rocket Update

Vince "Opus" Sei
 Tuesday, 15 June 2021
 1700 hrs (5:00 PM Civilian Time)
 Your COVID-19 Defense Bunker
 Undisclosed Location, USA

Years ago, a small, fast airplane was birthed of the *Project Police*, but after flying less than a year was spirited away to Tucson AZ and eventually to Fredericksburg TX. Rumors are that the little airplane has grown up and changed multiple times since we last saw it. This month, the manufacturer and pilot **Vince "Opus" Sei** will bring us up to date on the current state of the aircraft.

To help you appreciate the magnitude of the changes, we will give you a little bit of the origin story. **Opus** received his F1 Rocket kit in June 2003. At this time, he announced to us that he would have it flying in 18 months. Of course, this brought jeers and guffaws from the assembled *PPOs* as we laughed at his gross underestimation. Of course, we were right—it took him 20 months to get to first flight. He credits his building speed on being single and having no social life. His days were filled with going to work, building airplane, and sleeping. First flight was on 28 February 2005.



The fuselage and wings as they arrived in June 2003



Opus' F1 Rocket as displayed at the 2005 Scotty Horowitz Going Away Fly-In just two months after first flight

It's been a long time since 2005, plenty of time for problems to be worked out and "improvements" to be made. **Opus** will tell us about what has changed and what he is doing with the airplane now.

Members of the Dets: We're on Zoom again, so you get to participate too. In fact, **Opus** will be coming to us from Texas. Fun fact: All of the states that Opus has lived in are contiguous (CA, AZ, NM, CO, TX).



The original instrument panel with a Garmin GNS 480 navigator, a Dynon D-10A EFIS, a Blue Mountain Avionics EFIS, and a Vision Microsystems VM100C engine monitor. With all of these various manufacturers, what could possibly go wrong? This setup would undergo at least one complete revision, and possibly more. Join the meeting to find out more.

When we are done listening to **Opus** 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, 14 June. 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 "vacant" **Vice Kommandant**

Last Month's Meeting

EAA Chapter 1000

Your COVID-19 Defense Bunker

Zoomland, USA

18 May 2021

Gary Aldrich, Presiding

The May meeting commenced at 17:00 PST and was conducted via ZOOM with 13 members calling in. **Vince Sei** again won best Zoom meeting background with his harem featuring 10 scantily clad lovelies.

Covid Protocols were observed with each attendee consuming a beverage of their choice.

The evening's featured speaker was **LtCol Pat Killingsworth** (Call sign "**Krown**"), a test pilot on staff at the Test Pilot School. **Krown** went above and beyond with

his presentation made from his hotel room while on leave with his family.

Krown's presentation was on glider winch launching, supplemented with pictures and videos from his time as an exchange officer with the Royal Air Force at RAF Cranwell near Lincolnshire, UK.

Now, I have to admit that not having an over familiarity with gliders, it took most of the presentation for me to determine that he was talking about **winches** rather than **wenches**, and I also have to admit my disappointment at the discovery.

I gather that there are 3 primary methods of launching a glider: aerotow, auto (car) tow and winch launches, with the latter method comprising about 95% of the launches at RAF Cranwell North Airfield. They use a Skylaunch 2 winch with two parallel spooled steel cables of about 4,000 feet, powered by a Mercedes 300HP V8.

Krown conveyed that winch launching is a "team sport" requiring about half a dozen people (4 minimum). Once the winching begins, the glider climbs at pitch angles up to about 45 degrees, and releasing at an average of 1500 feet and 80 knots, all accomplished in 1/3 to 1/2 of the 4000 foot cable length.

Gliding in the UK is regulated by the **BGA** (British Gliding Association) as opposed to the **BGO** (Blinding Glimpse of the Obvious). A single launch at Cranwell cost about 5 Quid (British Pound Sterling), or about 7 USD.

Viewing the zoom recording is highly recommended.

The **Kommandant** declared "**Victory!**" at 1825 with instructions to go eat dinner.

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

Two weeks ago
(as of this writing)

Mrs. Kommandant and I were sitting in front of Hangar 703 in the **BMW Kommandwagen**



preparing for our latest aerial

adventure. The **VC-180** was gassed and prepped for a mission to Boerne Stage Airfield (5C1) that was to last 10 days. It is only about 7.5 hours flying time from WJF to 5C1, but the chief mission planner (Anne) had directed an overnight stop in Scottsdale (SDL) before arriving at 5C1. Then the plan was to borrow ground transportation from the **Dodsons** and proceed to downtown San Antonio and time-share accommodations a short walk from the famous Riverwalk tourist area. Thereafter we would accomplish the primary objective of the mission which was to finalize interior design details for the new (ex-)**Kommandant's Kwarters** in the Del Webb community of Hill Country

Retreat. This task, scheduled to occur at 0900-sharp on the Monday after arrival was in the critical path to facilitate our easterly migration before the end of the year. Thus, the potential for “get-there-itis” was in the air.

The Aerospace Valley had been experiencing a longer than usual stretch of vicious spring winds. For the 10 days or so previous to the planned departure, average daily winds were in the 30 to 40 knot range...and not in the usual pattern of “light” winds in the morning followed by a big blow by noon-ish. Rather, the heinous winds cranked up before dawn and simply got worse...much worse as the day went on. Regardless of how many times I consulted the weather gods in the days leading up to the trip I got the same frustrating answer...it was going to be a very difficult departure.

Those of you with any significant taildragger experience know that often the most challenging part of conventional-gear flying is maneuvering on the ground, perhaps second only to the gusty crosswind landing. Taxiing any aircraft in winds that are a large fraction of the stall speed is a challenge. Taxiing an unstable aircraft with limited-authority tailwheel steering can be downright dangerous. Turning into or away from high winds calls for expert use of power and braking to control the turn without putting the airplane over on its nose...or worse. Some years back I was flying a glider off Rogers Dry Lake for a crosswind landing test. The nature of the test required high winds to complete the test matrix. The tow pilot, in a Pawnee, was attempting to move into position in front of my glider by turning some 90 degrees in a 30-knot steady wind. This pilot was an Air Force Test Pilot and world-renown glider pilot...no shortage of experience. As he attempted to turn crosswind the force on the aft fuselage and vertical fin overcame the ability of the tailwheel steering and the pilot was forced to use heavy braking and large power input to effect the turn. Unfortunately, with a direct crosswind the elevator effectiveness was reduced and he was left in an untenable situation of using high power and maximum braking with less than optimum ability to keep the tail on the ground. In the blink of an eye the tail popped up and the prop dug a trench in the lakebed surface. That was the end of testing for the day.

For the 1977 model year of the Cessna 180 the manufacturer (presumably in a cost savings attempt) began installing the larger dorsal fin from the C-185. The larger vertical surface area added needed directional stability for aircraft on floats, but became a liability for ground maneuvering when on wheels. Acting as a large “sail”, crosswind turns in the aircraft became more difficult, sometimes requiring a pilot to make a 270-degree turn opposite to the desired direction rather than a 90-degree turn so as not to face the predicament described above. Just one more reason that a flight in a taildragger is not complete until the hangar door is locked.

Back to departure day. As we sat in the car (which was being noticeably buffeted in the high winds and pelted by airborne sand and gravel) we discussed our options. Based on the forecast weather patterns, delaying the trip for a day or two did not offer confidence that the winds would get any better and would decrease or eliminate the

possibility of accomplishing our design center appointment. Based on my experience I felt that the taxi from the hangar to the end of the runway posed a significant risk of damage and/or injury to aircraft and crew. Further, should an immediate return to the runway be required the risk would be compounded. So, exercising “Aeronautical Decision Making” and my authority as Pilot in Command, we reluctantly returned home and spent the rest of the day arranging commercial air travel for the trip. The loss of fun and adventure of making the trip in the VC-180 was balanced by the knowledge that unnecessary risk had been mitigated, the mission objectives would be achieved, and the airplane would be available to fly on more adventures in the future.

The rest of the trip, save an extra 4 hours of delay in Dallas due to a broken airliner, went swimmingly. We had an excellent visit with the **Dodsons** and accomplished another milestone in our permanent change of station (PCS) arrangements. This month, as we continue to slowly emerge from the effects of the pandemic panic, we will again partake of the Erb’s Zoom account and stage a virtual *Project Police* Raid on *PPO Vince “Opus” Sei* while looking forward to the time that we will be able to meet in person...mask-less. Until then,

Fly (and Taxi) safe, and check 6

- **Gary Aldrich**
Kommanding

Yes, Virginia, There Were Lounges on Airliners

Lately I’m been scratching my aviation learning itch by reading *America’s Round-Engined Airliners* and making sure I don’t miss watching anything on *Celebrating Aviation with Mike Machat* on YouTube. It seemed like the introduction of every new airliner was accompanied by glossy color pictures of the airliner lounge, with a collection of happy air travelers having a quiet conversation.

The Boeing Stratocruiser used the lower deck as a passenger lounge. The Douglas DC-7 had a passenger lounge, as did the Lockheed 1049 Constellation. I even remember walking home from the Second Grade, reading my *Weekly Reader* telling about the brand new Boeing 747, where passengers could climb the spiral staircase up to the upper level to visit the passenger lounge.

However, by the time of my first airline flight in 1975 (on a Lockheed L-1011 TriStar—haven’t seen one of those since) there was no sign of a passenger lounge anywhere. In fact, on any of the airline flights I’ve been on since there was no sign of a passenger lounge.

Faced with this seeming contradiction, I sent the following two questions to my favorite airliner historian, **PPO Mike Machat**:

1. Clearly the lounge was not big enough for everyone on board to go there at the same time, so who got to go there? Was there a time limit of when you had to go back to your seat? How did that work?

2. Eventually all airlines seemed to realize that the lounge was a non-revenue area and it would be eliminated and replaced with revenue seats. Why did they think the lounge would be a good idea in the first place?

A few days later, **Mike** sent back this reply:

“Apologies for this belated reply (YouTube channel went viral last week and it's been insane here ever since - in a good way), and you make an excellent point on PAX lounges over the years.

I'll try and answer your questions as best I can.

First off, the one thing never shown in any of the promotional or advertising photos is the **thick cloud of cigarette smoke** in those lounges (and main cabins). Happened as soon as the "NO SMOKING" sign was turned off after takeoff!

That said, club seating in the forward First Class lounge (forward of the engines) was a standard reserved seat. The lounge back in the tail was for First Class passengers on demand, and with propliner flights being 10-12 hours coast-to-coast, there was plenty of time for everyone to visit. (My Dad took the attached photo from the aft lounge of a DC-7.)

In the Jet Age, First Class lounges in the 707, DC-8, and Convair 880 were always just aft of the forward boarding door, and were a combination of reserved or on-demand seating. With jet trips being more like 3-6 hours in duration, and especially when inflight entertainment systems began to appear, there was less demand, so airlines eventually removed them. When 747, DC-10, and L-1011 Jumbo Jets arrived in the early 1970s, mid-cabin lounges for both First Class and Coach passengers became all the rage featuring piano bars, buffet meals, and even magicians and caricature artists! This was more for marketing and to create passenger appeal among fiercely competing airlines. (Continental's DC-10 lounge looked like a nightclub!)

Mike”



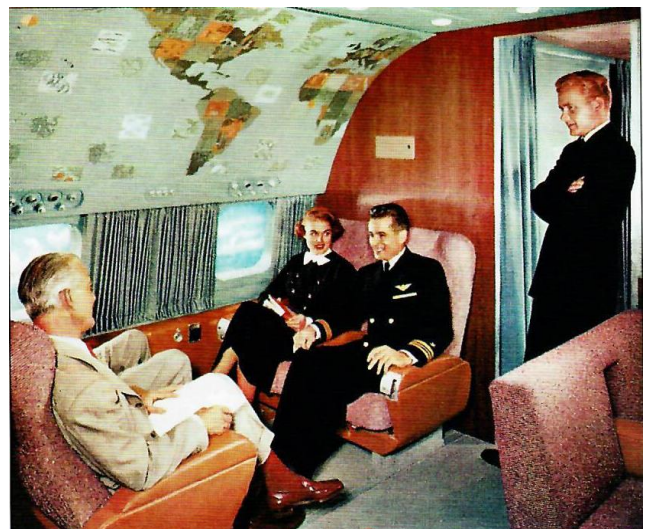
The lower deck lounge in the Boeing Model 377 Stratocruiser was a pleasant place to sit and relax on a long flight. However, the ceiling was too low for tall people to stand comfortably, and publicity photos were usually not taken with tall people standing¹



Looking rearward in the Stratocruiser lounge. The bottom floor between the seats is actually the curved underside of the fuselage.³



DC-7 First Class club⁴



Douglas placed its passenger lounge in the rear of the cabin, but with the taper of its fuselage the only viable location for such a meeting place in the Connie was in the center of the cabin. These were the days of wood paneling in airline interiors, and nobody did it better than Lockheed. Of special note is the Dreyfuss-created art mural along the sidewall.³



Flying in the lap of luxury at 25,000 feet, well-dressed passengers enjoy the sumptuous dining pleasures of TWA's Ambassador Service aboard a Lockheed 1049G Super-G Constellation²



This aft-looking picture shows TWA's luxurious 1649A Jetstream first-class "Starlight Lounge." Artist Maric Zamparelli was commissioned to create murals representing different cities and countries served by the airline, to adorn the lounge-cabin sidewall.²



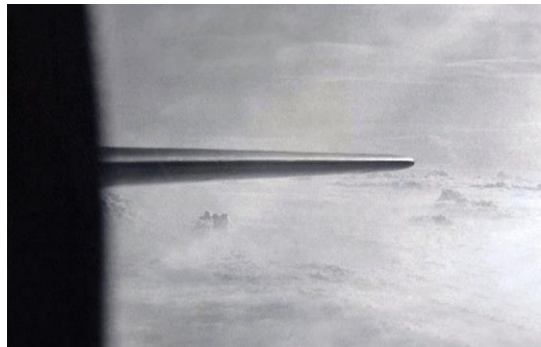
An interesting, albeit posed, period view of the first-class lounge of a Convair 880, circa 1959. These ladies dressed as though flying first class was a formal affair. Note that smoking was not only permissible, but cigarettes were provided.¹



Staged publicity photo of Convair 880 First Class Lounge⁴



Appearing more like the passenger cabin aboard a much larger aircraft, this 707 forward lounge featured all the amenities of luxury and elegance aloft. Note the relative scale of the people compared to the airplane.²



Eastern DC-7B Golden Falcon, taken from the aft lounge by Mike Machat's father.⁴

¹Yenne, Bill, *Classic American Airlines*

²Proctor, Machat, Kodera, *From Props To Jets*

³Kodera, Pearce, *America's Round-Engine Airlines*

⁴Machat, Mike

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

Jun 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (661) 609-0942

Jul 20: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (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

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

May 21: 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.

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	knife.pulsar1@gmail.com	661-265-0333
<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	661-754-0524
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@pobox.com	661-754-0524
<i>Engine Installation</i>		
Russ Erb	erbman@pobox.com	661-754-0524
<i>Electrical Systems</i>		
Russ Erb	erbman@pobox.com	661-754-0524
<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, 661-754-0524, 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

3435 Desert Cloud Ave

Rosamond CA 93560-7692

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

ADDRESS SERVICE REQUESTED

THIS MONTH'S HIGHLIGHTS:

ZOOM MEETING F1 ROCKET UPDATE 15 JUN 21

GLIDER WINCH LAUNCH REPORT

KOMMANDANT EXERCISES ADM

AIRLINER PASSENGER LOUNGES

