



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>

August 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:



Kanard Over The Barrel

Randy "Kanard" Kelly
Tuesday, 17 August 2021
1700 hrs (5:00 PM Civilian Time)
Your COVID-19 Defense Bunker
Undisclosed Location, USA

NO BASEBALL MEETING THIS MONTH SINCE THE JETHAWKS AND MOST OF THE MINOR LEAGUES WERE DISSOLVED. IT'S NOT COBRA'S FAULT.

Sometimes you slay the dragon, and sometimes the dragon eats you. Or in this case, the dragon has you over the barrel—the cylinder barrel, that is.

You've already heard what you thought was the story. In July 2018, one of **Kanard's** partners in his **Cessna C-182 "Lois" Skylane** made precautionary landing at **Baker California (002)**. The cause of concern was the #3 exhaust valve guide had disintegrated, which is generally considered "not good". **Kanard** ended up replacing that cylinder with a reconditioned Continental cylinder, which eventually allowed **Lois** to fly again. You can relive the story in the December 2018 through February 2019 editions of the *'Edge*.

Almost prophetically, **Kanard** ended that story with the words "That's an adventure I hope we don't have to repeat anytime soon." Be careful what you say...

If you think that the "pandemic" was the worst part of 2020, **Kanard** might disagree with you. During the 2020 Annual Inspection of "**Lois**", **Kanard** noticed some compression readings on cylinder #1 (not #3 from before) that he didn't like. The following borescope inspection was not pretty either. That cylinder earned a one way trip to **LyCon**, where an inspection by **Kanard's** now good friends raised questions about what the other cylinders looked like. Soon the other five cylinders would make a one way trip to **LyCon** by **Combat Bearhawk**. After inspection, the recommendation to **Kanard** was to do a "top overhaul" with six new Continental cylinders. The cylinders were prepped by **LyCon** and then flown back to Rosamond by **Combat Bearhawk**. The cylinders were installed by **PPO Bill Irvine**.

While this sounds like a straightforward aviation story, add to it that **Kanard** had a looming deadline to get the airplane airworthy so that it could be flown to Tennessee for his impending move.

This month **Kanard** brings us the complete story with all of the drama that goes along with aviation maintenance. This story has been complete for some time, but **Evil Editor Zurg** gave **Kanard** a few months delay to give him time to settle in to Tennessee. Yes, **Kanard** is in Tennessee, but it doesn't really matter where he is since we will be meeting on Zoom, as long as he has a decent internet connection.

Members of the Dets: We're on Zoom again, so you get to participate too. When we are done listening to **Kanard** 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, 16 August. 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 individually

Your Workshop

Your Location

20 July 2021

You, Presiding

Last month you were tasked to do something aviation oriented during our normal meeting time while the **Kommandant, JDIII, Opie** and **Gail Dodson**, and **Stormy** and **Mary Weathers** were on their way to the big **AirVenture 2021** show. I would remind you in this space about what you did, but **YOU** didn't bother to submit a report. Well, I guess now we know who **Evil Editor Zurg** can count on. Why do you continue to disappoint? **EEZ** says he will forgive you if you take him flying in your homebuilt aircraft you're supposed to be building.

I don't know if any of this is true since I didn't really say anything.

- Erbman

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

Hmmmm,
lessee...time for
another dose of
Kommandant's drivel.
Maybe another thinly
veiled political diatribe?
How about another
condescending lesson from the "gray-beard CFI"? Wait,
AirVenture 21!...No that's next month's program. What's
that leave?



The weather is always an interesting topic for pilots. In case you haven't noticed, it's been HOT this Summer...like "fry an egg on the sidewalk" hot. When I'm not barricaded in the powerfully-air-conditioned **Kommandant's Kwarters** I have been working away at the myriad of tasks related to our impending escape, er, move to the **GREAT STATE of TEXAS** (I'm told by **PPO JD3** that this is the only way to refer to the Lone Star State in print). This has entailed rooting around in the rafters of my (un-air-conditioned) garage to purge 30+ years of accumulated "treasures" ("WHY did we keep THAT, again?"). I've also been slimming down the sumptuous accommodations in the (un-air-conditioned) Hangar 703 at Fox Airfield as well as completing necessary repairs and preparations on the **Fightin' Skywagon** for the WJF-OSH-WJF mission. All these activities, due to thermal concerns, have happened before noon. Many of you have been quick to point out that South Texas weather also poses challenges in the form of humidity and a curious phenomenon where water falls

from the sky to the accompaniment of flashing lights and loud bangs.

The clean-out is, of course, driven by the desire to minimize the cost of transporting all of our worldly possessions to our new home in San Antonio. Since we are not the only California residents seeking asylum in the various "fly-over" states, that cost is...impressive. The economic pressures driving up the moving costs (spiraling fuel costs, transportation tariffs, etc) are especially painful for us as we have never actually paid to move our stuff around the world (Thank you, Uncle Sam). But, it is what it is and it will not diminish our fervor to head East sometime this Fall. In the meantime progress on the "Texas Kwarters" has been slow, but steady.



Some Assembly Required

Finally, I'll leave you this month with a small teaser of the OSH report...a picture taken shortly after the intrepid **VC-180** crew survived the **Fisk Furball** and became one of nearly 7,000 aircraft tied down in the North 40. Until then,

Fly Safe and Check 6, y'all.



- Gary Aldrich
Kommanding

CONFIDENTIAL Project Police Access Only

EAA Chapter 1000, Det 15
Shelbyville TN
Project Police Files

1700 hours, Wed 23 June, 2021. It was a warm muggy day in middle Tennessee. EAA Chapter 1000 *Project Police* members **Randy** and **Leigh Kelly** had received information regarding an airplane build in a plain building East of Nashville. Using coordinates obtained from EAA Chapter 1326 *Project Police* team members, the Garmin GPS led us to a mundane looking building surrounded by old cars in a La Vergne Tennessee neighborhood labeled “Boatman Construction.” Boatman? Boats?



The Covert “Boatman Constuction” Facility

Is this a boat shop or a covert build site for other unknown vehicle builds? Several folks drove into the parking lot to pick up “stuff” then disappeared around the end of the building, but no sign of the rest of the *Project Police* team. A few minutes before the appointed hour, the other members of the *Project Police* team showed up, consisting of **President Mark Stauffer** (Chapter 1326), **Mark Cannon**, and **Tim Rosser**. At the appointed time we approached the door to discover it was open and entered a plain shop/office building with a large working bay. In the main bay there were numerous car parts to include the sides of a race car with NASCAR style numbers on it.



Airplane disguise panels with John Boatman hiding outside the left of the frame

In the corner was a full size two pillar car lift with a vehicle on it. At second glance we realized it was NOT another streamlined race car, but actually an RV-6 on its side 4 feet in the air. WHAT??



PPO Leigh Kelly with “jacked up” RV-6

Enter the two primary targets of the raid, the work of EAA Chapter 1326 members **Tommy Lynch**, and the shop owner **John Boatman**.



Tommy Lynch (Why does he look familiar?)

After closer look we discovered not only the fuselage of a 1992 vintage RV-6 (not an RV-6A), but the fuselage of a tail-dragging version of a Glasair (with no cockpit floor at all), multiple sets of wings, some looking like they were constructed from “Van's” plans, but also some for

Wittman homebuilts, and bits, pieces, and subassemblies of various Lycoming engines.



Bottomless Glasair, and...



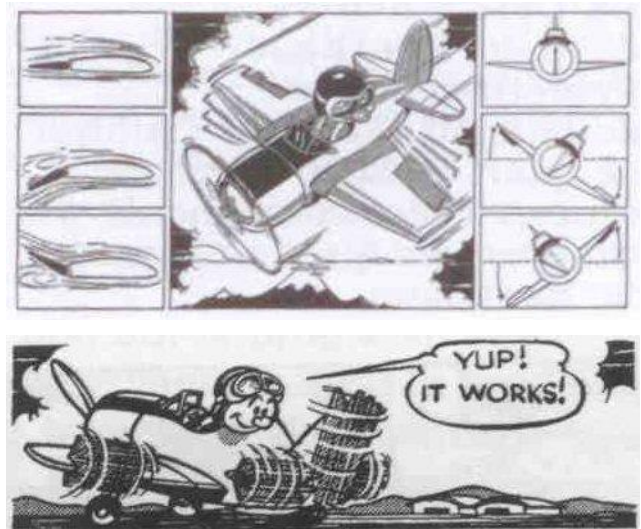
Wittman Wings (Is this some kind of SECRET hybrid project?)

During our preliminary ~~interrogation~~ interview of **Tommy** and **John**, we discovered an original RV-6 builder and owner had apparently learned a bitter lesson about landing at high density altitude when he and a passenger flew “into” a gravel strip somewhere in the Arizona highlands near Sedona. The field was above 5000ft MSL and at 90+ degrees the density altitude was somewhere above 10,000 feet. The approach apparently ended in a too high flare and full stall “landing” resulting in a wing contacting the ground first closely followed by the rest of the airplane in an “almost good” landing. The pilot and passenger apparently had minor injuries and were able to walk away, but the RV-6’s “far from a great landing” resulting in significant wing, fuselage, and gear damage. (The RV-6 could NOT walk away, much less fly). Enter EAA Chapter 1326 member **Tommy Lynch** who somehow acquired the RV-6 which was trailered to John’s shop for a complete rebuild. The airplane wings were pulled apart and major sections of the fuselage targeted for rebuild. Tommy told a tale of how some of the assemblies were also glued with “pro seal” (fuel tank sealant) which made them significantly more difficult to disassemble (“No disassemble Number 5!!!”). Some panels were drilled out and straightened, but a number of others were pulled off and used as templates for new panels. Doublers were added to some sections that Tommy thought were necessary. Tommy has fabricated other parts/subassemblies including the tailwheel assembly which was inoperative on the aircraft BEFORE(!) the accident. (I can’t help but wonder about the ground handling characteristics of an RV-6 with a permanently

free-castering tailwheel, especially in a crosswind. Several of the **Project Police** were thinking, “There may be evidence we are dealing with ADM issues here that forced a reason to display “(less than) superior airmanship skill”. Ouchie.)



New doublers in bottom of the cockpit





Old Tail-wheel mount after it's "liberating" landing



Tommy with new tail-wheel and mount, including an operable tailwheel lock.

The other object of this raid was to see **John Boatman's** shop. John is an experienced mechanic with experience with automotive racing engines as well as aircraft. John is an "experienced" aviator with experience in gliders (with auto tows no less) as well as flying the Bonanza, Cessna 310, and Mitsubishi MU-2. John's shop had a full inventory of appropriate machines (a mill, a lathe, welders, cutting outfits, bending brakes, and sheet metal shears, enough to make even veteran *Project Police* mechanic **Bill Irvine** jealous.)



PPO Leigh Kelly pointing out a rebuilt O-320 for the RV-6



More aircraft engines – some assembly required.



RV Wing under refurb!!



An “RV Potty”. Wonder where it goes??

In addition to helping Tommy repair sheet metal structures, John Boatman has been busy reworking the 160HP Lycoming O-320 for Tommy's RV-6.

Half of the joy of this tour was looking in all the corners of the shop trying to identify airplane parts and figure out where they came from or what they went to, including the normal collection of wings, control surfaces, wheel pants, cowlings, wing tips, and some more obscure parts. One of the more interesting was a “chair escalator” to John's second story mezzanine, which was apparently obtained by an equal trade for one (1) aircraft engine cylinder. (Sounds like about 1 Aviation Money Unit (AMU) to me.) Tommy and John had apparently also procured a suitable supply of snacks to bribe the **Project Police** team, but we were having so much fun crawling around all the corners of the shop that we never got a chance to partake (*sounds like more poor ADM—ed.*). (Hopefully Tommy or John got lunch the next day out of the plentiful snack supply.) Anyway, after about 90 minutes of prowling around we declared **Victory!** and called it quits for the night.

- Randy “Kanard” Kelly
Undercover **Project Police** Officer
EAA Chapter 1000 Det 15, Shelbyville TN
EAA Chapter 1326

New Ceiling Fan

(submitted by Kanard. This story is probably apocryphal but fun nonetheless ...)

Call with wife:

Me: Babe, I'm at Lowe's. What type of ceiling fan did you want for the living room?

Wife: I don't care. Pick what you think looks good.

Me: Ok. You sure?

Wife: It's a fan. You can't screw that up.

The new fan:



Project Police Aircraft Spotters Quiz



It has been a while since **Evil Editor Zurg** has uncovered more obscure airplanes that he's guessing you've never seen before. While reviewing photos recently taken by **Erbman**. Rumor has it that these and other photos may turn into a future chapter program.

Now **Zurg** wants to annoy you by showing them to you so that you'll realize that you have no clue what they are while he sits smugly knowing exactly what they are.



Prove **EEZ** wrong by submitting a correct identification to eez@pobox.com. If you don't know for sure, make something up! The funnier the better! You can also mail to the editor's address seen on the last page of this newsletter. Include any other information you know. Links to web sites with more info are a plus. Next month we'll tell you who (if anyone) was correct.

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

Aug 17: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Your COVID-19 Defense Bunker, Undisclosed Location. (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 Quarters, 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

Jun 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 19: CNX EAA Chapter 1000 Monthly Meeting, Cancelled in lieu of AirVenture. (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****3435 Desert Cloud Ave****Rosamond CA 93560-7692****<http://www.eaa1000.av.org>****ADDRESS SERVICE REQUESTED****THIS MONTH'S HIGHLIGHTS:****ZOOM MEETING KANARD OVER THE BARREL****BREAKING NEWS: IT'S HOT!****TENNESSEE PROJECT POLICE REPORT****ZURG'S AIRCRAFT SPOTTERS QUIZ**