



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

Voted to Top Ten Newsletters, 1997 McKillop Award Competition

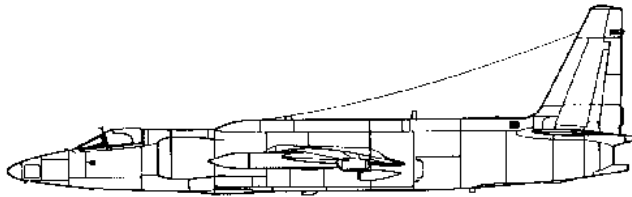
President	Gary Aldrich	805-490-1476
Vice-President	George Gennuso	805-265-0333
Secretary	Miles Bowen	805-822-0806
Treasurer	vacant	Could be You!
Newsletter Editor	Russ Erb	805-258-6335

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

April 1998

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 Meeting:



Speaker: Dave Kerzie, Test Pilot
Tuesday, 21 April 1998
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Edwards AFB, CA

Our speaker for this month's meeting is **Dave Kerzie**. You won't want to miss this meeting. Let me tell you a little about Dave. Dave holds a Bachelor of Science Degree in Aeronautical Engineering from the University of Washington. He graduated from USAF Pilot Training in 1960 and the USAF Aerospace Research Pilot School in 1968 (*that's what TPS was called for a few years*). His 20 year Air Force career included operational tours in both multi engine and fighter aircraft and eleven years of experience flying within the USAF Test and Evaluation community. He also completed a 186 mission combat tour in Vietnam flying the F-4 Phantom as a 480TFS Flight Commander.

Employed by the Lockheed Company in 1979, Dave initially flew on the high technology L-1011 commercial transport program (**Norm**, take notice, it gets better). He transferred to the Skunk Works in May 1983 as a company U-2 experimental test pilot and was active on that program for 14 years until his retirement in June of this year. He was the 1986 recipient of the Ivan C. Kinchloe Award for his work accomplished during high altitude flutter investigations. Dave was also honored as a recipient of the USAF Test Pilot School Distinguished Alumni Award and was elected by his peers as President of the prestigious Society of Experimental Test Pilots for 1991-1992.

Now, I think all of you parents out there will agree with me, that the following is Dave's most outstanding accomplishment. Dave and his wife Carol are the proud parents of eleven children; all graduates of Cal Poly University-Pomona.

Dave is currently building an RV-6. So, we'll see you there right after shmooze time.



Seventh Annual Scotty Horowitz Going-Away Fly-In--16 May 1998, Rosamond Skypark

Make your plans yesterday! You won't want to miss this! **Glenna Wagner** has been doing her magic again to make sure that we will all be well fed. The Bar-

B-Q will be fired up and operating from 10:00 am to 1:00 pm.

A One-Shot Spot Landing Contest is planned for arriving aircraft. Sure would be nice if you'd volunteer to help run it. A People's Choice award for the best static display is also planned. Again, you could volunteer to run this (it's easy!)

Flyers are going out to surrounding chapters inviting them to join us. You'll want to be there to enjoy the fun! Numerous members of Chapter 1 have confirmed that they will be coming to check on that rumored **Project Police Hospitality**. **Don't disappoint them!**

No word yet if **Scotty Horowitz** will be able to make it to his namesake event. You know how busy NASA keeps its astronauts...

HEY DUES DELINQUENTS!!!

You're being cut off!

Yep, this is your last newsletter. You can, of course, still avert this disaster by forwarding your dues check (\$15) in according to the directions on page 12.

This is the last time we'll remind you. You're on your own now.

We'll publish the 1998 Chapter Roster in the May newsletter.

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot's School, Edwards AFB
1700, March 17, 1998

Gary Aldrich, Presiding

The meeting was called to order at 5:35 following the consumption of several pounds of high fructose snacks.

Visitors

None we noticed and none who would admit it.

Announcements

The 1998 Rocky Mountain EAA Regional Fly-In will be held June 27-28 in Longmont, CO.

Be the first on your block to have your own CJ-6. \$65K. **Gary Aldrich** has info.

EAA Book and Video sale is in full swing. Get yours while they last.

Please volunteer for helping with Chapter 1000's **Seventh Annual Scotty Horowitz Going-Away Fly-In**. That will be the best (and perhaps only) defense against being drafted.

If there is someone who(m?) you would like to nominate for an **EAA Major Achievement Award**, get the info to Gary Aldrich by May 15.

Old Business

None.

New Business:

None.

Program:

Our guest speaker for this meeting was Mr. **Jon Goldenbaum**, the proprietor of Poly-Fiber Aircraft Coatings and Chapter 1000 member. Jon's background includes 20 years in the Air Force, and 6 years with Delta Airlines. After flying A-1's in Vietnam, his 6 years of straight-and-level with Delta were boring by comparison.



Jon has restored many of the old tube-and-rag airplanes such as Cubs, Champs, Stinsons, and Taylorcraft. Jon worked for a while helping to run Alexander

Aeroplane, then eventually bought the Poly-Fiber business from Ray Stits.

Even though Poly-Fiber carries several good solvent-based finishing systems, Jon has become fearful that they may be on their way out, due to safety and environmental concerns. To ensure the continuance of his livelihood, Jon has spent the last several years developing a line of water-borne, non-hazardous aircraft finishing products known as the Flight Gloss System. While Jon doesn't claim that his new system is superior to the best solvent-bases systems, he does feel that it is not far behind, and that it is only a matter of time before superior non-hazardous systems are developed.

For finishing composite surfaces, the Flight Gloss System consists of four products: SuperFil, Smooth Prime, Silver Shield, and Top Gloss. For preparing steel and aluminum surfaces, Metal Prime is available. The Top Gloss product is suitable for application as the color coat on both composites and metal. All products are polyurethane-based (similar to Imron or Aero-Thane) but are water-borne to eliminate fire danger and reduce toxicity concerns. All products are crosslinked to provide moisture and chemical resistance.

The waterborne fabric covering system is still in development and not available to the general public. Jon does not want to sell it until he has at least five years of experience with it sitting in the desert sun and other climate conditions. Other waterborne systems have gotten a bad reputation because they were released before they were fully developed. No, he doesn't just have a bunch of frames sitting outside behind the Poly-Fiber factory. He has the contract to maintain the fabric covered control surfaces on the aircraft at the March AFB museum, which are, of course, sitting outside. He will only release it sooner if the EPA forces him into it. Until then, the Poly-Fiber system is still as good as it ever was.

However, the Flight Gloss System for composites is for sale to the general (aviation) public. Although not difficult to apply, this system is different from solvent based systems, and instructions need to be followed to the letter. What you may think you know may not apply to this system. A brochure and detailed Flight Gloss Finishing System manual are available free of charge from Poly-Fiber.

Thank you Jon for a very interesting, informative, and non-pushy-salesman-like presentation.

*(A video of this meeting (and many others) is available in the Chapter 1000 library. Contact **Russ Erb**)*

Adjournment:

The meeting was adjourned about 7:10 to the **PPTAF** Auxiliary Headquarters and HFFS (High Fat Filling Station--aka Burger King). Although your scribe was unable to attend (*we noticed*), he assumes (and has not heard otherwise) that the post-meeting meeting went as per usual, and good times and good food were had by all.

- **Miles Bowen**, Secretary

The Prez Sez...

Happy Spring! The inevitable signs of the demise of winter are everywhere....the famous California poppies are blanketing the hillsides, Daylight Savings Time has stolen an hour of slumber and returned an equal amount of evening flying/riveting/doping/sanding time, and the annual Chapter 1000 gathering at Rosamond Skypark is just around the corner. All indications are that this year will top the last for participation, camaraderie, great vittles, and all-around good times. **PPO** Erb, our erstwhile NLE has staged a media blitz designed to bring in folks from all over to display their airplanes and partake of the festivities. Rumors are strengthening that representatives of the evil empire in the shadow of Mt Rubidoux will grace us with their presence. (Based on the **PPTAF**-estimated takeoff, climb, and cruise performance of Jan's airplane they may already be enroute!)

It is with great sadness that I must report my inability to be present when the Rubidoux Raiders swoop down on Rosamond. The Skywagon will be deployed to way-northern California to witness the graduation of #1 daughter from college. Nevertheless, I will be with you in spirit as I listen to the valedictorian drone on. Please give your customary level of support to VP Gennuso to help make the event a success. (If you're already committed to helping out with some aspect of the fly-in you may skip ahead to some other part of the newsletter...)

Speaking of support, fly-ins don't just happen...If you are planning on attending and can assist in some way, PLEASE do so. Volunteers are needed in all areas to include setup/teardown, transportation of the booth, tables, and chairs, food service, aircraft parking, spot-landing judging, etc. Your fly-in experience will be enriched by your participation. Sign-up sheets will be distributed again at this month's meeting; or, if you can't make the meeting, please contact Glenna Wagner or any of the board members to offer your assistance.

Fly Safe and Check Six!

- Gary Aldrich



Young Eagles Update

March 7, 1998: Thanks to all for another successful Young Eagles Rally. This month's rally was held at Fox Field airport. This date fell on the flyout date, but Dave and I felt it was necessary to do it this way due to El Nino's lack of cooperation in February. The weather was great and we managed to fly 24 kids with 7 pilots in a little over two hours.

Dave and I have put together the following tentative Young Eagles Rally Schedule for the rest of the year:

May 16 - Fox Field (Our fly-in date--rally date may change)

- June 13 - Fox Field
- July 11 - Fox Field
- August 8 - Fox Field
- September 12 - Fox Field
- October 17 - Fox Field
- November 14 (and/or Fox Field Air Races)
- December 12 - Fox Field

HOWEVER, **Con Oamek** (Fly-Out Coordinator) has expressed an interest in combining Young Eagles with the Flyout dates so there may be changes to this schedule. **Dave McAllister** and myself have been out of touch for the past couple of weeks, so maybe we can reach a consensus between the two chapters after the next chapter meetings. Standby for more later.

Also, Phillips has taken over the fuel pit at Fox Field and they offer a Young Eagles AvGas Rebate program which we hope to tap into for our rallies. Dave and I will have more info on this program at the next rally.

The smiles on the faces of the kids is what makes it all worthwhile - My thanks to everybody who helped out.

Fly Safe!

Ground Crew:

- | | |
|-------------------------|-------------------------|
| Paul Rosales | Victoria Rosales |
| Dave Webber | Angela Webber |
| Mike List | Mary List |
| Ryan Warner | Frank Roncelli |
| David McAllister | |

Flight Crew

Pilots	Equipment	#YE
Steve Irving	Thorp T-18	2
Tony Ginn	Cessna 170B	5
George Heddy III	C-172XP	2
John Bush	Cessna 140	3
Con Oamek	Bonanza F-33A	6
Concha Trippensee	Grumman Tiger	4
Gary Aldrich	Cessna 180K	2

Young Eagles Flown this Rally: 24
Young Eagles Flown this Year: 62
Young Eagles Overall Total: 1998

Young Eagle Operations:

- | | |
|---------------------------|--------------------------------|
| Dave Webber | David McAllister |
| Dave.Webber@dfrc.nasa.gov | David.McAllister@dfrc.nasa.gov |
| dawebs@ptw.com | 256-4829 |
| 948-9589 | |

- Dave Webber

New Members

Howard Judd and **Dave VanHoy** are happy to welcome a buddy of theirs into Chapter 1000. **Stephen Corda** of Rosamond works at NASA as an Aerospace Engineer. He is a buddy of Hojo and Beans because, amongst other reasons, he is also building a **Giles G-202**. He lists his interests as aerobatics. I can see it now--a few years from now, we'll hold the first Chapter 1000 aerobatic competition. The participants will be **Bob Waldmiller**

THE LEADING EDGE

with Excalibur, and HoJo, Beans, and Stephen with their G-202s...

You may remember **Graham Byass** of Perth, Australia, who visited Chapter 1000 last July on his way to Oshkosh. Well, he returned from China with some extra greenbacks in his pocket (apparently the Chinese like those better than yen) and decided that he just couldn't bear not being a member of Chapter 1000 anymore. We assured him that it was no extra trouble on our part, since we already mail newsletters to Chapter 1000 member **Mauro Mezzacappa** in Brazil. Graham tells me by e-mail (the only economical way to communicate with Australia) "I have resumed flight training this week so I may even be allowed to solo sometime soon - pity help the Cessna 150!!!" As I have an article and pictures from Graham in the hopper waiting to be published on his Zenith Zodiac, he has been granted the coveted Det (detachment) status, commanding EAA Chapter 1000 Det 10, Perth, Australia.

The Leading Edge has been informed that we published bad information in this section last month. Don't go to Exodus Air Service looking for **George Heddy's** immaculate Cessna 172XP, cause it ain't there. Look next door at **A.V. Aviation**. George tells us that he spends a lot of time and money keeping the airplane in as good of condition as possible. So if you rent it, he's sure you'll like it!

Golden West EAA Regional Fly-In



Castle Airport, Atwater CA 25-27 September 1998
<http://home.inreach.com/a-gwaa>

It's official! Intelligence Information has been received here at **Project Police Flyout Headquarters** that a new EAA Regional Fly-In will be held here in California at what many of us will remember as the old Castle AFB. This is expected to grow to the likes of Sun-N-Fun, Copperstate, MERFI, SERFI, Arlington, and any other Regional Fly-Ins that I can't think of right now. The best part is that it is only about half the distance of Copperstate.

You might as well plan on going. The Fox Field National Air Races won't be held this year, so that frees up some time around "Machtober." Copperstate will be 8-11 October in Mesa AZ, and we expect the Edwards Open House will be the week after that, although no official date has been set.

I hereby move that a **Project Police Tactical Assault Force (PPTAF)** be formed to investigate and support this new fly-in venue. Any seconds?

Bloodless Coup At Chapter 1!

(This just in from Leo Williams, EAA Chapter 1 Newsletter Editor and suspected partisan to the Project Police. We suspect this information was leaked to us at great danger to life and Chapter 1 membership)

A bloodless coup was staged Thursday night (2 Apr 98) by the Board of Directors of Chapter One, whereby EX-Dictator for Life **Jan Johnson** was dismissed as president. The new prez is **Bernie Bakken**.

This is not a drill, I repeat, this is NOT a drill.

Stay tuned for further developments.

(Could this be a reaction to our outstanding success at Rubidoux Sundown VI?)

CORROSION CONTROL-More on Wash Primers

MIL-C-8507 (Reference 1) provides instructions for the application of wash primer pretreatment coating compound, Specification MIL-C-8514 (Reference 2) prior to application of a primer. The Appendix is a proverbial textbook on how to clean and pretreat metals prior to priming. With all the new formulations of cleaners and primers, it looks like the detailed instructions made it technically out of date and lead to its cancellation.

MIL-C-8514 covers one type and grade of pretreatment coating for use on clean metal surfaces of all types as a treatment prior to application of the coating system.

"The pretreatment coating covered by this specification is intended to be used as a treatment on aircraft metals, prior to the application of any primer, and is not intended as a permanent protective coating in itself. The function of this pretreatment coating is to upgrade the adhesion of the subsequently applied aircraft primer."

"Topcoating directly with lacquer, without prime is prohibited, since poor adhesion or poor corrosion resistance or both will result."

The above quote from Reference 2 indicates that "Wash Primers" were intended to provide excellent adhesion for primers and not for paint or for corrosion protection.

Personal Opinions

My opinion is that there is a very definite place for wash primers in industrial paint applications where low cost is important and corrosion is not the primary concern. Examples such as metal signs and control boxes for oil field equipment. Likewise, my opinion is that wash primers just add one more step in aircraft coatings because of the need for corrosion resistant systems prior to paint.

References

1. "Coating, Wash Primer (Pretreatment) for Metals, Application Of (For Aeronautical Use)," MIL-C-8507D, 23 December 1963, (Inactive for new design, 5 March 1997).
2. "Coating Compound, Metal Pretreatment, Resin-Acid," MIL-C-8514C, 10 December 1967.

Thanx

Thanks to Ray Lusby for sharing his experience with the contrasting requirements of the industrial and the aircraft paint systems. He has also used wash primers on oil field equipment and chem film and primer on airplanes. He contributed both to this article and last month's article.

- Lee H. Erb

EAA Chap 1000 Det 5, Arlington TX; EAA Chap 34 LeeErb@compuserve.com or (817) 275-8768

Project Police Long Range Patrol

Raid Site: Alton Bay, New Hampshire

On the New York sectional it's listed as a seaplane base. That's fine most of the time, but for three months of the year you'd better have something more conventional in the way of gear on the undercarriage. I'm referring to Alton Bay Sea Plane Base, Bravo 18, located on a picturesque lake in the heart of New Hampshire, where in February the Aviation Association of New Hampshire holds its annual fly-in and the runway is any direction you want, nicely frozen, and available for ice fishing.

I admit I was a little leery about the prospect of going to a fly-in at a resort I'd visited a few months back when the lake trout were biting. But like the Mounties of Canada, the *Project Police* always get their fly-in, or some such nonsense. Anyway, this was my first opportunity for a fly-in since moving to New England and the winter was getting a little oppressive for a former desert rat. With my official *Project Police* T-shirt under about five layers of clothing I set out to give them a proper inspection.

When I arrived, about 200 aircraft were already parked. The weather was clear, visibility 20 miles plus, temperature about 10° Fahrenheit, and the wind was right on the center line at around 15 knots. (Figure the wind chill at about minus 24.) The runway, which was actually a stretch of 24 inch thick ice at the center of the bay, was blue-white, running for about 3500 feet. An overrun of about 10 miles provides a margin of safety, but is subject to hazards like bobhouses (those fish huts in *Grumpy Old Men*, not *Waldmiller's* place) and pickup trucks. Surprisingly, the runway surface was a little rough. I later learned the area is also a favorite drag strip for snowmobilers who compete with airplanes, ice boats, and fishermen for space on the bay during winter.



Unfortunately, the *Project Policing* was a little on the light side. Most of the aircraft were small production Cessnas and Pipers, with an occasional Saratoga or Navajo thrown in. At one point a National Guard Huey landed and eight guys in green suits headed for the coffee in a hurry. Metal and rag are preferred coverings, and I didn't see one canard the entire day. In spite of being rather conventional about their airplanes, I found most of the pilots to be genuinely friendly and very much interested in general aviation as a recreational pursuit. They'd just rather buy than build the planes.



The fly-in has been held at Alton Bay for about 10 years and the turn out varies with the weather as you can imagine. It can actually get too cold even for these folks who think anything in the twenties in mid February is damn near a heat wave. Besides the cold, a blizzard is a good excuse to not fly, but little else keeps this event from happening. It's all rather official too. The place has an airport manager, is operated by a chartered flying club, and is approved by both the Feds and the state of New Hampshire. There's a Unicom frequency and one of the flying club members has a snow plow for grading the runway surface periodically. And since it's a sea plane base too, it operates year round. In what looks like a long string of boat houses on the shoreline are quite a few planes on floats.



As you can see from the pictures, I was in uniform, but I assure you I was back in my multi-layers of clothing about as soon as the camera clicked. If I hadn't, I soon would have been as blue as the Cessna I was standing beside. I did get asked about the *Project Police*, but since they didn't offer proper snacks (at least any that weren't frozen) or have any readily available **sprinkler heads** to mangle, I just gave them the party line on our activities. So, if **Chapter One** ever gets to the point where they don't squirm and wiggle enough come February when you threaten to arrive *en masse*, you may want to plan a trip up my way as an alternative. You might want to add Cabin Heat to your checklist and review cold start procedures before you set out. Bring a fishing pole too.

- **Chuck Firth**

EAA Chap 1000 Det 9, Auburn, NH

(Congratulations Chuck on your newly awarded Det status--it's great to have you back in *The Leading Edge*!)

Q-200 Wing Incidence Change Successful!

FLIGHT 45

DATE: 02 NOV 97

MET = 1.1

First flight since the change in angle of incidence on the back wing. The change was 2 degrees leading edge down. The aim of this change was to fix the tendency of the tail to lift early on takeoffs and of the aircraft to try to fly nose down. Corrections for straight and level flight required most of the reflex capability in the ailerons on the back wing for trim (i.e., trailing edge up) and several degrees of trailing edge down elevator on the front wing (canard). Moderate pilot compensation was required in order to correct for these discrepancies. Modifications took 4 weeks of off and on work which included wing de-mate, realignment, wing re-attach, surface preparation, and painting. Reassembly and preflight included the following:

(a) Corrosion inspection of all removed fasteners to include tail mounting brackets, aileron/reflexer linkage, aileron mass balances, rudder cable connections, and electrical cables.

(b) Installation of ACK ELT and remote switch/sender unit.

(c) Installation of extra BNC bulkhead connector to allow use of the vertical tail, VHF COM ferrite di-pole, for the ACK ELT.

(d) Re-route bundle of wiring in aft fuselage.

(e) Change linkage adjustment for aileron control up/down tubes.

(f) Clean and grease all aileron linkage.

(g) Finesse sand and polish upper surface of wing and canard.

FLIGHT TEST

Engine run-up was normal with no anomalies. No ballast was carried in the baggage compartment in order to get a good assessment of handling qualities. Two high speed taxi runs were made in order to identify any hazards to safety which might have been induced in the incidence change. No adverse changes were noted. The tail remained on the runway throughout the two test runs from 0 - 60 mph with no ballast and with the reflexer centered. This was a major improvement in aircraft handling.

Takeoff was without incident with the tail remaining on the ground for the entire takeoff run. Normal stick force was required to initiate climb. Initial climb was at 75 - 80 mph later accelerating to 90 and then 100 mph later in the climb. Aircraft rate of climb was not noted. Thumb trim switch inputs to the Stewart-Warner reflexer actuator gave immediate trim response for the climb enabling stabilized climb in the pitch axis. A slight input of elevator spring trim was used as a fine adjustment for pitch during the climb. There was a noticeable roll to the left at full power during the climbout which marked the shortcoming in having no roll trim. This roll characteristic with no passenger or right side ballast was noted during the first flights of the aircraft with the previous wing decalage relationship. There may be a suggestion of including some form of roll trim in the design, at some point. The reflexer trim provided a strong pitch stable climb to 8,000 ft MSL.

Several straight and level runs were made at 7,500 - 8,000 ft MSL with stable indicated airspeeds of 155-159 mph IAS at an estimated 50 - 60 degrees OAT. Engine leaning and aircraft trim condition was not optimized. Trim to and stabilization at a flight attitude is significantly better. Straight and level roll trim stability is still an area for improvement.

Two attempts were made to determine pitch buck speed. Buck on-set was detected at 67 mph IAS and 8,000 ft MSL. Precise aircraft nose up pitch attitude was not noted, but was significant. The pilot could not induce a significant pitch buck on these two attempts and will revisit the issue.

Landing approaches and touchdowns were significantly improved over the previous configuration. The aircraft approach was more predictable (i.e., more Cessna - Piper like) and the full range of reflexer settings provided for much improved trim capability over and in addition to the elevator spring trim. It is again important to note that as configured on this aircraft (N557BM), the trim switch actuated reflexer provides gross power trimming with the magnitude of a flap lever; while the

elevator spring trim provides a finer, though different, trimming effect. Unlike full power on conditions, roll stability is not a factor with the power pulled back for pattern work or power pulled off for approach. Two touch and go's and a full stop landing were made. The improved handling permitted left main wheel to right main wheel to tail wheel landings. The only significant discrepancy noted during the landing is the restriction to the right toe brake pedal range of motion due to interference from the firewall stiffener. The brake pedal restriction requires moderate pilot compensation and effects initial application timing, resulting in longer landing roll out.

Post flight inspection showed no indication of delamination, flex damage, or paint cracking at the structural attach points of the wing.

Based upon these observations of more satisfactory aircraft handling, we can now re-examine use and completion of the performance and flying qualities flight cards. Additionally, the improved trimming capability should allow for off design airfoil performance such as would be the case due to surface contamination and rain. Safe cross country performance over a reasonable range of atmospheric conditions should be assured.

- Brian M. Martinez

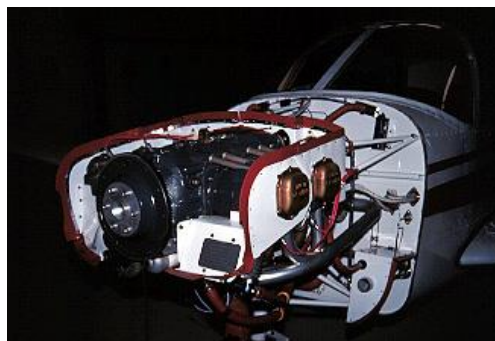
Boredom Fighter Engine Runs!

Of notable accomplishment, N264JP came to life on 2 March. After some minor troubleshooting (carb tweaking, mag lead rewiring, oil temp bulb snugging, and tach drive fixin') the engine came to life as per plan. No major leaks or problems after startup. Mag drops work great and the engine, without a muffler (just adds weight anyway) sounds good. Now for some more cowling work...



Waldo's Grand Champion (Class) Engine Overhaul

Bob Waldmiller sent us these pictures of his engine overhaul on N554FL. Makes it a shame to put the cowling on! N554FL is now in the hands of Terry Tomeny, also at Rosamond Skypark. See these in color on the Chapter 1000 Web Site.



Finally, 16 Years Later...

Chapter 1000's Newsletter Editor and Webmeister **Russ Erb** first soloed a sailplane way back on 3 December 1982. Now, 16 years later, he has finally done it again. This second solo happened on 3 April 1998 at Mountain Valley Airport, Tehachapi in TPS' Let L-23 Super Blanik. His instructor was **Chris Reeder**, also a Chapter 1000 member.

Project Police Check Out Rocket II

On 11 April 1998, this *Project Police* officer found himself in the dreaded land of Tehachapi (known to be an Indian word meaning "land to which EAA members won't drive"). No, this wasn't a '60s pop psychology flashback, but a trip with the family to partake of the outstanding lunch fare at *The Raven's Nest*, located at Mountain Valley Airport. Recent reports of a Chapter 1000 member in this area building a Harmon Rocket II (modified RV-4) had reached headquarters and required confirmation.

We had departed the home 'drome with a long list of things to accomplish for the day, cleverly disguising our true intentions. The disguise was so good that we had departed with no way to contact the prospective victim. Whoops...but inasmuch as our plans included a trip to Lancaster, we took the chance to pop into the WJF terminal where Chapter 1000 business cards were known to reside. It seems that the intended target of this raid had picked up the call sign "Secretary" some time back, and thus had his phone number splattered all over the chapter business card.

We continued on our mission, imbibing in the wonderful lunch fare that is commonplace at *The Raven's Nest* (that's two plugs--just go and try it yourself). It's not a good idea to go *Project Policing* on an empty stomach. Departing this staging area, we picked up the cellular two-way communications device and encoded into it the number shown on the card. The prospective victim answered. Ever conscious of mission security, we started a line of questioning designed to disguise our intent: "Here's a hypothetical question. Say a certain *Project Police Officer* just happened to find himself at Mountain Valley Airport, say, today, and was interested in inspecting your project. How would that *Project Police Officer* get himself from his current location to a location where such an inspection could be made?" Much to our surprise, he gave us the information without question. Doubly surprising, since after receiving the directions it was obvious that he had buried his location behind many turns and road changes, and would then just give up that security!

Approaching the appointed house, we confirmed it with a man walking down the street, who looked amazingly similar to victim. He was even wearing a Chapter 1000 nametag which read **Miles Bowen**. Either he knew we were coming, or he hadn't gotten the word that the Young Eagles rally was cancelled that morning and had yet to remove the identification. After parking the *Project Police Paddywagon*, we were immediately ushered down to the walk-in basement workshop. The first thing I noticed was that Miles had decided to challenge my bid for the "Largest Airplane Built In The Smallest Space" Award. While no comparative measurements were taken, it struck me as about the size of a one-car garage. There was a toilet conveniently placed just on the other side of a wall, with plumbing available for a utility sink.

The next thing that we noticed was the unopened box of Girl Scout Cookies labeled "In Case of *Project Police* Raid." Though they were not of the chocolate chip type, bribery credit was given. The seal of the box was not

broken, since we had *Raven's Nest* (that's three) chocolate chip cookies waiting in the *Paddywagon*.

The horizontal tail was in the jig, awaiting riveting of the skin. The vertical tail was sitting on an unusual jig, similar in construction to a wicker chair.

Inspection of the 4130 steel elevator horns showed high quality welds as would be expected from Vans.

Miles had installed a PVC compressed air distribution system with outlets all around the shop. The water separator was located at the lowest point, where it should be. The compressor was located in a different part of the basement, such that it and its noise were separated from the workshop.

Several nice tables were seen covered with plans and parts, although it was noticed that none of these tables were of the Chapter 1000 Standardized Work Table variety.

The *Project Police* determined that Miles was on his way to another outstanding Chapter 1000 aircraft project, and was (*crunch...crunch...*) awarded an (*crunch...crunch*) A+ rating.

- PPO Erbman

What's All This Fuss About the FARs?

(This in from Mike Pelletier (P5) out in Det 7, Tucson AZ. Remember we print this stuff as received, with no attempt to determine if it contains the minimum daily allowance of truth...)

I got this out of Chapter 81's newsletter. It makes for some light-hearted reading.

I'm still trying to get the garage straightened out and get my shop set up. I have made some progress--at least I can now park the van inside. I definitely need a shed to get some of the non-aircraft related stuff (like the lawnmower, wheelbarrow, pool supplies, etc.) out of my way. We saw one today at Home Depot that is reasonably priced, made of wood, and sized right. I started sketching out my plan for wiring up the garage. Because the walls are already sheetrocked I will run conduit for the outlets. I have easy access to the space above the garage so I will be able to use Romex for the shop lights. Fortunately I kept my old wiring diagram for the place on Glasgow, so with a few minor mods it should adapt easily to this place. The biggest challenge will be anchoring the jig and still allow the garage door to open.

I'll keep ya posted.

Federal Aviation Administration

Feb 26, 1971

Gentlemen:

I was asked to make a written statement concerning certain events that occurred yesterday. First of all, I would like to thank that very nice FAA man who took my student pilot's license and told me I wouldn't need it any more. I guess that means that you're giving me my full-fledged pilot's license. You should watch that fellow though, after I told him all of this he seemed quite nervous and his hand was shaking. Anyway, here is what happened:

The weather had been kind of bad since last week, when I soloed, but on the day in question I was not about

to let low ceilings and visibility, and a slight freezing drizzle deter me from another exciting experience at the controls of an airplane. I was pretty proud of my accomplishment, and I had invited my neighbor to go with me since I planned to fly to a town about two-hundred miles away where I knew of an excellent restaurant that served absolutely wonderful charcoaled steaks and the greatest martinis.

On the way to the airport my neighbor was a little concerned about the weather, but I assured him once again about the steaks and martinis that we would soon be enjoying and he seemed much happier.

When we arrived at the airport, the freezing drizzle had stopped, as I already knew from my ground school meteorology it would. There were only a few snowflakes. I checked the weather and I was assured that it was solid IFR. I was delighted. But when I talked to the local operator I found out that my regular airplane (a Piper J-3 Cub) was down for repairs. You could imagine my disappointment. Just then a friendly, intelligent line boy suggested that I take another airplane, which I immediately saw was very sleek and looked much easier to fly. I think he called it an Aztec C, also made by Piper. I noticed right away that it didn't have a tail wheel, but I didn't say anything because I was in a hurry. Oh yes, it had a spare engine for some reason.

We climbed in and I began looking for an ignition switch. Now, I don't want to get anyone in trouble, but it shouldn't be necessary to get the airplane manual just to find out how to start an airplane. That's ridiculous. I never saw so many dials and needles and knobs, handles and switches. As we both know, confidentially they have simplified this in the J-3 Cub. I forgot to mention that I did file a flight plan, and those people were so nice. When I told them I was flying an Aztec they said it was all right to go direct via Victor-435, a local superhighway, all the way. These fellows deserve lot of credit. They told me a lot of other things too, but everybody has problems with red tape.

The take-off was one of my best and I carefully left the pattern just the way the book says it should be done. The tower operator told me to contact Departure Control Radar, but that seemed kind of silly since I knew where I was going. There must have been some kind of emergency because, all of a sudden, a lot of airline pilots began yelling at the same time and made such a racket that I just turned off the radio. You'd think that those professionals would be better trained.

Anyway, I climbed up into a few little flat clouds, cumulus type, at three hundred feet, but Highway 435 was right under me and since I knew it was straight East to the town where we were going to have drinks and dinner, I just went on up into the solid overcast. After all, it was snowing so hard by now that it was a waste of time to watch the ground. This was a bad thing to do, I realized. My neighbor undoubtedly wanted to see the scenery, especially the mountains all around us, but everybody has to be disappointed sometime and we pilots have to make the best of it, don't we.

It was pretty smooth flying and except for ice that seemed to be forming here and there, especially on the windshield, there wasn't much to see. I will say that I

handled the controls quite easily for a pilot with only 6 hours. My computer and pencils fell out of my shirt pocket once and awhile but those phenomenons sometimes occur I am told. I don't expect you to believe this, but my pocket watch was standing straight up on its chain. That was pretty funny and I asked my neighbor to look, but he just kept staring ahead with sort of a glassy look in his eyes. I figured that he was afraid of heights like all non-pilots are. By the way, something was wrong with the altimeter; it kept winding and unwinding all the time.

Finally, I decided we had flown about long enough to be where we were going, since I had worked it out on the computer. I am a whiz at that computer, but something must have gone wrong with it since when I came down to look for the airport there wasn't anything there except mountains. Those weather people sure had been wrong too. It was real marginal conditions with a ceiling of about one hundred feet. You just can't trust anybody in this business except yourself, right? Why, there were even thunderstorms going on with an occasional bolt of lightning. I decided that my neighbor should see how beautiful it was and the way it seemed to turn that fog all yellow, but I guess he was asleep, having gotten over his fear of height, and I didn't want to wake him up. Anyway, just then an emergency occurred because the engine quit. It really didn't worry me since I had read the manual and I knew right where the other ignition switch was. I just fired up the other engine and we kept right on going. This business of having two engines is really a safety factor. If one quits, the other is right there ready to go. Maybe all airplanes should have two engines. You might like to look into this.

As pilot in command, I take my responsibilities very seriously. It was apparent that I would have to go down lower and keep a sharp eye in such bad weather. I was glad my neighbor was asleep because it was pretty dark under the clouds and if it hadn't been for the lightning flashes it would have been hard to navigate. Also, it was hard to read the road signs through the ice on the windshield. Several cars ran off the road when we passed and you can sure see what they mean about flying being a lot safer than driving.

To make a long story short, I finally spotted an airport that I knew right away was pretty close to town and since we were already late for cocktails and dinner, I decided to land there. It was an Air Force Base, so I knew it had plenty of runway and I could already see a lot of colored lights flashing in the control tower, so I knew that we were welcome. Somebody had told me that you could always talk to these military people on the international emergency frequency so I tried it, but you wouldn't believe the language that I heard. Those people ought to be straightened out by somebody and I would like to complain, as a taxpayer. Evidently, they were expecting somebody to come in and land because they kept talking about some goddamn stupid son-of-a-bitch up in that fog. I wanted to be helpful, so I landed on the ramp to be out of the way in case that other fellow needed the runway. A lot of people came running out waving at us. It was pretty evident that they had never seen an Aztec C before. One fellow, some General with a pretty nasty temper, was real mad about something. I tried to explain to him in a

THE LEADING EDGE

reasonable manner that I didn't think the tower operator should be swearing at that guy up there, but his face was so red that I think he must have a drinking problem.

Well, that's about all. I caught a bus back home, because the weather really got bad, but my neighbor stayed at the hospital there. He can't make a statement yet, because he's still not awake. Poor fellow, he must have the flu, or something.

Let me know if you need anything else, and please send my new license air mail, special delivery.

Very truly yours,
<DATAMASKED>

Buck Rivetz' Web Page Review

Project Police Det <DATAMASKED>



"We're here to help!"

Target for the Month:

EAA Members Only

URL: <http://members.eaa.org>

Date of Review: 15 March 98

It's April and Spring is in the air. Another month and it's the Scotty Horowitz Going Away Bash and BBQ. Can't wait for the great grub and the usual gathering of the *Project Police* Suspects, ah, the "Usual Suspects".

Once again **Webmeister Erb** gets a kudos for the fine and outstanding work on the Chapter 1000 coverage of the Raid on Flabob... Well done **Erbman!**

This month I execute a daring cyber-raid into the highly guarded backyard (Hangar?) of EAA's "Members Only" area of the EAA National Website. This is a new site (launched 2 March 98) so I am entering uncharted waters (Maestro; "Jaws" music please)...

To get to this site, you need to access through the EAA homepage at <http://www.eaa.org>, or just go directly to <http://members.eaa.org> (no need to include "www." here). Then the tricky stuff. In order to get into this area one needs to register as a member. Don't try to fool these guys, they have a database behind the site that provides authentication of your national EAA membership number. Now lets say you were in possession of someone else's membership... Nah, that wouldn't work either. They ask you for the secret code word, found on page 110 of the last *Sport Aviation*...

After registration and successful entry you are greeted with the Members' Area home page. Nicely done and not overloaded with graphics, as it seemed to download quickly over my 28.8 modem. The artwork is well done and very clean. Professional. Once on the site, hyperlinks direct you to Inside News (Top Secret EAA news), Aviation Advisors, Magazine Search, Flight Reports,

Discussion Boards, Surveys, Online Events, Links, and Site Updates.

Investigating this site, I wandered into the "Inside News" area and discovered the latest on EAA. Updated 13 March, it contained some short news stories on subjects like Warbird Operators' Conference, Australians to Oshkosh in '98, Women in Aviation and new employees at EAA. It's nice to see a site updated on a regular basis.

The Flight Advisor page lets you search for a Flight Advisor by either geographic location or by aircraft type / model. When you need to find help in your local area, it's right here. You can also locate a Technical Counselor, by geographic location or by chapter. You must specify either location or chapter (required fields). Then narrow the search by Tech Counselor experience (composite, tube and rag, metal, A&P, etc)

Pressing ahead with this incursion into the unknown, I hit the "Magazine Search" page. This is a really cool function of the site that can be way helpful. The database covers Sport Aviation (Jun 53 to Dec 97), Experimenter (85 to Dec 97), and Vintage Airplane (Dec 72 to Jan 97), so there is no lack of information. I would really hate to have been the typist who had to manually enter data for this one. Anyway, you can search for articles on your favorite Whiz-bang Firestreak and the site will return a laundry list of articles. If you so desire, EAA will bill you just \$5 dollars for reprints of the article (\$3.00 for additional articles). If you want the entire magazine, the price is listed by the article title. I entered "Breezy" and the database returned seven hits. In this case, the entire Sport Aviation was going to cost me five bucks for the back issue (of course, subject to availability).

The Flight Report section provides reprints from Sport Aviation of the flight reports to date. You can review either the Classic (J-3, Champ), or the CAFÉ reports.

Discussion Area gives members a forum to post their messages on a variety of subjects ranging from EAA Air Adventure, Classics/Antiques, Aerobatics, Ultralights, Chapters, Homebuilts, and Fly-ins. To post a message you simply click on the "Post New Message" button and press on. With the newness of the Members Area, there are few messages posted at this time, but as the site becomes known, message traffic should grow.

It looks like EAA will be running online surveys in the future but at this time, you can only update your membership profile. This information consists of the basic name, address, phone and e-mail. The only thing that this should do, but does not, is present your current information as they know who is logged on. As it stands, you need to provide your old information as well as the new. Overall, it makes updating addresses fairly simple.

Online Events appears to provide an interactive interview forum with selected aviation guests. Because of the newness of the site, there is little information here. Apparently, a member will submit questions for the interview prior to interview, as fodder for the guest's interrogation, in case he/she is unable to be online at the time of the interview. Otherwise, its interactive.

With a page called "Links", I guess you would expect links to other aviation sites. This links page is not the obvious set of hyperlinks to aircraft type sites and advertisers. This page contains hyperlinks to such entities

as the FAA Safety Office, the Aviation Safety Reporting System, two links to the NTSB, a Query Page for Federal Proposed Rules and Actions and a couple more safety related sites. Hopefully this page will continue to be used for the safety aspects, as I don't need another link to Guido's Hanger and Air Service.

If you want to know what's new, then the Site Updates page clues you in on the latest on the site.

Overall, a great site that's informative and very easy to explore. No gratuitous graphics or useless information and pretty much straight to the point. Since white is used for the background, all the text is easy to read with no eye strain. As previously mentioned this site is fairly new but with time the online data should grow as members find the site. Again, this should become a site everyone has on their bookmark list.

Now in closing for the month, I want to know how many of you really went looking for the secret code on page 110 of the last Sport Aviation It is April you know. (report to the webmeister at erbman@compuserve.com)

As I don't waste time in the useless and trivial Web sites, I hereby grant this site

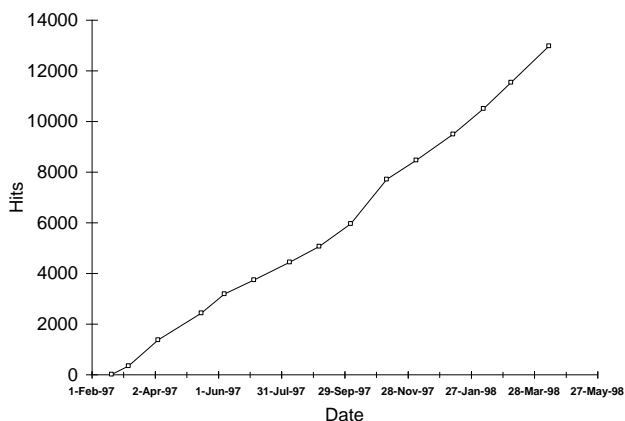
APPROVED!

- Buck Rivetz

Web Site Update

And it continues...as of 11 April 1998, we have **12962** hits on our Web Site. This maintains last month's hit rate of 40 hits/day. See the graph of the activity below.

Your webmeister took a week off from the excitement of TPS to rest up from six weeks of seemingly continuous flying and to catch up on a bunch of stuff. One of these was to make a bunch of updates to the site that had been waiting in the hopper. The *Project Police Picture Pages Phor Pilots* was overhauled, with quite a few pictures added. Be sure to read **George Gennuso's** bio on the "Meet our Chapter Officers" page and find out how a broken parking brake handle landed him in Chapter 1000. Many other things have been updated, so be sure to check out the "What's New" section and catch them all.



Usage History on <http://www.eaa1000.av.org>

If you thought Chapter 1000 was cyber-connected (and we are), check out what's going on at Chapter 14 in

San Diego. **Ken Simmons**, Chapter 14's newsletter editor, is a Navy man currently at sea serving on the USS John C. Stennis, our newest aircraft carrier, in the Persian Gulf. Did this cause him to give up his duties as Newsletter Editor? Heck, No! Chapter 14 members send their inputs to him by e-mail, via satellite link straight to the ship. He assembles the newsletter and e-mails the final file back across 170° of longitude to be printed out and distributed.

Be sure to check out the Chapter 14 web site at <http://www.eaa14.org> for some really cool photos of the ship and aircraft that he has posted there.

- Russ Erb, Webmeister

The following is a paid advertisement...

Oshkosh '98

"The Plane is Leaving!
Are you at the right Gate?"

THE EAGLES' AIRLIFT
7 DAYS \ 6 NIGHTS



JetSet Pack (Dorms) -----\$795
CoolSet Pack (Motel)----- \$1095
Land, Dorms only -----\$450

Call: 714-2896 or 800-606-1626
Want "AIR" only?: 1-888-4-OSH-AIR
FAX: 714-957-6829
Email: mindy@aeroglobe.com
Producer: gcurtis@loop.com
WWW.Eagles-Airlift.com
from: All Major Airports
Clip this AD for \$20.00 off.
+ \$10.00 for Chapter 1000 Members

Chapter 1000 Calendar

Apr 19-25: Sun 'N' Fun EAA Fly-In, Lakeland FL.

Apr 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

May 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

May 9: Flyout to Columbia (O22) (805) 943-9343

May 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

May 16: Seventh Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA.

May 19: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Jun 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

Jun 6: Flyout to Merced (MCE) (805) 943-9343

Jun 9: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (805) 490-1476

Jun 13: EAA Chapters 1000/49 Young Eagles Rally, 8:00 a.m., General William J. Fox Field, Lancaster CA. (805) 256-4829

Jun 16: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Jul 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (805) 948-0646

Jul 8-12: Northwest EAA Regional Fly-In, Arlington WA

Jul 11: EAA Chapters 1000/49 Young Eagles Rally, 8:00 a.m., General William J. Fox Field, Lancaster CA. (805) 256-4829

Jul 11: Flyout to Oceano (L52) (805) 943-9343

Jul 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (805) 490-1476

Jul 29-Aug 4: 46th Annual EAA AirVenture Oshkosh, Oshkosh WI

Aug 8: EAA Chapters 1000/49 Young Eagles Rally, 8:00 a.m., General William J. Fox Field, Lancaster CA. (805) 256-4829

Sep 25-27: Golden West EAA Regional Fly-In, Castle Airport, Atwater, CA

Sep 27: Bohunk Fly-In, Bohunk Airpark (805) 942-7080

Oct 8-11: Copperstate EAA Regional Fly-In, Mesa AZ

For Sale:

Sonerai IIL project. Fuselage and wings 95% complete. Modified for A65 engine. Engine torn down for overhaul but complete with a great many spare engine parts. Includes instruments. Hydraulic brakes. All excellent work. Call Fletch Burns 760-373-3779

Lycoming O-320 core. Ron Applegate 805-256-7724.

To join Chapter 1000, send your name, address, EAA number, and \$15 dues to: EAA Chapter 1000, Gary Aldrich, 42370 61st St. W, Quartz Hill CA 93536. Membership in National EAA (\$35, 1-800-843-3612) is required.

Contact our officers by e-mail:

Gary Aldrich: gary_aldrich@pobox.com

George Gennuso: pulsar1@qnet.com

Miles Bowen: miles_bowen@ple.af.mil

Inputs for the newsletter or any comments can be sent to Russ Erb, 805-258-6335, by e-mail to erbman@compuserve.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

6708 Doolittle Dr

Edwards CA 93523-2106

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

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:

REGULAR MEETING 21 APRIL AT TPS

PROJECT POLICE REPORTS

FLIGHT REPORT: Q200 WING REINCIDENCE

EAA'S MEMBERS ONLY WEBSITE

