



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

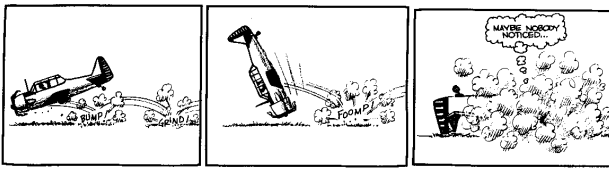
President	Gary Aldrich	661-609-0942
Vice-President	George Gennuso	661-265-0333
Secretary	Miles Bowen	661-822-0806
Treasurer	Doug Dodson	661-256-7276
Newsletter Editor	Russ Erb	661-258-6335

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

February 2000

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:



How To Survive An Airplane Crash

Tuesday, 15 February 2000
1700 hrs (5:00 PM Civilian Time)
USAF Test Pilot School Auditorium
Building 1864
Edwards AFB, CA

You know, you guys don't know it, but every month I have to put up with that Evil Newsletter Editor Zurg... Yuck, he's always pushing and prodding, get your article in, the deadline is yesterday, hurry up, you're already late, you and the others (Gary, Miles and Opie) are good for nothing, and on and on... And while he's ranting and raving he's pointing that silly dime store Ray Gun at me, waving it all over the place. I wish I could short circuit that thing and see what he does then. And what about that stupid skull cap he wears for a hat, looks more like a woman's black swim cap with those silly little designs he's painted on it with nail polish, oh boy, that really scares me.... And who does he think he's fooling with that big silver belt? Everyone can see that the jewels in it are really jellybeans that he's glued on it. I'm not even going to get into the cape, the long johns and the rain boots....

Anyway, this month our program is going to focus on safety, flying safety that is. **George Fischer** is our guest speaker and he is going to give a talk, along with slides, on how to survive an airplane crash. And he speaks from first hand experience. George has had a long association with the Civil Air Patrol and is a mission pilot. Several years ago George was asked to fly a search mission in the mountainous region near Bishop. After flying several grids he was moving on to his next assigned grid when during his search he and his observers were subjected to clear air turbulence and wind shear. I don't want to spoil George's presentation so that's all I'm going to tell you. If you want

to hear the rest of this fascinating adventure that George experienced come on down to the meeting.

Remember that we are at the new temporary TPS, way up the road near NASA and right next door to all of those cute little Blackbirds (SR-71's). So come on out and enjoy some chips, dips and chocolate chip cookies at the next meeting, and remember there is gourmet dining at the BK Lounge immediately following the meeting, where on occasion the paper napkin design team meets to solve any number of interesting aeronautical proposals.

- **George Gennuso**
Vice Kommandant and Schmooze Meister

2000 Dues Are Due!



So why haven't you paid your dues for Y2K? Everybody is liable for payment, regardless of when you paid your 1999 dues. **This means YOU!** So get your name removed from the Treasurer's hit list and become a *Hero of the Project Police, First Class* by paying the miserly sum of \$20 to the Treasurer. In case you haven't noticed the change, send your checks to **Doug Dodson**, 4431 Knox Ave, Rosamond CA 93560-6428. If you think you've already paid, check with your Newsletter Editor, **Russ Erb**, Keeper of the Chapter Database.

Operation Rubidoux Sundown VIII



It's official! We have determined that EAA Chapter 1 is due for a re-check on the good times and chocolate chip cookie front. Recent intelligence reports indicate that they will be hosting their 46th Annual Open House and Fly-In on 26 - 27 February 2000. This is just the sort of event that makes a perfect cover story for a little "inspection."

THE LEADING EDGE

Therefore, *Operation Rubidoux Sundown VIII*, the annual *Project Police* raid on Flabob International Airport, is scheduled for **26 February 1999**. A duly authorized *Project Police Tactical Assault Force (PPTAF)* is being formed for this event. For proper coordination, some initial action on your part is required. If you have an *Aerial Assault Vehicle*, you need to call pre-raid coordinator **Russ Erb** at 661-258-6335 or e-mail at erberman@compuserve.com and tell him if you have room for any additional *Project Police* Officers. If you do not have access to an *Aerial Assault Vehicle* but wish to participate in this exciting event, you need to call pre-raid coordinator **Russ Erb** at 661-258-6335 (*hey! that's the same number!*) or e-mail at erberman@compuserve.com and get matched up with an airplane.

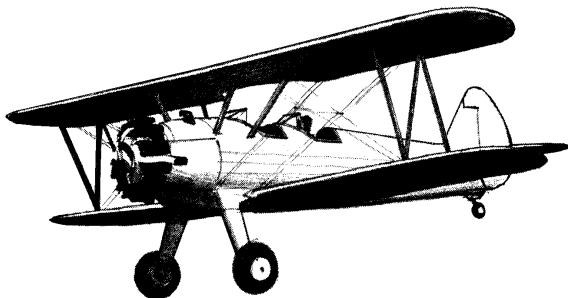
Appropriate identification placards will be available from Russ for your aircraft. Display of the placards is mandatory to avoid the embarrassment of the *Project Police* accidentally inspecting your aircraft. They also have the desirable side effect of striking fear into passers-by.

We will continue our highly successful raid format by again starting with a sumptuous breakfast and pre-raid briefing at the Apple Valley (APV) airport restaurant, where we will admire the *Project Police's* graffiti skills. Other intelligence reports indicate that EAA Chapter 1000 Technical Counselor **Gary Sobek** is arranging to meet us there to augment the *PPTAF* with the **SoCal Wing of Van's Air Force**. From there, we will make a high precision infiltration and strike to the land of the Flabobians. Expect that we will be able to accomplish our objectives and still be home in time for dinner.

NOTE

Additional pre-raid intelligence (i.e. botched lunch run) has indicated that the restaurant at Apple Valley has been undergoing renovation. This renovation is scheduled to be completed by mid-February, so it shouldn't pose a problem. Even so, be sure to get your name in to the pre-raid coordinator to ensure notification of any last minute changes.

The uniform for this operation includes the black *PPTAF* T-shirts, sunglasses, and appropriate headgear. Definition of the remainder of the uniform is left as an exercise to the reader.



Last Month's Meeting Gathering

EAA Chapter 1000

Scobee Auditorium, Test Pilot School (Bldg. 1864)

Edwards Air Force Base

1700, January 18, 2000

Gary Aldrich, Presiding

Since this was declared a gathering (**Bob Mackey's** word for a meeting where no formal business is conducted), no formal business was conducted. The gathering was called to order at 5:30 sharp (ouch!) following schmooze time, our illustrious **Schmoozemeister George Gennuso** doing his usual outstanding job.

Guests

Chris Shearer is a TPS student, and is building an Acroduster. Welcome to Chapter 1000, **Chris**.

Announcements

Bernie Baaken reported that Vintage Aircraft Chapter 33 has been chartered in Corona, and has already had its first Young Eagles rally.

The Ninth Annual **Scotty Horowitz** Going Away Fly-In is on for May at the usual venue, Rosamond Skypark (L00).

PPTAF Kommandant Gary Aldrich had the honor of being the guest speaker at the Bakersfield Bunch's (EAA Chapter 71) annual banquet, where he presented his experiences during a visit to Russia's version of Edwards Air Force Base. The presentation was actually a ruse to cover his actual mission to infiltrate BFL airspace via VC-180 (The *Mighty Fighting Skywagon*) aerial assault vehicle. Even though BFL's security forces (Bakersfield Approach) initially denied the existence of a GPS approach, **Kommandant Aldrich** used his newly installed Garmin 430 programmed with FAA intelligence (scary, isn't it?) to navigate to the airport, successfully avoiding cumulo-concrete until actually on the runway.

Program

This month's program was a debriefing of all PPO's on the status of their PPAAV's. Since no verifiable photographs were produced for evidence, we have to assume that all told the truth as it may exist.

First up was **Vice-Kommandant George Gennuso** who reported that his Pulsar is complete except for a few interior nits and gubbins, and is awaiting hangar space, preferably at WJF. It seems that **George** is concerned that if the Pulsar sits stationary outdoors too long that it will be detected by Chapter 1 spy satellites. **George** also brought in some samples of the different grades of TemperFoam (hard, medium, soft). His methodology for determining the right mix of the three grades was to build a mock-up of the Pulsar's seat, apply various combinations of foam, and watch TV while seated in it. He reported that one layer of the soft foam was adequate for watching one installment of the *PPTAF Training Series* (aka The A-Team). **George** also offered a tip to the *P's* (*Project Police Plastic Prefabricators*). He uses a loop of 2-inch masking tape

sticky side out to remove those itchy glass fibers (and only a little hair) from the **P**'s hands and arms.

Bernie Baaken reported that due to medical problems, that he is building a Quicksilver MX. The **PPTAF** leadership is hoping for completion prior to the **Rubidoux Sundown** raid so that **Bernie** can provide low level reconnaissance. **Bernie** reported that he would incorporate a pod on his MX for arctic (less than 80°F) operations.

Guest **Chris Shearer** reported that he is building an Acroduster II. He has the tail feathers and fuselage welding complete, and the wings about 90% complete. He reported that the project is on temporary hold while he completes some Honey-Do's for his new bride. Congratulations and good luck, **Chris**.

Howard Judd reports little progress since recovery from last month's **PPTAF** raid. He does have an AEIO-360 on order from Lycon that will hopefully provide 240 HP to his Giles-202. He also reported the addition of trailing edge wedges to the rudder to correct for some directional instability in the original design. (**Hojo** didn't care for our suggestion: Just let the nose wander, it keeps the enemy guessing.)

Rod Todaro reported that he is in the process of sealing the left strake fuel tank on his Velocity short wing retractable (Elite version). Do a good job there **Rod**, as it is soooo embarrassing when your gas tank won't hold gas.

Pat Peters reported that he used to have an absolutely unstoppable Aeronca 7AC Champ. Since then, he has repaired the brakes. He reported that due to his upcoming move to Montgomery, his half interest in the Champ is for sale so he can finance the completion of an RV-6 begun by other family members.

Randy Kelly reported that during preflight he discovered a cracked aft spinner bulkhead on his 1968 C-182L. It seems that some discussion ensued with his partner as to whether the aircraft should be flown anyway. **Randy** won, and the airplane was pushed back in the hangar. Later the same day, at a Cessna Pilots Association seminar in Santa Maria, one of the exhibits was the remnants of an aft spinner bulkhead that had failed in flight. Not a pretty sight. Both **Randy** and his partner agreed that the right decision had been made. All parts for repair have been ordered (can you spell "cha-ching") and the **PPTAF Fighting Skylane** will soon be airworthy.

The next report was from yours truly. Having received advance intelligence concerning the subject of the evenings gathering, I rushed down to the shop to prep, prime and partially rivet the wing attach bulkhead for my Harmon Rocket II, one of the future **PPPV**'s (**Project Police Pursuit Vehicle**). At last tally, 2600+ rivets down, 10,000 to go. I can also report that the VC-170B survived the Y2K rollover and is ready for action. As I will be Mr. Mom the weekend of the next **Rubidoux Sundown** raid, I will have my two **PPOT**'s (**Project Police Officer Trainees**) with me, aka Amanda and Rebecca. This will be their second training mission against the Flabobians.

The next report was from **Terry Pierce**. **Terry** noticed in his Bearhawk plans, that Stinson 108 struts could be adapted. He quickly researched Trade-A-Plane and found a set of Stinson struts in Rosamond. When he

went to pick them up, he noticed that they wouldn't fit in his truck because there was this complete Stinson attached to them. Being the resourceful fellow that he is, **Terry** simply towed the not-quite-airworthy Stinson across the desert to his house on a private airstrip (identifier 1CL2) where it is undergoing preparations for slipping the surly bonds. A recent engine run elicited all the proper similes (or is that metaphors) like "runs like a sewing machine", and "purrs like a kitten."

PPTAF Kommandant Gary Aldrich reported that the **Fighting Skywagon** recently underwent its annual check-up without major discrepancies and a minimum of wallet suction. We are looking forward to the VC-180 leading the charge on next month's **Rubidoux Sundown** raid.

Russ Erb (front runner in the Biggest-Airplane-in-the-Smallest-Shop contest) as most of you know is building a Bearhawk (4-place) in a one-car garage. **Russ** reported that he had figured out how to attach wiring conduits in his wing structure, but did not elaborate. He is in now in the process of welding aluminum fuel tanks. For show and tell **Russ** brought in SPRL flush fuel caps (ACS catalog) which he hopes are weldable. Apparently it against **Project Police** policy to use Teflon tape on pipe fittings in fuel systems, so **Russ** did some research and came up with some stuff called Bakerseal (generically, pipe dope). He also brought in a "new old stock" heated Pitot-static tube older than he is. (We are all hoping that **Russ** doesn't have to install an APU to run the heater.). Another interesting widget in **Russ'** bag of tricks was an inexpensive (<\$10?) nylon gasper valve, sometimes called an eyeball vent, that he will use to direct air from the wing vents into the cabin. To get the right angle of dangle, **Russ** will use a 2-inch, 45-degree PVC elbow from the Aviation Department at Home Depot, which fits nicely on the valve.

After the project reports, there ensued a lively discussion on electronic noise canceling headsets. The conclusion that I drew from the discussion is that opinions on headsets are like as... er..., uh..., noses: everybody has one, and they are all different.

Adjournment

The gathering was adjourned at 6:35 sharp (don't run with clocks in your hand), at which time many attendees decided to gather at the Burger King, a.k.a. **PPHFFRC (Project Police High Fat Food Replenishment Complex)**, where discussions ranged from C-182 spinner fatigue to the manifold pressures used at Reno. Good times were had by all.

Miles Bowen, Secretary

The Prez Sez...

Whew...another month has flown by! (pun intended) The Skywagon cruised through its annual inquisition and stands ready for the next assault on the evil Flabobians. With any luck, the unbelievably mild winter weather will cooperate to allow another vast aerial armada to descend on the hapless Rubidoux Rabble. Latest intel is that

THE LEADING EDGE

Quentin Toyloy's aerial assault vehicle is undergoing a Federal poking and prodding and will doubtless add to our menacing presence. Check elsewhere in this issue to get the marshalling instructions for the raid.

Not too much farther down the road from our impending victory will be yet another fine, laid back aviation happening at the Scotty Horowitz Fly-in. We'll be inviting "Doc" back again so we can farewell him....again. I'd also like to hear some ideas from the membership on improving or changing this event to make it even more fun. Funnel your ideas through any board member or catch me at the meeting...I want to hear what you have to say!

Finally, I've been asked by our Chapter 49 brethren to seek a volunteer Young Eagle Coordinator. Dave and Dave have done a magnificent job, but would like to share the joy of volunteering with some new folks. If you are looking for a way to make a real difference in some young people's lives as well as ensure the continued growth of sport aviation in this country; this is the job for you.

See you at the 'gathering'

- Gary Aldrich
Kommanding



Young Eagles Update

Fox Field, Lancaster, January 8, 2000

Great day for flying, but we didn't have many Young Eagles. But we did have lots of pilots and we did stand around telling old war stories (even those of us who haven't been to war).

This rally, we flew 9 Young Eagles. We had 11 pilots and 3 ground crew volunteers. As you can see, we had more pilots than Young Eagles this time.

UPDATE: Thanks to **Con Oamek, Ozzie Levi,** and **Jim Payne** we added 5 Young Eagles to last year's total, bringing our total for 1999 to 300! Way to go guys!!!

Thanks to Ed Lewis for donating his printer to the Young Eagles' Program!

Updated Young Eagles' dates are listed below.

Ground Crew:

Victoria Rosales *Pre-flight registration*
Paul Rosales *Post-flight certificates and pictures*
Ron Wilcox *Pre-flight registration*

Pilots:	Equipment:	#YEs
Miles Bowen	Cessna 170B	2
Bob Hoey	BD-4	1
Ozzie Levi	Cruisair	1
Ed McKinnon	Mooney 23	1

Dick Monaghan	Luscombe 8A	1
Charlie O'Loughlin	RV-6	1
Jim Payne	Cessna 182	1
Shel Simonovich	Cessna 150	1

(Charlie O'Loughlin also flew a flock of "Old Buzzards")

Pilots who showed up but didn't get to fly any Young Eagles:

Pilots:	Equipment:
Ray Greene	Cardinal
Chuck Ramsey	PA-28-160
George Heddy	Cessna 172XP

Young Eagles this Rally: 9

Young Eagles this Year: 9

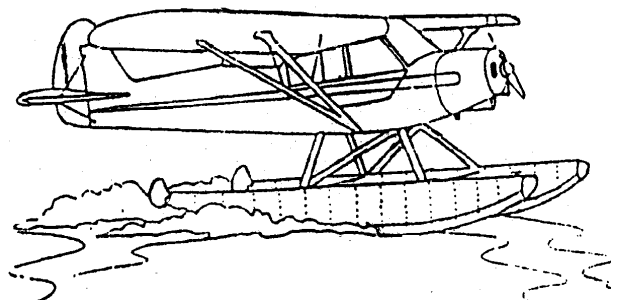
Young Eagles Grand Total: 2605

2000 Rallies are tentatively scheduled as follows. If you see a conflict, please let me know.

**Denotes changes in the schedule.

Feb 12th - Cal City
Mar 11th - Fox Field
**Apr 15th - Rosamond
May 13th - Fox Field
**Jun 17th - Tehachapi
**Jul 15th - Fox Field
Aug 12th - Cal City
**Sep 16th - Fox Field
Oct 14th - Rosamond
**Nov 18th - Fox Field
**Dec 16th - Tehachapi

- David McAllister



"Barbie (III) and I"

I recently had the opportunity to fly a unique and historic aircraft and I thought I'd share the experience with the chapter. Besides, your NLE has repeatedly threatened me...er, requested fodder for the 'Edge'. What follows is a somewhat less formal qualitative evaluation report than we normally demand from our testers.



The aircraft was a B-25H attack and medium bomber, manufactured by North American Aviation in 1943 and delivered to the Army Air Forces as serial number 43-4106. This was the second “H” model to be produced, and thus served the war effort as a prototype or test article at Eglin Field, Florida and Wright-Patterson, Ohio. This aircraft wears the nose art “Barbie III” which replicates the aircraft of former Flying Tiger R.T. Smith, who commanded a B-25H squadron of the First Air Commando Group in the China-Burma-India theater of World War II.

The B-25H was an all-metal (except control surfaces) monoplane with a mid-mounted wing incorporating two Wright R-2600 air-cooled 14-cylinder radial engines driving Hamilton Standard Hydromatic full-feathering, constant-speed propellers. The horizontal stabilizer mounted the distinctive twin vertical tails. The 67 foot wing supported a combat gross weight (including 2000 lb of general purpose bombs) of 33,500 lb. Armament included four nose-mounted .50-caliber machine guns, a top turret containing two .50-caliber machine guns, two .50-caliber machine guns firing from openings in the fuselage “waist”, and two .50-caliber machine guns facing to the rear and controlled by an aft-facing tail-gunner’s station between the vertical tails. In addition, the “H” model was distinguished from more familiar B-25 models by the fitting of a forward-firing 75mm cannon. This fixed-aim large-caliber weapon was aimed and fired by the pilot and served by a “cannoneer” crewmember, whose duties also included navigation and operating the “radio-sending key”. The remainder of the normal crew complement was a pilot, flight engineer/top-turret gunner, waist-gunner/photo operator, and a tail gunner.

Barbie III, the only remaining flyable B-25H in the world, was fitted with mock .50-caliber weapons in the nose, top turret, and tail. The only vestige of the 75mm cannon was a “stub” barrel in the nose and dummy shells stored in an ammunition rack on the left side of the cabin. The bomb bay, with hydraulically operable bomb bay doors, contained two simulated 500 lb general purpose high explosive bombs. This aircraft had been modified after the war by Bendix Corporation as a test bed for landing gear/brake development. The major remaining modification was a set of dual flight controls; the original B-25H having only had a single set of flight controls at the pilot station.



The conventional three-axis flight controls were non-hydraulically-powered and actuated by cables, bellcranks, and pulleys from the pilot station through the manipulation of a yoke for pitch and roll command and rudder pedals with toe-mounted hydraulic brakes for yaw control. The ailerons were fitted with both trim tabs and “boost” (now called “servo”) aerodynamic tabs to lighten the roll forces. The elevator control was fitted with a bungee to lighten pitch forces. Visibility from the cockpit was excellent, both over the nose and out the sides. The pilot’s seat was adjustable in elevation and distance from the controls. All primary controls fell easily to hand and could have been operated by a single pilot, as was the original design. Instrument layout was of the “shotgun” method and consisted of a combination of original and modern instruments. Engine gauges were located at the far right of the panel and were difficult to scan, though most engine monitoring was accomplished during this evaluation by the instructor pilot in the right seat.



The landing gear consisted of a tricycle arrangement consisting of a nose gear and two main gear mounted in the bottom of the engine nacelles. The gear were hydraulically actuated by a lever on center pedestal and were enclosed by fairings in the nacelles and nose. The nose wheel was full-swiveling with an automatic centering device that activated on full strut extension. Maneuvering on the ground was by use of differential braking and power application. Electric indicators were provided to show when the nose gear was within 15 degrees of center. It is interesting to note that this was the first military bomber design to incorporate a nose gear. In some training materials the nose gear was referred to as the “auxiliary gear”.

THE LEADING EDGE



Engine controls consisted of a forest of levers on the center pedestal for control of throttle, mixture, supercharger, cowl flaps, oil shutters, carburetor air, and propellers. A throttle lock was provided (more on this later). Engine start was typical for large radial engines. The electric “flywheel” type starter was powered by internal or external battery power. A hand crank was provided if battery power was not available or sufficient. The starter was energized for 20 seconds followed by pressing the “mesh” button for the appropriate engine. Priming was accomplished by actuating an electric primer button for two seconds while the starter was energizing. As the engine fired, the mixture was moved from idle-cutoff to “Full Rich” and the throttle adjusted to maintain 1200 RPM. Though simple in explanation, it helped to have at least 4 hands to accomplish all the required lever and switch actuations in the appropriate sequence.

Taxi was straightforward using differential braking and power. Idle power was sufficient to maintain a comfortable taxi speed after using approximately 1500 RPM to start moving. Care was taken to not attempt direction change before the wheels were rolling freely. This reduced side loads on the nose gear. An engine runup was accomplished in accordance with procedures common to most piston engines. After oil temperatures were in the normal range, magnetos, props, superchargers, and cowl flaps were exercised and checked. Flight controls were

Takeoff was accomplished with 20 degrees of flaps, props at full increase (2600 RPM) and 44 inches of “boost” from the superchargers. Directional control in the initial roll was easily controlled with small brake applications, and the rudders became effective at approximately 40 MPH. Acceleration was “brisk” and similar to a lightly loaded Beech Baron. Approximately 50 lb of aft yoke force at approximately 90 MPH resulted in rotation followed by liftoff in the 105-110 MPH range. The airplane was allowed to accelerate to approximately 150 MPH to start the climb. The V_{mca} with the critical (left engine) inoperative was listed as 145 MPH IAS. Beginning with the selection of takeoff power, until the throttle and prop controls were retarded for the climb, conversation in the cockpit was impossible despite the use of sophisticated noise canceling headsets and a modern intercom system. The noise signature in the cockpit was, in a word, deafening.



Climb was initiated at approximately 165 MPH and resulted in an initial climb rate on the order of 1500 FPM. (Test day conditions were quite close to standard day and winds were light and variable.) This was higher than published performance figures, largely due to the decreased gross weight of the aircraft. The aircraft was trimmed at a moderate cruise power setting (2200 RPM/30 in MP) at 8000 Ft PA. This yielded an indicated cruise of approximately 200 MPH. Fuel flow at this power setting



checked for freedom and trim controls set to neutral for takeoff. During taxi, with the engines at idle, backfires from the 28 separate short exhaust stacks resonated against the fuselage in a staccato sound reminiscent of rocks bouncing off a dumpster. This was disconcerting at first, but soon overwhelmed by the roar of full power.

was estimated at 80 gallons per hour of 100LL avgas. Control forces were judged to be high, but not objectionable for this class of airplane. Control harmony was good....stiff in all axes equally! Moderate roll rates could be established with approximately 25 lb of yoke force. The aircraft owners limited bank angles to

approximately 45 degrees. The aircraft was deadbeat in the pitch axis and did not show a tendency to diverge in roll. No adverse yaw or dutch roll was evident and only small rudder inputs were necessary to coordinate the moderate turns in the cruise configuration. At cruise power settings, crew conversation was possible, though hampered by a continuing high ambient noise level. I suspect this was due primarily to the proximity of the huge Ham Standards whirling outside the cockpit windows and the relatively poor sealing of the bomb bay, nose gear doors and cockpit windows.

An approach to stall investigation was accomplished. Moderate airframe buffet was evident approximately 10-15 MPH above the estimated stall speed of 95 MPH. Observation of the tail surfaces from the top turret revealed considerable low frequency vibration. We elected not to stay in this condition due to the age of the aircraft and the desire to use it again. The pilot's flight manual listed the stall characteristics as "excellent" with a slight rolling tendency. General maneuvering revealed no objectionable flying qualities or handling qualities and, though the aircraft no longer had its weapon aiming system, it was judged a stable weapons platform and suitable to its mission of ground attack and bombing.

A visual approach and landing was performed at Fox Field. The aircraft was slowed with reduced manifold pressure to below the 170 MPH gear speed. The copilot maintained control of the throttles throughout most of the approach through the use of the throttle "lock". This ratcheting mechanism prevented easy movement of the throttles by the pilot and resulted in an awkward verbal coordination process to adjust aircraft speed and descent rate in the pattern. The lock was disabled on final approach allowing for a more conventional control scheme. When queried, the copilot (also one of the owners) reported that they had seen uncommanded throttle motion due to engine/airframe vibration and preferred to maintain positive control of power settings in all but the last critical approach phase. In a clean configuration the aircraft was hard to slow down, due most likely to inertia effects rather than the "slippery" airframe. The aircraft was easy to trim at the 150 MPH initial approach speed with the gear and 20 degrees of flaps deployed. No objectionable trim transients were noted with gear or flap actuation. The aircraft was allowed to slow to 130 MPH on final with full flaps and further to 120 MPH over the end of the runway. A moderate flare produced a touchdown on the mains at approximately 105 MPH. Care was taken to keep the nose wheel off the runway as long as possible to minimize loading on this "auxiliary gear". Light braking resulted in taxi speed being attained before the mid-field turnoff off the 7000 foot runway.

Overall, it was quite a thrill to fly such a rare piece of aviation history. It was not hard to conceive of young men taking this aircraft to war. The performance and flying qualities were typical of the aircraft of the day and provided a platform that should have allowed effective weapons employment. It's a shame that the massive cannon and aiming sight was not available for the evaluation.

- Gary Aldrich

99's Annual Poker Run

On Sunday, March 12th, Antelope Valley Women Pilots (aka: Ninety-Nines) will sponsor their annual Poker Run and BBQ at Rosamond Skypark, All Pilots and aviation friends are invited to participate in this day of flying to various local airports to gather a poker hand. There are lots of prizes, good food, and fun. Proceeds fund aviation related safety and educational activities and scholarships. Participants can drive or fly in. This popular annual event has been sold out the past two years. For more information, please contact **Elle Coussens** at 661/948-5960 or 661/256-4357.

Web Site Update

As of 9 January 2000, the hit counter stood at **38963**, for a hit rate of 45 hits/day for the last month.


Our Chapter 1000 member **Russ Munson** in New York City wrote in with this question:

"Dear Russ,

See, I got this cool new jacket, the kind pilots wear. And, see, I need to know if there is a Chapter 1000 patch. If there is, see, I need one real bad, Russ, real bad. If one is available, I would be very appreciative if you would let me know to whom I should send some money. No one will notice if I raid the petty cash here at the Chapter 1000 New York City Det and send a little cash your way. Flying the Super Cub out of New York is a real hassle. Park Avenue is plenty wide and long enough, but the taxi traffic is terrible, and trying to land when there is a green light AND no car traffic is almost impossible. Many times I have had to go around at the last minute. Then, once you are down, where do you tie-down? This is no way to live. Am seriously considering using an airport.

Thanks for the info, Russ Munson (higheye@aol.com)"

In case you're wondering too, the patches are available from the treasurer for \$5 each.

 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

Feb 12: Young Eagles Rally, Cal City Airport, 661-822-0462
Feb 15: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942
Feb 26: Operation Rubidoux Sundown VIII, Flabob International Airport. (661) 258-6335
 Mar 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., Sunnydale School. 1233 S. Ave. J-8, Lancaster, CA. (661) 949-7214
 Mar 11: Young Eagles Rally, Fox Field, 661-822-0462
 Mar 14: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942
Mar 21: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942
 Apr 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942
 Apr 15: Young Eagles Rally and Tax Day Celebration, Rosamond Skypark, 661-822-0462
Apr 18: EAA Chapter 1000 Monthly Meeting, 5:00 p.m., Edwards AFB. USAF Test Pilot School (Bldg 1864), Scobee Auditorium. (661) 609-0942
May 20: Ninth Annual Scotty Horowitz Going Away Fly-In, Rosamond Skypark (L00), Rosamond CA.

For Sale:

Sonera III 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

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, Doug Dodson, 4431 Knox Ave, Rosamond CA 93560-6428. 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 George Gennuso: pulsar1@qnet.com
 Secretary Miles Bowen: mbowen@cybersurfers.net
 Treasurer Doug Dodson: 73773.1546@compuserve.com
 Technical Counselor Gary Sobek: gasobek@jps.net

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
Doug Dodson	73773.1546@compuserve.com	256-7276
George Gennuso	pulsar1@qnet.com	265-0333
Norm Howell	testwest@qnet.com	256-1643
Brian Martinez	brianmartinez@cs.com	943-5379
Bob Waldmiller	waldmilr@qnet.com	256-0932
<i>Wood Construction</i>		
Bob Waldmiller	waldmilr@qnet.com	256-0932
<i>Aluminum Sheet Metal Construction</i>		
Miles Bowen	mbowen@cybersurfers.net	822-0806
Russ Erb	erbman@compuserve.com	258-6335
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@compuserve.com	258-6335
<i>Engine Installation</i>		
Bob Waldmiller	waldmilr@qnet.com	256-0932
Doug Dodson	73773.1546@compuserve.com	256-7276
<i>Electrical Systems</i>		
Miles Bowen	mbowen@cybersurfers.net	822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
Gary Aldrich	gary_aldrich@pobox.com	609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, 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 15 FEBRUARY AT TPS
OPERATION RUBIDOUX SUNDOWN VIII
KOMMANDANT SEEN WITH BARBIE

