



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

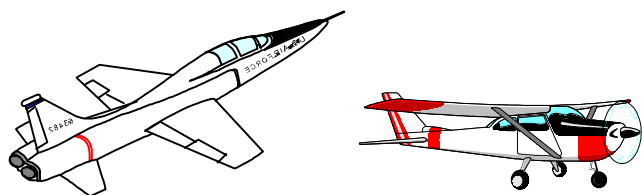
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<http://www.eaa1000.av.org>

November 2001

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:



Hangin' Out With The Zoomies

→ **Tuesday, 13 November 2001**
1800 hrs (6:00 PM Civilian Time)
High Cay (4431 Knox)
Rosamond, CA

As many of you will recall, back in April of this year, Chapter 1000 executed the Operational Test & Evaluation (OT&E) of the chapter grill. The chapter grill passed with flying colors, even if one minor deficiency was noted. Everybody present (which was far more than we normally have at a meeting) seemed to have a good time and walk away well fed.

This event was even more enjoyable because of a serendipitous occurrence. Every April and November, the Flight Test Techniques course from the Air Force Academy (Aero Engr 456) takes a field trip to visit the USAF Test Pilot School. During this trip, their primary mission is for each cadet to fly one mission in a T-38 and collect performance and flying qualities data for the course's final project. They also try to soak up as much Edwards culture as possible during their short stay. Last April, it just so happened that they would be in town on the night of the aforementioned OT&E, so we invited them out to join with the chapter to do the **6 F's, Flyin' Friends Feedin' Face Fer Fun**.

Of course, EAA Chapter 1000 showed that legendary **Project Police** hospitality and everyone had a great time. So good of a time, in fact, that your **Board of Directors** voted unanimously a few months ago to throw another fling and invite the cadets out when the next field trip happened in November. Of course, due to the various vagaries of Academy scheduling, the cadets won't be here on our normal meeting night in November. **No Problem!** We'll just do what we've done for the previous two months—

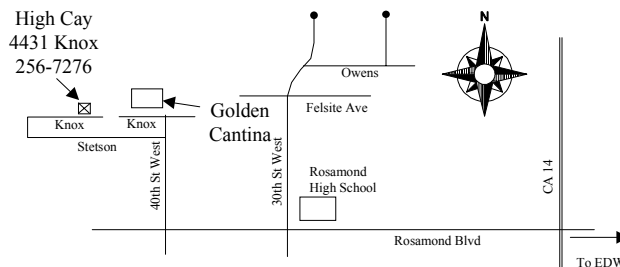
we'll move the meeting date and time to accommodate them. Who knows—this change in routine might even keep the terrorists off balance.

This shin-dig will be held at the ever-popular "High Cay" (as a reminder, the second word is pronounced "key"—check your dictionary). **Doug (Opie) and Gail Dodson** have graciously offered to let us use their house at Rosamond Sky Park (see the map) for this second semi-annual (?) event.

So what's on the menu? Who knows?! What you can expect is that the **Esteemed Grillmeister George Gennuso** will be there, whipping up his legendary creations, hopefully with the help of his protégé **Randy Kelly**. Of course, the barbecue is designed to cook any and all types of foods in need of grilling, so if you'd like a little more confidence in the menu, bring that shrimp over and toss it on the barbi, mate, or anything else that you'd like to eat for that matter, and we'll support you with some nice hot coals. In fact, it would probably help if you brought a little something yourself to help out with the vittles. I don't think we'll have any leftovers from the mess hall grub from **Camp Flabob** available, so we'll need your help.

So here's what you need to do:

- 1. Note the changed date on your calendar**
- 2. Note the changed time on your calendar**
- 3. Contact the Kommandant or Vice Kommandant to ask what you can bring to help out.**
- 4. Report to High Cay at the appointed date, and time and enjoy yourself.**



For the **Schmoozemeister**,

- Erbman

Note Change Of Date (yet again!)

Kommandant's Korner

Last Saturday was about as close to the perfect flying day as it gets around these parts. I didn't really have anyplace to go, but the Skywagon seemed to be urging me to just get some air under my butt. It's been quite a while since I took to the air without a real "purpose" or "destination" or "mission". I'm usually with a student, or some Young Eagles, or Anne and some friends; using the Skywagon as it was intended...a fun, challenging, and enjoyable means of transportation. Saturday as I climbed out from runway 06 into a ten knot headwind I still didn't know exactly what I was going to do or where I was going to go. I found myself meandering up to the pattern at Rosamond where I descended into runway 07...a relatively rare event since the prevailing breeze almost always dictates a joust with the mechanical turbulence on the east end of the field. The gentle and steady breeze from the East and the clear approach path over the desert yielded three of my more competent arrivals; the Skywagon rock solid in the slight flare and the big 800x6s issuing a little chirp as they spun up to match my ground speed.

Feeling somewhat smug I climbed back out of the pattern to the west end of the valley. Passing 6000 feet I smoothly brought the engine to a medium/high power setting and eased back into a stall...playing with the rudder to see if I could force a straight ahead break. The big taildragger shuddered and bucked, as I strained against the increasing yoke forces. As my attention shifted to the yoke the Skywagon's nose feigned right then dropped sharply down and left as the various moments generated by the prop conspired to overcome my attempts to control the yaw rate. Relaxing my trembling arm muscles brought near instantaneous recovery from the departure and the airplane happily re-started its climb. Challenging the wing again brought a similar result, even though I thought I was prepared...and making me wonder what the airplane might be like in a fully developed spin.

The smugness was receding as I angled back toward Fox in a gentle descent. Noting that the tower frequency was unusually quiet, I requested and received permission to report over the numbers on runway 06 at 5000 for a simulated forced landing. Smoothly pulling the power to idle over the end of the runway, I mentally reviewed the emergency procedures for engine failure...establish best glide speed, choose a landing site, mixture, fuel selector, mags, carb heat, secure the engine, prepare to land, call for help.... The ATIS was reporting 11 gust 18, but it was pretty much down the runway. Bending around from high to low key I experimented with a slip (awkward and not too effective) and a couple of different glide speeds. As I rounded out on a half-mile final I found I could drop a couple of notches of flaps to fine-tune my glide. Once again the landing gods smiled on me as the mains kissed the "captain's bars" a thousand feet from the threshold...not bad, I thought for so little practice in this important maneuver.

After a couple more "non-standard" (for me at least) full-flap max performance stop-and-goes I rolled off the runway at the first taxiway and motored slowly back to the

hangar. As I pulled the Skywagon back into its home I reflected that what started out as an aimless joyride had, in fact ended as a huge confidence builder and an opportunity to rub the tarnish off some important flying skills. As the Continental creaked and popped in the quiet hangar I jotted the flight time in the log. In the "remarks" column went the simple, but meaningful shorthand...."prof".

Fly safe and check 6!

- Gary Aldrich
Kommanding

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, Test Pilot School, Edwards AFB
1700, October 23, 2001

Gary Aldrich, Presiding

We schmoozed in the fashion of which we have become accustomed. This meeting was somewhat better attended than past meetings, with something like 15 members and guests present. Visitors who were willing to identify themselves as such were **Rod Dunham** and **Kevin Riley**.



Our speaker this month was **PPO Lee Erb**, who finally put an end to his effort to set the record for longest time as a member of EAA Chapter 1000 without actually attending a meeting (about 9 years). Lee spoke to us about his experiences as a Flight Test Engineer at Edwards from 1954 to 1956. This was a time smack dab in the middle of the Golden Age of Flight Test. Many changes were occurring, with the biggest being the transition from props to jets, followed closely in importance by the ongoing development in helicopters.



Lee's primary work was with the H-21, along with his project pilot Maj Gus Vincenzi. His other major project was testing the Pratt & Whitney T-34 turboprop engines on a YC-121F Constellation testbed. The T-34 engines were under development for use on the Douglas C-133 Cargomaster. The engines were eventually developed to a rating of 7,500 horsepower. Considering it was originally built with 3,250 horsepower reciprocating engines, this Connie was so overpowered with these engines that it could actually accelerate to its critical Mach number.

Lee once again reminded us of the fun of photopanel and the joys of recording hand-held data to avoid reading the film of instruments turning backwards. With all of the problems we have with modern day data acquisition systems, I'm not sure how far we've really advanced.



As is our custom, many of the PPOs present reassembled at the base BK for at least three of Bob Mackey's F's, Friends, Fun, and, of course, Food.

- Erbman
Pseudo-Secretary

Project Police Aircraft Spotters Quiz

So, we were all so impressed with how Mark Dickerson was able to identify the new Indian Light Combat Aircraft (LCA) and even name the pilot as shown in the September newsletter. Well, unbeknownst to your editor, this aircraft and pilot happened to be the recipient of the SETP Kinchloe award presented at the end of September (I'd had the picture since January).

Well, it seems that in either a display of the Project Police core value of Integrity (except when fiction is funnier) or just fear of being found out, Mark Dickerson forwarded the following e-mail to PPHQ:

"okay... let's see...
Kothiyal won the Kinchloe award at SETP this year.

You know, I think Dickerson is a member of SETP...
In fact, he was this year's Banquet Chairman!

Don't they award those Kinchloes as part of the banquet festivities?

I wonder who writes the scripts for those banquets....
HHHEEEYYYYY!!!!

FOUL!!!"

Well, we ran this by a Project Police Staff Officer and Assistant Chief of Toilet Maintenance (we think Goldenbaum is the chief—he always claims that's what he does at Poly-Fiber) for adjudication (or something like that). His response was:

"Hmmm...not sure if this is a foul or an outstanding example of a PPO using his available resources...I'd check the Project Police bylaws if anybody knew where they were...of course, if we found them, then we wouldn't be able to make them up as we go...one thing for sure--this is worthy of exposing in the next newsletter!"

Okay, now to clean up last month's quiz. Sure enough, Jim Payne and Gary Aldrich were able to identify it as a C-121, but, as we said before, that wasn't enough. JP thought maybe it was Columbine, Eisenhower's presidential aircraft. Nope. Try again.




Those who were at the meeting found out the real answer—it's the YC-121F engine testbed for the T-34 engines intended for the C-133. Of course, you know that now because you just read the meeting minutes.

Report To Camp Flabob! 11 Nov 01

If you happen to be reading this before Veterans (Armistice) Day, then you can still make it. Poly-Fiber, headed up by PPO John Goldenbaum, is hosting a big fly-in at Flabob International Airport in honor of all veterans. Events will run from 1200 to 1700, and will include fly-bys, Missing Man Formation, military music from local bands, and other exciting militaristic events. Most of all, I can't wait to get some of that mess hall grub, which is touted to include such military favorites as SOS and Spam®!

Web Site Update

As of 6 Nov 01, the hit counter stood at 65392, giving a hit rate of 39 hits/day for the last month.

 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

Nov 13: EAA Chapter 1000 Monthly Meeting, 6:00 p.m., High Cay, 4431 Knox, Rosamond CA. (661) 609-0942

Dec 5: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Dec 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Jan 2: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Jan 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Feb 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Feb 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

Mar 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Mar 12: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., Edwards AFB. Test Pilot School, MOL Room (661) 609-0942

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

To join Chapter 1000, send your name, address, EAA number, and \$20 dues to: EAA Chapter 1000, 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:
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Inputs for the newsletter or any comments can be sent to Russ Erb, 661-258-6335, by e-mail to erbman@pobox.com

From the **Project Police** legal section: As you probably suspected, contents of The Leading Edge are the viewpoints of the authors. No claim is made and no liability is assumed, expressed or implied as to the technical accuracy or safety of the material presented. The viewpoints expressed are not necessarily those of Chapter 1000 or the Experimental Aircraft Association. **Project Police** reports are printed as they are received, with no attempt made to determine if they contain the minimum daily allowance of truth. So there!

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

**C/O Russ Erb
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 Edwards CA 93523-2106
<http://www.eaa1000.av.org>**

ADDRESS CORRECTION REQUESTED

THIS MONTH'S HIGHLIGHTS:
MEETING TUESDAY, 13 NOV @ HIGH CAY
COME HANG OUT WITH THE ZOOMIES
KOMMANDANT GOES PROFFING
REPORT TO CAMP FLABOB 11 NOV



The Leader In Recreational Aviation