



THE LEADING EDGE

NEWSLETTER OF MUROC EAA CHAPTER 1000

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

<i>President</i>	<i>Gary Aldrich</i>	<i>661-609-0942</i>
<i>Vice-President</i>	<i>George Gennuso</i>	<i>661-265-0333</i>
<i>Secretary</i>	<i>Kent Troxel</i>	<i>661-947-2647</i>
<i>Treasurer</i>	<i>Doug Dodson</i>	<i>661-256-7276</i>
<i>Newsletter Editor</i>	<i>Russ Erb</i>	<i>661-256-3806</i>

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

March 2003

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:



PROJECT POLICE OFFICER TRAINING FIELD TRIP V

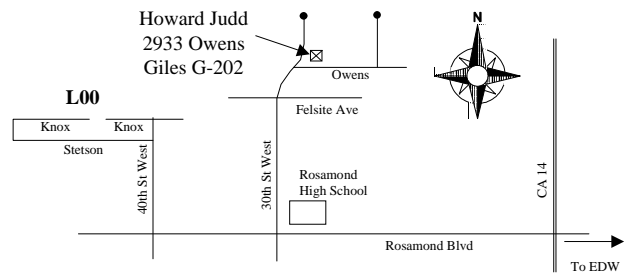
Tuesday, 18 March 2003
1700 hrs (5:00 PM Civilian Time)
Hojo and Waldo Workshops
Rosamond, CA

By now you've probably heard that we have been temporarily moved out of the Test Pilot School Auditorium for this month's meeting. They have a little problem they need to sort through and get resolved. So, this month's meeting is going to be a project tour. I happen to know that **Hojo** and **Dave Vanhoy** have just had their **Giles G-202** painted by none other than **MIKE** and **MIKE**. That would be **Mike Rosales** and **Mike** (Ahhh, his last name escapes me at the moment), the same famous duo that painted the prize winning RV-6 of **Paul Rosales** and my **Pulsar**. It will be interesting to see what magic they have performed on the Giles. Now I understand that the fuselage is at Hojo's house and the wings are at **Waldo's** house, so we might hit both sites depending on Waldo's



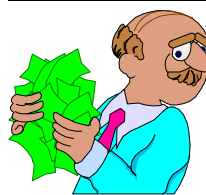
schedule; we'll play that by ear. After the tour the Kommandant will select a restaurant for our drinking and dining pleasure.

OK, so, first thing. **DO NOT** go to TPS for the meeting. We will meet at Hojo and Dave's house for the project tour at 5:00 o'clock (1700 hours). Hojo and Dave live at 2933 Owens Way in Rosamond. To get to their house follow this nifty map:



With that said: "Let the tour begin..."

- **George "Knife" Gennuso**
 Vice Kommandant



Dues Delinquents!

All right, time to play hardball! We warn you and warn you, but you just won't listen. Therefore, it is time to exercise one of the *Project Police's* most dreaded weapons—**public humiliation!** Therefore, we present the annual list of slackers in our midst:

To remove your name from the slackers list and re-establish your good credit rating, send your \$20 in to the treasurer (see back page).

PPO Randy Kelly tried to get in on the free dues offer, but ran afoul of the government. His report back:

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Russ,

"Free dues" is a trick. I did like you asked, and the Post Office returned my application saying there was no such person as 'OPIE'.

Randy

P.S. I was going to be a nice guy and get applications for all our EAA friends, but the government printing office wanted \$20 plus processing fees and postage for each one. What a ripoff. (This sounds like some scheme **George "the Knife" Gennuso** cooked up ;-)



Twelfth Annual Scotty Horowitz Going Away Fly-In 17 May 2003 at Rosamond Skypark

Make your plans to attend now! Volunteer your services to help out before the board assigns duties to you!

Last Month's Meeting

EAA Chapter 1000

Scobee Auditorium, USAF Test Pilot School
1700, 18 February 2003

Gary Aldrich, Presiding

About a dozen die-hard chapter members turned out for the February meeting at the TPS and were treated to a multi-media presentation on formation flying by our own Mark "Buttons" Dickerson. By all accounts, the presentation was nothing less than simply fabulous, and regarded to have been of even greater value than the meeting on the same subject at High Cay late last year. Mark's presentation was informative and witty in classic fighter-pilot style, employing video, Powerpoint® and model aircraft. The Vice-Kommandant was so impressed that he declared Mark to be an honorary Italian for his skilled use of animated hand gestures.

Old and new business were summarily dispensed with. The assemblage then followed tradition by retiring to the BK lounge for dinner. However, even the casual observer could note a discernible difference in our demeanor. There was an added crispness as the cars left the parking lot in right echelon formation.

Mark was treated to a "supersized" entree, a clear indication of the quality of his presentation and our appreciation thereof. A reward not afforded to just anyone. Well-done, Buttons!

- **Kent "Cobra" Troxel**
Secretary

Kommandant's Korner

Alas, I have incurred the wrath of **Evil Newsletter Editor Zurg** once again.



I'm writing this under intense pressure...well beyond the normal publishing deadline. Of course, I had a host of excuses. I was busy at work...then my Verizon DSL link went down (yet again)...I was busy at the hangar...the sun was in my eyes...the hatch just blew...I had a headache...etc...etc...etc... But in reality, I am, like others, a consummate procrastinator. It's not that I find it hard to think of things to write (though I try not to get too "preachy" or political or repetitive). And, no, **Opie**, I don't recycle the "Best of the Korner" columns like so many Peanuts cartoons. I just find it hard to sit down and force myself to put the first keystrokes into the machine. I realize that my inaction inconveniences Zurg, arguably the most dedicated and hard working member of the Chapter staff. That, alone, should force me to deliver the goods on time...lest he use my failings as an example to throttle back on his outstanding service to the Chapter. Well, enough of the hair shirt. Zurg, I'm sorry and I'll try and do better.

In other news, some of you may have heard of the misfortune that befell fellow **PPO Jon Goldenbaum** of late. If not, the CNN Headline News version is that his business, **Poly Fiber**, located deep in the heart of **Flabobia** suffered a major conflagration which destroyed their stock of aerospace fabrics as well as the administrative offices. Fortunately, no one was injured in the blaze. Upon noticing the news in the HQ EAA emailed newsletter I immediately issued a communique (*see later in this newsletter*) to ascertain if he needed reinforcements or moral support from his comrades to the north. The tone of his reply indicated that, like all good **PP** Troopers, he has squarely faced the adversity and is taking positive steps to restore the status quo. That's good news for those of us privileged to call him friend, but even more important to the sport aviation community in general. If you get a chance, you might give him a call or email of support (of course he'd probably be even more grateful if you placed a large order...). **Jon** and **Phyllis**, the Chapter with the most Zeroes offers our most heartfelt wishes for a speedy recovery from this setback.

Finally, a Skywagon Overhaul Bulletin. Having nearly run out of things you can do with an airplane with no engine I have resorted to hanging around the Craftsman department at Sears. The good news is that I may soon have more work in the hangar as the mighty O-470 is undergoing final assembly and test next week (10-16 Mar) with anticipated return shipment on or about the 18th of March. Hopefully, re-installation into the airframe will go as smoothly as the removal process did. Of course, many new or overhauled parts and assemblies will be involved, including exhaust, propeller, alternator, carburetor, magnetos, and a zillion small doo-dads and geegaws. If you get a chance, drop on by the Skywagon lair on the next

few weekends and check out the progress. Gawkers and sidewalk superintendents welcome.

Fly safe and often, and check 6!

- Gary Aldrich
Kommanding



Young Eagles Update

INYOKERN RALLY A GREAT SUCCESS!!!!!!

We got the new 2003 Young Eagle year off to a great start at Inyokern on January 18. Perfect weather and 11 pilots and planes from all over southern California joined forces at Inyokern to get 30 new Young Eagles into the air! As usual, the folks at Inyokern were ready for us, with most of the Young Eagles having had a ground school a few days prior to the rally. They also provided lunch for the pilots and ground crew, AND provided 5 gallons of 28-cent/gallon 100LL (no typo there) for each Young Eagle flown. What a deal!

After the Inyokern rally, I flew to Fox Field and gave Young Eagle rides to a young man celebrating his 16th birthday along with 4 of his closest buds.

Totals for January:

Pilot	Type	#YE
Mark Backes	Cessna 172	1
Miles Bowen	Cessna 170B	5
John Bush	Cessna 140	1
Lynn Crawford	Long EZ	3
Geoff Dille	Cessna 172	5
Doug Dodson	Mooney M20C	5
John Fisher	Long EZ	2
Ozzie Levi	Bellanca	2
Ed McKinnon	Mooney M20K	2
Con Oamek	Bonanza F33A	4
David Orr	Long EZ	3
Shel Simonovich	RV-4	2

Total: 35

ANTELOPE VALLEY COMES TO THE AID OF APPLE VALLEY

About a week prior to Apple Valley's Feb. 1 Young Eagles rally, I received an plea from Morgan Willemse, their Young Eagles Coordinator. Two middle schools in the area wanted to bring 50-60 kids each for the following Saturday YE rally, and she needed help fast! I had already planned a trip back east, but put out a plea to the Antelope Valley pilots. The following are excerpts from the Chapter 768 newsletter after the rally:

Wow.

If the Young Eagle pilots in Chapter 768 had flown 32 kids this month, it would have been considered a good

turnout. This month, with the help of guest pilots **Ed McKinnon, Con Oamek, and Jack Schweizer**, all from Chapter 49, the Young Eagles flown count came to 132!

Here is how it breaks down:

Chap. 49 Pilots:

Pilot	#YE
Ed McKinnon	16
Con Oamek	13
Jack Schweizer	12

Chap. 768 Pilots:

Pilot	#YE
Ron Caraway	13
Joe Fitzgerald	8
Roger Graham	18
Tom Gummo	6
Roger Keeney	18
Don Meserve	4
Paul Ray	3
Brad Spencer	9
Mark Taylor	12

Total for February 1: 132

A big round of applause to everyone who participated. Add a big thank-you to the pilots of Chapter 49, who went the extra mile (several actually) just to fly in for the occasion.

I knew we were going to have a tremendous turnout this month, so early on I turned to Young Eagles Coordinator Miles Bowen of Lancaster Chapter 1000, who actually handles the YE program for his own and two other chapters. Miles came through, put out the word that we needed extra pilots, and Ed, Con, and Jack responded generously. Thanks, Miles, and I hope we see you soon.

Sincerely,

Morgan Willemse
YE Coordinator
Apple Valley 768

The 41 Young Eagles flown by Ed, Con, and Jack at Apple Valley bring the Antelope Valley year-to-date total to 76. When you see these guys, be sure to give them a big round of thanks!

We have a standing invitation to help with Apple Valley Young Eagles rallies the first Saturday of every month except for July, when it will be on the 12th.

I would like to remind everyone that they can fly Young Eagles even when there is no rally. If you need forms and/or Certificates you can order them off the web or pick up a few from me at a rally. You can send the completed forms directly to Oshkosh if you promise to get me a list of names, or at least a head count, so we can include you in our totals.

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Remaining Rallies for 2003

Mar 15	Tehachapi Muni, Benbow Aviation	9:00am
Apr 12	Lone Pine Airport	8:00am
May 17	Rosamond, A. V. Aviation	8:00am
Jun 14	Mojave, Main Terminal @ old twr	8:00am
Jul 4	Cal City Muni, Terminal Building	8:00am
Jul 26	Fox Field Terminal Building	8:00am
Aug 16	Fox Field Terminal Building	8:00am
Sep 20	Rosamond, A. V. Aviation	8:00am
Oct 18	Tehachapi Muni, Benbow Aviation	8:00am
Nov 15	Fox Field Terminal Building	9:00am
Dec 13	Cal City Muni, Terminal Building	8:00am

- Miles Bowen

EAA Chapter 49/1000 Young Eagles Coordinator
av_young eagles@yahoo.com
(661)822-0806 (home)
(661)275-6528 (work)

(received by **Opie** after the Inyokern Young Eagles Rally)
Doug-

Many Thanks from we folks up here at Inyokern for helping make our Young Eagles' EVENT a success. Without you out-of-town pilots, in Need of a place to fly on a sunny day, we would be without Young Eagles. Thank you for your Special Efforts.

Char Spencer

IWV Airport Dist
Special Events Committee



High Risk Method For Choosing An Airplane To Build

(aka Pat Fagan Bearhawk PIREP)

(as originally released to the Bearhawk e-mail list)

Sure, you can order an RV-7 kit from Van's and feel confident that you will have an excellent airplane when you're done, but where's the fun in that? Do what I did (actually it's too late now, but who knows when another

opportunity will present itself), and try the high risk approach to choosing an aircraft design...

Step 1: Read article in aviation rag on a new design written by some guy who writes for a living. Be sure there are no kits available, only one example flying, and it is designed by someone who doesn't have any other homebuilt designs on the market.

Step 2: Buy plans. Bonus points if there is no construction manual. Start building.

Step 3: After 3 years of building, go to Sun N' Fun to see prototype of what you're building. Decide if you've been on the right path for the last three years.

Step 4: Build for 4 more years. As you are mounting the wings to your fuselage, FINALLY take a flight in an example of the aircraft that you've been building for the last 7 years. Decide if you've been on the right track.

Who would be so stupid as to approach such a large project in this fashion? Yep! That's right! You're lookin' at him!...er...well...reading what he wrote...

And since all high risk ventures are destined to fail, you've obviously figured out that I'm giving up on the Bearhawk.

WRONGAMUNDO, MOOSEBREATH!!!

(Of course, there were numerous risk mitigating factors that I left out, but that doesn't make as good of a story...)

But the key point is Step 4 above. Yes, just slightly over 7 years since I bought my Bearhawk plans (#164--seemed like such a high number then, but now seems so low), I have finally upgraded my Bearhawker status to one who has actually flown in a Bearhawk. A select fraternity once only consisting of The Bob, Mike, and Budd, but starting to grow at an accelerating rate.

Pat Fagan called me yesterday complaining that he hadn't flown in about a week and the itch wasn't responding to scratching. So he fired up #232 "Smokey Bearhawk" and flew it over to the airport about 2 miles from my house.



The timing was excellent, since I was just trying to figure out the ventilation system for #164 and was able to see just how he did it. I was also able to review how he protected the rudder cables on the floor. Of course, I shouldn't have to tell you that Pat has done an outstanding job of building a Bearhawk that any of us would be proud to be associated with, but I just did.

After talking with another EAAer who was drawn to the airport like a fly to honey, we saddled up and headed down the taxiway. The first thing I noticed was the long proboscis in front of me. Since my fuselage currently ends at the firewall, I had forgotten how much nose there is in front of you. It did block the view of the taxiway straight ahead, but very slight turns (zig-zags) opened up the view ahead. Then again, how many taildraggers do you know of that can taxi without zig-zagging? Even P-51s do it. It's part of the mystique. The taller Bearhawkers may not have this problem.

I also noticed how smooth the Bob Barrows built O-540 noisemaker was running. After a runup, we took the runway. That's when the fun really started.

Pat poured the coal to the noisemaker and I was surprised at the amount of acceleration from the seat back pushing my body. Normally I only feel that kind of acceleration on roller coasters with horizontal launching and on afterburner takeoffs in jets (T-38, F-16, etc). It just lasts longer in the jets. After bouncing down the runway for a few seconds (I'm guessing well under 500 feet), we levitated off of the ground (just like budd said) and took the elevator ride up! Through all of this, I'm laughing uncontrollably--a reaction reserved for just such occasions.

The airport runway (L00) is 3600 feet long, and pattern altitude is 800 ft AGL. I mention this because we were at pattern altitude by the time we got to the departure end of the runway! Is this nuts or what?! Granted, we were light weight (about 75% fuel, empty other than the two of us). budd was right--don't waste your time trying to figure out how to put an even bigger engine in this airplane--260 HP is more than enough for the vast majority of us.



You'll note a theme here, summarized as "budd was right". Of course, I never had reason to doubt that!

Handling in cruise was excellent. The forces in pitch and roll were sufficiently high to keep me happy. I once flew an RV-6 and thought the controls were too light. In it, you could sneeze and be 100 feet off altitude--not real good under IFR.

I was able to get plenty of roll rate for normal operations with well less than full stick. I didn't notice how much stick I used, but there was plenty left. The airplane is obviously capable of plenty more--someday I'll investigate that.

Maneuvering at the trim airspeed was easy and straight forward. Turns at 30, 45, and 60 deg of bank were easy without excessive stick forces. I was surprised at how easy it was to maintain altitude in a level turn.

budd was right (there it is again) about the rudder. It is powerful, and easy to over-coordinate. We also noticed that (presumably because of torque effects) it took more rudder to coordinate to the right than to the left.

As Pat said, his trim system is sensitive. He showed me a method to hold the lever to be able to move it in very small amounts. It reminded me of some of the sailplanes I fly. I'm still waiting to see if my system has gone too far the other way.

As we slowed for some stalls, I noticed that the Bearhawk has strong longitudinal stability. Also known as speed stability, this shows up by large control forces to maintain airspeed different from the trim airspeed. Slowing for the stalls, I found myself pulling about 20 lbs of force before I remembered to retrim. I was very happy to see this. Consider yourself in the pattern trimmed to your approach speed. If you start getting slow, this airplane is going to start screaming at you to get back on speed because you'll be pulling hard on the stick. Sort of reminds me of transport category aircraft, where you don't change speed without retrimming because the forces get too big. This level of stability will also be good for cruising, especially under IFR. Note that we were at a forward cg, which will increase the stability. I once flew a RANS S-6 that had virtually no change in stick force (no more than 5 pounds) from cruise speed down to stall--did not care for that at all.

For the stalls, the Bearhawk just kept slowing down, still fully controllable, losing altitude at idle power, slower and slower. I never felt any real aerodynamic stall warning such as buffeting. (Pat has installed an AOA system that kept whining at me "Angle Angle Push") The only indication of stall was a slight g-break with the nose dropping about 5 degrees. I don't remember any wing drop, but if there was, it was very slight. At one point I was able to get the nose to buck, much like canard aircraft do. Recovery was immediate upon relaxing aft stick pressure. I didn't even have to add power--then again, after so much glider flying, I'm not predisposed to adding power. The stall is very gentle--absolutely nothing like the Piper Traumahawk that was so nasty I didn't bother to practice stalls.

We tried slow flight with flaps. As budd said, there is very little pitch trim change with flap deployment. Small enough that I didn't even notice. Pat mentioned that the flap limit speed for full flaps (50°) is not a problem--he says you have to slow below 60 knots just to be able to deploy the last notch of flaps! I tried moving the flaps between the second and third notch and noted a force of 15-20 pounds. Stalls with flaps down were just like those with flaps up.

That's what I remember for now. All of these investigations were done very informally, and really need to be done with more rigor. Even so, I saw enough to know that my high risk scheme paid off. I know for sure I'll be very happy with the Bearhawk, which is a good

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thing--I'd hate to think I'd wasted the last 7 years (and the several to come).

Russ Erb

#164, Rosamond CA

Nice to know I haven't lead anyone astray or deluded myself.

Thanks for a much needed independent pipe.

budd davisson

News From Planet Pakistan

*(More exciting news from Tehachapi pilot and Air Force Major **Dave Sampson**, who was TDY in Afghanistan and Pakistan, courtesy of **Miles Bowen**. Major Dave has now returned home to Edwards and Tehachapi, but we will continue to print his missives until such time as we run out. In the meantime, we're hoping that Miles will invite him to come join the chapter!)*

Well, it's been quite an interesting week on Planet Pakistan...

My friend, Major Glen Sigley, who works at the American embassy here in Islamabad has been trying to get me up to see him the entire time I've been here. I didn't think it would ever happen, mostly because you can't get there from here. There's almost no airlift going from Jacobabad to Islamabad and back. Well, as luck would have it, nine miracles happened and the planets lined-up. There was a mil-to-mil visit between the Pakistani Air Force C-130 community and the USAF squadron here. Here's where all the planets line-up: The PAF squadron is based out of Islamabad and flew their airplane here for a day of events on Tuesday, with a reciprocal visit by one of our airplanes on Friday. I was to fly to Islamabad on the PAF C-130 on Tuesday and come back on our own C-130 Friday. You don't get many more miracles and lined-up planets than that!

The Pakistani C-130 was worthy of note itself, in that I've never seen a bunch of people get down on the floor of an airplane and pray - maybe there are a lot of people who want to do that every time they fly, but like I said, I've never seen it done! They laid out a tarp on the floor, took off their shoes, pointed in some appropriate direction, got on their knees, and prayed. Not something you see every day! Also worthy of note is the fact that the airplane is a 1963 model. I'm a 1963 model!

We landed. After we taxied to a halt and shut down the engines, we were told we were not at Islamabad, but Sargodha. We were told the weather was too foggy in Islamabad, so we had diverted. We were about 150 miles short of our destination. There were a total of 5 of us Americans headed to the capital, so a big pow-wow was held among the Pakistanis about what to do with us. Finally, we were told we would be driven the rest of the way. We were taken to their officer's club/billeting to await the formation of a convoy and to change out of our uniforms. All of the facilities, buildings and furnishings at this base were absolutely first rate - better than anything I've ever seen on a US base. The O-club and billeting were

equal to a 4-star hotel. We changed our clothes and joined the three highest ranking officers of the base for tea and biscuits while we waited. The tea was brought in on platters by white smocked waiters. The Pakistani base commander gravely said that our safety was his personal responsibility and he would make sure we made it to Islamabad without incident.

We departed in a convoy of five vehicles. The first and last were full of heavily armed Pakistani Army. I traveled in the middle vehicle, a Mercedes van, with a Pak Army soldier in the front seat toting a 7.62 FN FAL rifle. When we drove out the front gate of the base, it was the first time in nearly four months that I'd been off a military base and out into the Pakistani civil countryside. The town of Sargodha was very third world, with run-down, but busy shops, open-air roadside 'restaurants', and plenty of people in robes and interesting hats. The road we traveled on out of town was little more than a paved track, bumpy, and about the width of a car and a half. The fact that it was so narrow did not stop it from being occupied by a car, a big truck, a wagonload of sugar cane, and two motor bikes being in it's width all at the same time! After about a half hour of that, passing through a few little villages, we were on the motorway. The motorway was as good of a highway as I've ever seen with three lanes in either direction, and not much traffic, but despite that, it still took us 4-1/2 hours to get the Islamabad! Boy, did my rear end hurt!

Islamabad is a new, made-up city, next to Rawalpindi. It was established in the early 1960's and built to be a new modern capital for Pakistan, replacing Karachi. Landform wise, it looks like the US east coast, with lots of trees, and hills to the north, eventually leading to the Himalayas. The city plan is on a square grid, and is spaciouly laid out. Upon entering town, we went to the Serena Hotel (a beautiful 5-star joint) to meet our hosts. My buddy Glen picked me up and took me back to his house.

The house, I believe, is rented by the embassy. It's a huge five bedroom, 5-1/2 bath house, complete with maid, high enclosing wall, and armed guards manning the gate 24 hours a day. Everything in the city of any significance is guarded in this manner, from private houses to restaurants, to hotels, to government buildings. Glen and I had a couple of glasses of wine (!!!) and I headed off to bed. What a day!

The next few days were filled with a surreal mixture of business and pleasure. Meals at 5-star hotels and exquisite restaurants, business at the embassy including briefing the AF general on the CENTCOM staff on items of local significance, and even meeting the ambassador. At the house, we watched first-run pirated movies bought downtown on \$3 DVDs and drank 10-year old scotch. We were allowed to go anywhere downtown, but I felt very conspicuous in the shopping areas. I went to a jewelry store, a store where you can get made-to-order leather jackets, and a great rug store. I was not prepared to spend a lot of money or carry back a bunch of stuff, so I did not shop myself, but did a lot of spectating while my friends did. The rug store was particularly fun. A Pakistani chap began showing me rugs, and I told him I was not prepared to buy anything that day, but he still spent about 30

minutes with me explaining the different kinds of oriental rugs, the varying qualities, styles, what countries they come from (Iran, Afghanistan, Pakistan), etc. He explained all the rugs were hand-made, including some incredible 100% silk rugs he showed me. They were luminous! I wish I'd had a few hundred dollars to spend on these beautiful things! Yes, hundreds...they'd be zillions in The States!

The dream had to end. Luckily, the planets stayed lined-up and I was able to get on our C-130 to return. We stopped in Bagram, Afghanistan on the way back, and then it was back to the concentration camp. In a way, it was actually nice to get 'home'. Last night I laid in my mosquito net covered bed, listening to jazz, reading my Robert Ludlum spy novel. I thought it was kind of ironic that I had just returned from a trip that rivaled what I was reading about in my book!

Back to regular old camp life, another Saturday night of cigars on the tower roof, and here we are. Thanks again to everyone who writes. It's nice to know the rest of the planet is still out there. My old life back home is starting to seem more and more real as the time approaches to go home. I can't wait to see you all soon! Keep those cards and letters coming folks!

And that's the news from Planet Pakistan, where all the women are strong, the men good looking, and the airmen above average...

Greetings,

I found out about the loss of the space shuttle Columbia last night just before I had planned to start writing this. I was too sad to write and I felt like anything I would have written about would have been without meaning compared to what had just happened. I think a loss in the space program affects Americans strongly on many levels. There's the loss of six of our best people, and in this case, one of Israel's best, and the loss it represents to all of us, their friends, and family. There's a blow to America's demonstrated technical prowess and the loss of a symbol of the country's can-do attitude. It all seems surreal from my vantage point, but depressing none the less.

Life does go on. I write these things as much for my own morale as I do to inform all of you family and friends of the goings-on over here, so here we go.

A few things have happened this week that are kind of difficult to describe. The Air Force announced that the majority of us deployed people will be frozen in place indefinitely. Indefinitely was reduced in the following days to six months. I then found out I was one of two people on the base the freeze did not apply to, but in a way, this news didn't do me much good because I received another message the same day as the freeze message indicating the guy who was supposed to relieve me was no longer coming. So, I wasn't frozen, but neither was I coming home. Later in the week I got a message from another prospective replacement, but due to the last minute nature of his tasking I have no idea when he'll get here. Realistically, I would assume he'll arrive around the end of the month or the beginning of March. Amazingly enough, even though I'm now the high man on base in terms of the number of days I've been deployed here, I feel like a rat for being allowed to leave my squadron mates here. In another

crazy respect, I feel bummed I'm going to miss out on the show with Iraq. I must say though, when I think of being with my wife again and being back at my home in the mountains of California, I feel a whole lot less like a rat. I think most of the people here have taken the news of the extension quite well. Even though being here is like being in jail, it's not too bad. We had our February squadron cookout last night and everyone had a great time. I guess it shows everybody has pulled a little closer together as a result of the news.

I've noticed there are some definite stages the mind goes through during a deployment: Idealism, Claustrophobia, Resignation, and Jubilation.

Idealism: You have to keep a certain amount of this going throughout the deployment so that you remember why you're here, but it seems to be more pronounced at the beginning of the deployment. As for me, I'm still honored to be here and very glad I came.

Claustrophobia: The emotional realization that you have got to get out of here!!! You can't do anything about this, it's emotional so it just happens. It happened to me, and I've seen it happen to airmen, NCOs, officers, and even the best are not immune. I saw this happen to an O-6 I had a great deal of respect for when I was deployed before. I knew what he was going through, so I don't hold it against him, or any other afflicted person. It passes, and when it does you feel ashamed that you could be so weak. I've noticed this seems to happen around the 90-days on station point.

Resignation: The realization that it is not going to end, and that you are not going anywhere. It's not a sad or angry feeling, but one of peace and calm. You settle into the place a little more and actually sleep better. You roll with it, go through the daily routine and even things that really pissed you off before seem to just pass you by.

Jubilation!: The feeling you get when you finally realize you really are going home. Sometimes this takes a while to sink-in. For many, the feeling doesn't occur until after they start the journey home because it doesn't seem real. When it does hit, it's truly exciting. Home, wife, freedom, real food, booze! So many things to do! When you get home you drive your wife nuts because you want to do everything all at once, all the time.

I've found a new past time: mob soccer. It's great exercise and it's about the most fun I've had since playing kickball in 6th grade. There are no set teams. The two sides are chosen by shirt color, darks on one side, lights on the other. Then the game begins! Almost nobody knows what they're doing or has any idea of what the rules to soccer are. I don't! I had never played soccer in my life! There is no finesse. Everyone begins furiously trying to kick the ball from one end of the field to the other. It's great fun!

I guess that's about all there is to tell for now. Talk to you next week!

Major David M. Sampson
Operation Enduring Freedom
438 EOSS/CC
APO AE 09351
DSN 318 473-0604

THE LEADING EDGE

Polyfiber/Ceconite Fire!

(From the Poly-Fiber Web Site...)

We suffered the loss of our warehouse/office building on Friday, February 21, 2003. Happily, we are moving into our intact production facility, so all is going well. We expect to be fully up and running in early March. Distributors have ample stocks, so expect little to no delay.

(E-mail from the **Kommandant to Jon Goldenbaum, PPO and CO of Poly-Fiber**)

Jon,

Really sorry to here of your misfortune. I'm sure your insurance company is riding over the hill to the rescue, but the hassles in cleaning up and re-starting must be immense. The **Project Police** stand ready to assist as your needs may dictate. Our Troopers, many with long years of gub'mint training, are well qualified to stand around and supervise while commenting on the obvious. With my extra experience as a consultant I am skilled at borrowing your watch to tell you what time it is, then keeping the watch.

Seriously, tho...if there's something we can do, let me know.

Gary Aldrich, Kommandant
PPTAF
Chapter 1000

(**Jon Goldenbaum's** response to another e-mail, same subject)

Russ,

Big hassles with the fire, but I have done harder things while being shot at, so I suppose I will get past this one too.

New Member

In the interest of diversity, the **Project Police** are happy to welcome a **NAVY** man into our heavily Air Force group. **Pete Waters**, a friend of recent **Project Police** accession **Jeff "Cheese" Smith**, joined us at the last "gathering", even throwing in explanatory comments to **Buttons** formation flying presentation before we knew who he was. Pete must have really wanted to sign up, as he drove all the way down from Ridgecrest to join us.

Pete spends his day job as a **Naval Flight Officer** (in the Air Force we call them "pilots," but in the Navy a pilot tells the Captain how to get the ship through the channel without running into things) at China Lake Naval Air Station. He comes with an impressive résumé, including 2200 Naval Flight Officer flight hours and 276 traps. During his career he also found time to graduate from Navy TPS and participate in Operation ENDURING FREEDOM (*Hey, Vice Kommandant...I smell a program there...*). Perhaps the best part is that when not flying those kerosene burning F/A-18s, he has his own RV-4 to fly. We'll have to find out if he is the builder of said RV-4, as he didn't specify.

Welcome, **Pete!**

Notes From Charleen...

Hi friends-

Hope all is well. Sorry this (*dues check*) took so long coming to you—time passes far too quickly as we age, doesn't it—God's little joke, I think.

Progress on the Cub is slow but sure. We're sanding and getting ready to paint. It's going to the o.d. color so we can park it with the warbirds at OSH this summer! After all, an L4 was the last airplane to score a kill in WWII (a little known fact)—it shot down a Storch, with 2 guys shooting pistols, no less! And you thought Cubs were for weenies—hah!

Hoping to see you soon. A big hug to all my pals.

- **Charleen Beam**

Det 10 Shutting Down

(**Graham Byass** of Perth Australia sent the following e-mails)

Happy New Year to you and the family.

With a bit of luck I hope to have the Zodiac flying well before the end of the year - the various mods. have taken more time than I had anticipated. For instance the mods I have incorporated are:-

Parallel cockpit sides to allow for a rearward sliding canopy.

Modified rudder hinge setup

Pushrods for the ailerons

Ailerons acting as flaperons - hence the need for pushrods

Fully proportional elevator trim (using a high power model R/C servo in lieu of the MAC)

Dual control sticks

- **Graham**

Russ

As I mentioned some months ago I will not be renewing my EAA membership this year so that will make me ineligible for membership of Chapter 1000 hence I will not be renewing. Could you pass this onto the relevant people in the Chapter please.

I am still making some progress with my Zodiac and am currently working on the fuselage - I have made a New Years resolution that 2003 will be the year for the first flight but you know all about such resolutions I guess. The thing that has slowed me down somewhat is the number of mods that I have incorporated - the main one being the use of flaperons (the 601 does not have flaps) so it will be interesting to see how this works out.

Please pass on my regards to rest of the Chapter members and to you and your family.

- **Graham**

Amateur Built Designated Airworthiness Representatives

I see in the Chapter 49 newsletter that you (**Gary Sobek**) are in the final review process for appointment as a AB-DAR. Congratulations! If successful will you be limited to certain types of construction? More importantly, will you be able to inspect my Bearhawk at the appropriate time (still over a year away)?

Erbman

Russ:

Thanks.

As of right now I hope I will be able to do FIXED WING Amateur Built. More than likely I will be able to do your aircraft. I need to attend an FAA 3 day class in Oklahoma City but the FAA has not completed the planning for the course yet so it is not scheduled. I intend to attend the first class.

Randy Hansen from EAA has asked me to be at his forum at AirVenture to answer questions and to speak about what I had to do to get as far as I have. I have told him that I will be there.

If you are outside the FAA Lakewood MIDO office district, I will need to get permission from them and the area MIDO you are in to work outside my area. I do not think that will be a problem as Adam Valdez from Bakersfield does a lot of DAR inspections in Riverside and LAX area.

Gary Sobek

So What Was That LongFortrEZ?

(Name courtesy of **PPO Randy Kelly**)

I was pleasantly surprised for once. We had a whelming response to a "Name The Aircraft" picture for once. To remind you, the following picture was accompanied by the challenge to "identify what **specific model** of aircraft was photoshopped in the above photo."



In order of arrival, we had the following responses:

PPO Jim Piavis:

Evil Zurg...

Nice Photoshop rendition...

My guess is the Boeing YB-40, converted from some B-17F's. Although the waist guns appear to be painted out, I'm sticking with the YB-40. Now back to pounding rivets....

Also had twin-.50's at each waist position with a feed from a central ammo storage. Also, although originally built by Boeing, the YB-40 version was a Lockheed-Vega effort. Eventually scrapped for being too heavy and couldn't keep up..

BTW, how's the Bearhawk?

Received wings for the RV last week. Inventory and organization done. Now to just finish up a couple house projects...



(illustration by Rikyu Watanabe)

PPO Lathan Collins:

That aircraft would be the Boeing-Lockheed Vega YB-40. It was an escort gunship version of the B-17F with 14 0.50 guns (a chin turret was added and a turret in the radio operators compartment (at the back of the flight deck). It failed as an idea because on the flight home it couldn't keep up with the empty bombers. Also, they weren't maneuverable and were tail heavy and overweight. The chin turret survived in the late B-17F models and all B-17G models.

Website reference:

<http://www.wpafb.af.mil/museum/research/bombers/b3-89.htm>

PPO Miles Bowen:

The aircraft very cleverly disguised as being from the Rutan Skunkworks was a YB-40 before someone with a twisted sense of humor and PhotoShop got hold of it. The giveaway is the two top gun turrets.

The YB-40 was a gunship version of the B-17, and was intended as a long-range bomber escort. All were modified from B-17F models. They worked well on the way to the target while the B-17's being protected were heavy with bomb loads, but with the extra drag from the turrets, and the extra weight from guns, armor and ammunition, they could not keep up on the way home.

No, I'm not that good an aircraft spotter. I had a hint from a friend and found most of the info at http://home.att.net/~jbaugher2/b17_12.html

Web Site Update

As of 9 Feb 03, the hit counter stood at **81225**, bringing the hit rate up slightly to 28 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

- Mar 11: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Mar 18: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. Project Tour—see newsletter. (661) 609-0942
- Apr 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Apr 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Apr 15: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942
- May 6: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- May 13: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- May 17: Twelfth Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 258-6335
- Jun 3: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Jun 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Jun 17: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942
- Jul 1: EAA Chapter 49 Monthly Meeting, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646
- Jul 8: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942
- Jul 15: 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:

President/Flight Advisor Gary Aldrich: gary.aldrich@pobox.com

Vice President George Gennuso: pulsar1@qnet.com

Secretary Kent Troxel: ktroxel@antelecom.net

Treasurer Doug Dodson: dodsond@qnet.com

Technical Counselors: Gary Sobek gasobek@attbi.com

Ron Wilcox rwilcox@qnet.com

EAA Chapter 1000 Technical Assistants

<i>Composite Construction</i>		
Doug Dodson	dodsond@qnet.com	661-256-7276
George Gennuso	pulsar1@qnet.com	661-265-0333
Brian Martinez	brianmartinez@cs.com	661-943-5379
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Wood Construction</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
<i>Aluminum Sheet Metal Construction</i>		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
Russ Erb	erbman@pobox.com	661-256-3806
<i>Welding/Welded Steel Tube Construction</i>		
Russ Erb	erbman@pobox.com	661-256-3806
<i>Engine Installation</i>		
Bob Waldmiller	waldmilr@qnet.com	661-256-0932
Doug Dodson	dodsond@qnet.com	661-256-7276
<i>Electrical Systems</i>		
Miles Bowen	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
Gary Aldrich	gary.aldrich@pobox.com	661-609-0942

Inputs for the newsletter or any comments can be sent to Russ Erb, 661-256-3806, by e-mail to erbman@pobox.com

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

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

**C/O Russ Erb
3435 Desert Cloud Ave
Rosamond CA 93560-7692
<http://www.eaa1000.av.org>**

ADDRESS CORRECTION REQUESTED

**THIS MONTH'S HIGHLIGHTS:
PROJECT TOUR @ HOJO'S 18 MAR
ANNUAL DUES DELINQUENTS LIST
FAGAN BEARHAWK PIREP
MORE TALES FROM PAKISTAN**



The Leader In Recreational Aviation