



# 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>

July 2005

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:



### Jet Hawks vs San Jose Giants

Tuesday, 19 July 2005

1830 hrs (6:30 PM Civilian Time)

(Game starts at 1900)

Clear Channel Stadium nee The Hangar  
Lancaster, CA

The **Kommandant**, in a fine bit of maneuvering and finagling (not to mention fancy dancing) has procured, in his customary way, a luxurious VIP box at Clear Channel Stadium. I'm sure you know what that means, don't you? What? You've never heard of baseball, apple pie and motherhood? Yes, it's the baseball meeting folks. Now, this is not one of those run-of-the-mill boxes. No, my friend, this one comes with the chips and various types of dipping sauces, and the wonderful beverage dispensing machines (no match for **Houdo's** beverage dispensing machine though), but good enough for this bunch of knuckleheads.

Yes, once again we will be out at the ball field to take in a game between the Jet Hawks and the San Jose Giants like true Americans. It reminds me of the time I watched an interview with Sammy Sosa. When asked about his life in Baseball, his response was "Bazz-a-ball been berry, berry good to me. Or was that a skit on Saturday Night Live? Anyway, come on out for an exciting night of baseball at Jet Hawk Stadium.

The **Kommandant** will be out in front of the F-18 on a stick with the tickets. As with last years event, to ensure that only the real members of EAA Chapter 1000 can use the **Kommandant's** tickets you must give **Gary** the password. This year the password is...drum roll please... **Ox Cart**. The **Kommandant** will only be there 30 minutes before the game starts (that's 1830-1900 hours for you a little slow on the math uptake). If you happen to get there late you can contact the **Kommandant** on his cell phone (661-609-0942) and one of us will run you down a ticket.

We are looking forward to seeing everyone at this event. If you were there last year you know it was a fun time. Oh, let me give you a warning: don't sit near **Kent** unless you want a souvenir baseball. He is a ball magnet—I've been hit several times and it smarts.

- George "Knife" Gennuso  
Vice Kommandant

## Last Month's Meeting

EAA Chapter 1000  
Rosamond Skypark/High Cay  
Rosamond CA  
21 June 2005  
**Gary Aldrich**, Presiding

In an ongoing display of generosity and poor judgment, **Doug** and **Gail Dodson** hosted the **Chapter 1000 Post-14th Annual Scotty Horowitz Going Away Party and Fly-In BBQ** (we had to use up the leftovers) at their High Cay estate at Rosamond Sky Park.

Sixteen members and guests were treated to Polish sausages, chips, coleslaw, cookies, soda and/or beer (mmm mmm mmm, **Doug's** beer sure is good, and **Donna Drucker's** homemade chocolate chip cookies sure are tasty). **Vice President George "Knife" Gennuso** tended to **Grillmeister** duties, foregoing the infamous Chapter 1000 custom BBQ grill in favor of **Doug's** commercial model. **Knife** expertly rolled each sausage, weaving a delicate tapestry of grill marks, declaring "these things are perfect. I'm numbering and signing each one of these". Number 1 was reserved for the **Kommandant**.

After the first round, **Randy Kelly** spelled-off the **Knife** at the grill so he could partake of dinner and brew. **Randy** displayed equal expertise, adding a twist of grilling the sausages both horizontally along the grill as well as lengthwise, creating quilt-like marks. There was a tense moment when the **Knife** returned to the grill for a sausage and spied **Randy's** handiwork. The **Knife** looked at the grill, then locked **Randy** in a steely-eyed glare. Time was suspended as each of the grillmeisters instinctively moved their hands toward the tongs. The impasse was broken as a subtle but knowing smile came across **Knife's** granite features, and with a simple nod, acknowledged the work of

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another artist. The crowd heaved a collective sigh as tongue-in-cheek was averted in the narrow confines of the patio, where innocent bystanders would not have fared well should things have gone another way.

A brief moment of nervous laughter soon gave way to seconds and sometimes thirds of sausages and beer, but mostly beer. It was not lost on the assemblage that this was the first day of summer, a perfect time for a BBQ and for enjoying a beautiful desert sunset on the longest day of the year. We were later treated to the rise of an equally beautiful full, orange moon. A hard combination to top.

Still having leftover sausages, **Doug** auctioned off the remainders at bargain prices. Always the efficient treasurer, returning funds to the Chapter coffers at every opportunity. **Kommandant Aldrich** discussed plans for next month's meeting at a Jethawks game, and the **Walk of Honor** in September. Having dispensed with Chapter business, the **Kommandant** declared "Victory!", closing a successful **Post-14th Annual Scotty Horowitz Going Away Party and Fly-In BBQ**.

Our thanks to **Doug** and **Gail Dodson** for sharing their home and refrigerator.

- **Kent "Cobra" Troxel**  
Secretary

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### Kommandant's Korner

We're pretty lucky pilots. We've got good flying weather (all my horror stories



notwithstanding), wide-open spaces, and relatively few attractions for high-level politicians to visit. This is in contrast to the Eastern seaboard, where folks are crammed into little tiny states and metropolitan areas under a generally gray sky. Compound that with the Special-use Airspace (SUA) around the District of Columbia and you have some challenges to successful execution of sport and recreational aviation. This is not to say that a properly trained and proficient aviator is not up to those challenges. On the contrary, anyone who is currently flying should have been taught how to negotiate all the "obstacles" presented by ADIZ, TFR, Class B, Prohibited Areas, etc, etc. There is nothing new about any of these SUAs or procedures. There just happens to be more attention given to them since we were attacked.

So, why do pilots continue to blunder into restricted airspace causing predictable, if over-blown, response by the media, the military, and the legislators? The fingers point wildly every time. "I was lost." "It was ATC's job to keep me clear." "I was diverting for weather." Initially, I was sympathetic. When retrieving the "**Fightin' Skywagon II**" from Hagerstown, MD, I got a short, but meaningful exposure to the difficulty of flying around, VFR, avoiding the weather, terrain, TFRs, ADIZ, etc. As if that wasn't bad enough for the image of general aviation; now we've seen a spate of misappropriated and/or misused

light aircraft that have shed a very unfavorable light on our avocation. Like AOPA president Phil Boyer, I'm getting frustrated by the repeated incursions and the outright buffoonery by some of our number. He recently issued a notice, by email and other means, to flight instructors and FBOs that expressed this frustration. You've probably seen or heard of the notice as it's been "re-transmitted" by aviation organizations and websites. Essentially, Mr. Boyer is reminding Instructors (and FBOs) of their responsibility to set the example for both training and safe execution of sport flying and for securing our aircraft when they're not in use.

On the first count..."pilot error"...it's just not that tough! The Practical Test Standards, if properly administered, insure that a pilot applicant has the knowledge and training to stay out of trouble. If the pilot examiner has done his or her job properly, the new certificate holder should not unintentionally wander where they shouldn't. Those that have been flying longer should, theoretically, be even better prepared by their accumulated experience to avoid problems. Aviators that have flown at least two years, have likely undergone a Flight Review by their local CFI that should, if nothing else, uncover any lost knowledge or misconceptions on safe and legal air navigation—that is, if the examiners and CFIs are doing their jobs properly. Certainly, we are all human (even examiners) and mistakes will happen. Further, the PIC retains the authority to deviate from any flight regulation in the interest of safety of flight...even if it means dealing with an F-16 on your wing. But those mistakes and dire deviations should be incredibly few and far between. Those excuses I've quoted in the previous paragraph are pretty close to the same category as running a perfectly good airplane out of gas...essentially inexcusable.

As for security...we lock our cars, houses, offices, etc when we leave them unattended. Just makes sense, right? Then why would anyone conceive of leaving an aircraft unsecured? Or, leaving the keys on a hook in the hangar, or on a board behind the FBO's "ops desk"? Granted, manufacturers haven't helped out when they build airplanes with cheesy door locks/latches and easily jimmied windows, but a little common sense goes a long way in keeping an aircraft under the proper control. Additionally, everyone around the airport can help by active participation in AOPA's Airport Watch program (<http://www.aopa.org/asn/watchindex.shtml>). This is not difficult either...just common sense. If you see something that just doesn't look right, it probably isn't; so report it. This includes suspicious people or activities on or around the airport, unsecured gates, holes in fences, etc. The signs are posted on most airport gates. All it takes is normal powers of observation, the right attitude and a cellphone to make the call. When is the last time someone you didn't recognize "tailgated" you through the airport gate, using your right of access to enter? Our local airport doesn't enforce the "no tailgating" policy...maybe it should. But even without such a rule, doesn't it make sense to question a stranger's access? If nothing else, it's a good excuse to get to know the airport community so you are better equipped to notice interlopers.

Bottom line is this...I'm always saying, "use it or lose it"...get out there and fly. But if we don't take steps to cut way back on pilot buffoonery and use common sense security for our aircraft we are going to "lose our right to use it".

Fly safe...and SECURE...and check 6!

- Gary Aldrich  
Kommanding

## SECRET: NOFLABOBIANS



### Rubidoux Sundown XIII CNX

The 2005 scheduled raid on Flabob has been cancelled even before reaching your Board of Directors. Those crafty Flabobians have outsmarted the **Project Police** by cleverly scheduling their 2005 Open House on the same day (24 September 2005) as the **Lancaster Walk of Honor Street Faire**. We suspect they did this knowing that **Mrs. Kommandant** would never approve of a motion for the chapter to skip her big annual event to go straighten up a few Flabobians (it gives me chills even mentioning such an idea). Not only that, but the entire chapter would be disrupted as we all drew straws to see who would have to put up the **Kommandant** while he built his case to beg forgiveness and regain access to his her house.

However, the final joke may be on the Flabobians, as **Project Police** representatives are on the planning committee for the **Veteran's Day Fly-In** at Flabob.

Do not under any circumstances allow any Flabobians to find out about this cancellation, as they may let their guard down. If they start suspecting rumors, remind them that talk about cancellation could just be a ruse to cover the actual operation.

## SECRET: NOFLABOBIANS

### Installing BNC Connectors

Somewhere in your airplane you're probably going to have to install some BNC connectors. All of the antenna feedlines in typical aviation use (comm., VOR, ILS, marker beacon, transponder, ELT) are 50 Ohm coaxial cable, and these cables are typically connected to each other or your radio with BNC connectors.

This was done to confuse you, because the coaxial cable plugged into your TV is 75 Ohm, and won't work if you try to use it in your airplane. To further confuse you, you've probably finally figured out how to install those "F" connectors on the 75 Ohm coax so you could screw it into the back of your TV, unless, of course, your TV uses RCA connectors.

However, for your airplane, you'll want to lay in a supply of 50 Ohm RG-58A/U coaxial cable (Mouser stock number 566-8259-100 for the 100 foot spool, <http://www.mouser.com>). RG-58 is recommended because

the center conductor is stranded, so it is more flexible and will stand up to vibration better.

RG-400 is a modern day replacement for RG-58. RG-400 uses Teflon insulation instead of PVC and polyethylene. However, those Teflon trees must be scarce, because RG-400 runs about 3 times the cost of RG-58 (\$140 per 100 ft vs. \$49.50). RG-400 can be ordered from SteinAir (<http://www.steinair.com>) or B&C Specialty Products (<http://www.bandc.biz/parts.html>).

To get started, you're going to need tools. Of course, this is why we build airplanes. According to **Doug "Opie" Dodson** (not to be confused with **Doug "Houdu" Dodson**, who is, in fact, the same person), the reason we build airplanes is so that we have an excuse to buy cool tools. We'll start with some wire cutters.



The top tool is a "Precision Coax Cable Cutter" from Radio Shack (<http://www.radioshack.com>, catalog number 278-244) for the very reasonable price of \$6.29.

The lower tool is a "Flush Cut" wire cutter from SteinAir (SAT-006, \$8) which cuts wire very cleanly and also cuts nylon zip ties very nicely.



Next you'll need some wire strippers. On the left is a stripper that I got from Harbor Freight (<http://www.harborfreight.com>, Item 42101-0VGA) for \$5.99. On the right is an Ideal Stripmaster from Jensen Tools (<http://www.jensentools.com>, Product number 118-564) for \$31.25.

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Why two wire strippers? The Harbor Freight model (left) has a range of 8-22AWG, while the Ideal Stripmaster (right) has a range of 16-26AWG. While theoretically I could do everything I needed with the Harbor Freight model, the Ideal Stripmaster is constructed much better and has a much better feel. I use the Harbor Freight model for wires too big for the Ideal Stripmaster.



This is another type of stripper also available from Jensen Tools (Product number 174-697, \$46.40). This is used for cables too big for the previous strippers, and will handle wire up to 4/0 AWG.



The top part is pushed up with your thumb to insert the cable. The cutting blade is in the center of the knurled knob. The knurled knob screws up and down to adjust the depth of cut.



The cable installed in the stripper. The stripper is rotated around the cable a few times to cut through the insulation. Don't cut too deep or you may damage the conductors underneath. You're trying to cut almost all of the way through the insulation, and then just pull the insulation off, tearing the small part remaining attached.

If you push the little lever on the side to the opposite position, the blade is turned 90 degrees and you can pull it down the cable to split the insulation. This is very convenient for removing large pieces of insulation.



Next, you'll need a crimping tool. This one represents the best value I've found so far, as pointed out to me by Vince "Opus" Sei. The basic ratcheting crimper is from SteinAir (SAT-001, \$30). The picture currently on the web site looks different from this one, but it's still the same idea.



The dies are sold separately. On the left are the dies for insulated terminals (AMP PIDG style, SAT-030, \$12). In the tool are the dies for BNC connectors (SAT-031, \$12). On the right are dies for open barreled pins, such as used in Molex connectors. These dies are not currently shown on the SteinAir web site, but when I got them they were SAT-019. You can always ask.



Finally! The BNC connectors. On the left is the male side, and on the right side is the female side. These connectors were bought from SteinAir (Male SA-1010M, \$1.50 each, Female SA-1010F, \$3.50 each). Bulkhead mount female BNC connectors are also available.

At the bottom are the center conductor pin and socket. In the middle is the main body of the connector. At the top is the ferrule use to hold it on the cable.



To start the installation, use the #20 hole on your wire stripper and strip down to the center conductor for a length of 3/16". Alternatively, strip it a little longer and trim the center conductor to 3/16".



Next, strip the outer insulation back 1/2". The shield braid is slightly bigger than #8AWG, so I used the Ideal 4/0 stripper. Note: do all of your stripping before doing any crimping. If you crimp the center conductor pin on before stripping the outer insulation and then damage the shield wires, you have to start over and you can't reuse the center pin. You can guess how I figured that out!



Slide the center conductor pin over the center conductor. Be careful to get all of the strands of the center conductor into the pin—it's a fairly tight fit. Then use the smallest hole (about 1/16") in the hexagonal die to crimp the pin as far back from the tip as possible. There's a little ridge there to keep you from going too far back.



Slide the ferrule over the cable and back out of the way. Spread the shield wires slightly (optional) from the center insulator. Slide the main body over the end of the cable. The tube on the back of the connector should go over the center insulator and inside braided shield. Push the connector on far enough for it to "snap" into place over the center pin.



Push the ferrule up against the connector to capture the shield braid.



Crimp the ferrule with the center hole (about 1/4") on the hex crimper up against the main body of the connector. You can then trim the ends of the shield braid with a knife or the flush cut wire cutters. There you have it—a professionally installed BNC connector.



But what about the other end of the coax? This is the connection to my Bob Archer Sportcraft VOR/ILS antenna with PIDG ring terminals. You'll want to keep the exposed part of the center connector as short as possible because it is effectively an antenna as soon as it emerges from the shield. To do this, I first stripped the outer insulator back about 2 inches or so. I then unbraided the shield wires, pulled them to the side, and twisted them back together. Next, I cut the center conductor and insulator 5/8" from where the shield stopped, and then stripped the last 1/2" of the center insulation. The exposed 1/2" of the center conductor was folded back on itself for a total length of 1/4" and crimped in the connector. Folding the wire gives the connector more to grab on to so it is less likely to come off. Finally, another connector was crimped on the end of the twisted shield wires.

A similar installation is shown next, but with PIDG Fast-On spade connectors. On the right is my marker beacon antenna, simply a 40" strip of aluminum. On the left is a ground strip which is riveted under the nutplate where the wingtip is screwed to the aluminum wing. Bob Archer told me that it was not necessary to ground the shield for the marker beacon, but was okay if I wanted to. It was easy enough to do that I did it anyway.



- Russ Erb  
Marginally Qualified At Best In Anything RF

## Project Police Aircraft Spotters Quiz

Evil Editor Zurg was pleased this month. We had an all time high of **three (3) PPOs** respond to the challenge. To review, here are the pictures you saw last month.



The first correct response came from **Dave Setser**, who has the advantage of living three time zones ahead of most of us. The newsletter went out by e-mail late Sunday night, and he had opened it and responded Monday morning before most of us had dragged our carcasses out of bed. Dave said "I do believe the mystery aircraft in this

month's newsletter is a Russian ANT-25, just landed in Vancouver WA after a purported trans-polar flight..."

About six hours later, **Lathan Collins III** responded with "The Airplane is a Tupolov ANT-25 from the 1930's. It is most famous for its flight from Moscow to Vancouver Oregon in June 1937. The flight, 9500km, took 63 hours and 25 minutes. It had a crew of 3."

Later that night, **Murry Rozansky** sent in "Tupolev ANT-25 long range aircraft. Moscow June 18, 1937, 5,673 miles to US west coast in 63 hours, 25 min. Pearson Field is in Washington.

Historic photo of the Soviet aviators after their arrival at Pearson Field, June 20, 1937, upon completion of the first transpolar flight.



Photo courtesy of Pearson Field Historical Society In 1937, Pearson Field was the landing site of the courageous crossing of the North Pole by three Soviet aviators in the ANT-25, a single-engine aircraft designed by the Soviet Union for long-range flight. This important milestone in aviation--the first transpolar flight--prompted intense public interest and attracted national attention. A monument was erected to commemorate the flight. In 1941, the 321st Squadron was called to active duty, and Pearson ceased to be an active Army Air Corps base. The original grass field, surviving military structures and the backdrop of the Officers Row reflect the interwar period during which Pearson was an active aviation center. In the late 1940s, the City of Vancouver assumed responsibility for Pearson after it was declared surplus by the military, and since that time, the field has been an area for general aviation. The Army airfield and adjacent commercial airfield were joined and became known as Pearson Airpark which continues to serve the greater Vancouver-Portland area as an important general aviation center.

Another flight on 12 July from Moscow to San Jacinto, CA was 7,146 miles in 62 hr. 17 min."

**Murry** also suggested these links:

- <http://1000aircraftphotos.com/Contributions/1313.htm>
- <http://1000aircraftphotos.com/Contributions/Shumaker/3284.htm>
- <http://www.luftfahrtmuseum.com/html/itf/ant25.htm>
- <http://www.cofe.ru/avia/T/T-19.htm>
- <http://www.moninoaviation.com/2a.html>

Here's the poop that came with the original photos from **Benton Holzwarth** of EAA Chapter 105:

"The plane is a Tupelov ANT-25. This particular instance is the one that made the first trans-polar flight in June '37. In a quick google search, the history is a little confusing -- there are several sites reporting that it made it

from Moscow to San Jacinto, CA, non-stop. My understanding is that, while the goal was San Francisco, they got as far south as about Eugene, OR, and realized the head winds were going to leave them short of fuel, so turned back towards Portland. Mindful of the reception Lindbergh received in Paris, they thought to land at a military field, and so picked Pearson Field in Vancouver, WA, directly across the river from today's PDX.

Next month (*June 2004*) marks the 100th 'birthday' of Valery Chkalov -- the leader of the three-man team making the expedition. I understand he's still 'larger' in Russia than Lindbergh is here.

I've received permission to use the photos in the chapter 105 NL, and while I was at it asked broadly enough to include you as well. They'd appreciate credit to the Chkalov Cultural Exchange Committee -- <http://www.chkalov.org> , if you run the bit. The planes 'numbers' are available in several places, here's one: <http://www.ctrl-c.liu.se/misc/ram/ant-25.html> ."



For the engineers in the group, the ANT-25 took a similar approach to long-range as that of Burt Rutan in the 80's. Very long span, high aspect ratio, and a wing structure that was mostly fuel tanks. With no hard data to support it, I'm guessing that while the ANT-25 had a very high fuel fraction (weight of fuel/gross weight of aircraft) for its day, it was lower than the Voyager or Global Flyer's fuel fraction, simply because of the difference in structural materials available.

**Web Site Update**

As of 9 July 2005, the hit counter stood at **99702**, for a hit rate of about 22 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**

**Jul 19: EAA Chapter 1000 Monthly Meeting**, 6:30 p.m., Clear Channel Stadium, Lancaster CA. (661) 609-0942

**Aug 2: EAA Chapter 49 Monthly Meeting** (??? Call first—may be cancelled), 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

**Aug 9: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Aug 16: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

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

**Sep 13: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Sep 20: NO EAA Chapter 1000 Monthly Meeting**, go to AWOH instead

**Sep 24: Aerospace Walk Of Honor Street Faire**, Lancaster CA. (661) 609-0942

**Oct 4: EAA Chapter 49 Monthly Meeting**, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

**Oct 11: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

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

**Nov 1: EAA Chapter 49 Monthly Meeting**, 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

**Nov 8: EAA Chapter 1000 Board of Directors Meeting**, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Nov 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.**

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

**ADDRESS CORRECTION REQUESTED**

**THIS MONTH'S HIGHLIGHTS:  
 JETHAWKS BASEBALL MEETING 19 JULY  
 DO YOU FLY SECURE?  
 INSTALLING BNC CONNECTORS  
 LONG RANGE ANT**



**The Leader In Recreational Aviation**