



# 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>

April 2004

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:



## Making Airplane Parts using Common Everyday Household Items

Erbman, Knife, and You!

Tuesday, 20 April 2004

1730 hrs (5:30 PM Civilian Time)

Erbman's Place

Rosamond, CA

Well here you go...it's April again and we've got another hands on construction meeting coming up. This time we are going to make a wing tip position light lens.

Did you notice I said wing tip in the previous sentence? I know, you guys are sharp as marbles. Now, you remember the previous construction meeting last April, don't you? It was over at master builder **Waldo's** hangar where we fibreglassed a wing tip for **Erbman's Bearhawk** using the vacuum bagging method. As I recall from **Cobra's** rather masterful description, it looked like a massive fifty pound spotted trout once we finished with it.

## HEY DUES DELINQUENTS!!!

You're being cut off!



Yep, this is your last newsletter. You can, of course, still avert this disaster by forwarding your dues check (\$20) in according to the directions on the last page.

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

now.

We'll publish the 2004 Chapter Roster in the May newsletter.



Thirteenth Annual Scotty Horowitz Going Away Fly-In 22 May 2004 at Rosamond Skypark

## NOTE CHANGE OF DATE!

Last month's newsletter was totally buffooned. Not only did it give you a date that was in last year (making all of you late before you even had a chance to be on time), but it also failed to anticipate the decision at the meeting to slip the date of the Fly-In one week to the right of its traditional date. Some weak excuse was given about wanting to have it on a date when the host of the venue would actually be present—the *Project Police* are such sticklers for procedure....

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

In the interest of consistency, this month's project will not only involve a wingtip, but also a vacuum as well!

That being said, we are now going to make a nice position light lens for it and we are going to need your help. The way it stands now we will need more than four people to accomplish this task (*actually it only takes two, possibly one, but what fun is that?*). I'm thinking that I

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will man the **Left Puller** task, Kent is elected to be the **Right Puller** (I can hear him now boasting to the rest of us "**I was the Right Puller for the job**").

Our host for the evening is **Russ Erb** and he will be manning the **PDA (Pusher Doofer Assembly)** (don't ask, you'll see). We'll need you to step up to the **Reverse Vacuum Blower Cool Down Hoser** job (just think—you could tell all of you friends "Hey! I was a Hoser!"). The **Kommandant** is expected to reprise his role from last April as **Handheld Digital Video Camera Operator Dude** (HDVCO?) so that **Chris "Mom" Shearer** way out in Det 12 can see what happened. Perhaps **Opie/Houdo** will bring his digital camera and take pictures for the newsletter. Then we're going to need an **Oven Turner-Oner**, a **Temperature Measurement Device Monitor Monitor**, a **Standby Smoke Alarm Deactivator**, an **Aluminum Peeler**, an **Oven Door Closer**, a **General Kibitzer**, a **Front Door Answerer**, a **Chocolate Chip Cookie Eater**...the list just goes on!

All job descriptions and personnel could change depending on the turn out, just be ready to roll your sleeves up and get to work. Once we finish with the cookies and beverages the fun will begin.

### Wow! How Do I Get In On This Fun?

Simply show up at **Erbman's** place at **1730 on 20 April 2004**. Where's that? See the map on the next page. Take note—that's a half hour later than normal! That's to give you time to get there without having to take off from work early. If you get there at the usual time, you can watch **Erbman** get home from work and wait for the **Schmoozemeister** to show up with the **C<sup>3</sup>s**.

### But Wait! There's More!

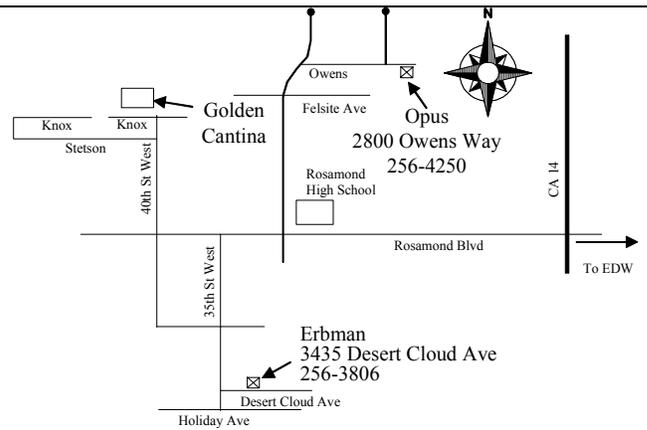
As a bonus, the **Bearhawk** will be on display. See if you can identify what's changed since you last saw it at the **Aerospace Walk of Honor**. Look for **Knife's** work in progress on the custom **Bearhawk** wheel pants.

### You Think You're Done? No! No! There's Still More!

In addition to this festive event the **Project Police** will be in force and on patrol. A likely target for the **Project Police** raid will be **Vince "Opus" Sei** and his "**Rocket**" project as it is only a few blocks away. We intend to check for dust, gaps and pin holes just to name a few. Get a preview of what you're in for later in this newsletter. My only words of advice are: Let's be careful out there! Oh, and watch out for the **sprinklers**....

Once the inspection is complete we'll head out to one of the many fine eating establishments here in Rosamond. The **Kommandant** will take recommendations from the assembled masses and then arbitrarily select a restaurant for this evening's dining as a fitting conclusion to all of the hard work performed at this meeting.

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



## Last Month's Meeting

### EAA Chapter 1000

Scobee Auditorium

USAF Test Pilot School, Edwards AFB CA

16 March 2004

**Gary Aldrich**, Presiding

The March meeting was held at the Edwards AFB Test Pilot School. **Howard "Hojo" Judd** and **Dave Vanhoy** brought attendees up to speed on the continued flight testing of their **Giles G-202** with a very professional Powerpoint® and video presentation. It was like these guys are test pilots or something.



**Dave** and **Hojo** discussed their test card squawks, and in particular a flight control input harmony issue (roll requires greater inputs than pitch) and the method to correct the condition by relocating the aileron spades.

The boys are quite pleased with the plane's performance and testing to date, and are eager to expand the envelope into speed/high AoA, and ultimately concluding with weapons testing. **Hojo** expressed quite a bit of interest in the centerline cannon mod that **Nathan Collins** is installing in his **Sonerai** (see February report), but was concerned about CG and weight restrictions limiting the number of rounds that can be carried.

The **Kommandant** thanked **Dave** and **Hojo** for an informative brief, and followed with a declaration of "Victory in our time", which we all thought to be quite original. The **Kommandant** subsequently directed all members in attendance to reconvene at the BK Lounge for mess call. **Dave** and **Hojo** were treated to a "Supersize" meal in recognition of an outstanding evening of airplane talk.

- **Kent "Cobra" Troxel**  
Secretary

**Kommandant's Korner**

Evil Editor Zurg turned up the wick this month, exacting his monthly pound of flesh a week earlier than usual. Of course, I couldn't complain too much as he had a good excuse.



Zurg's alter ego, **NLE Erb**, is accompanying yours truly on yet another aerial adventure on the very weekend that he normally would be publishing your chapter's award-winning newsletter.

After nearly 10 weeks of searching, I have been able to locate a suitable replacement for my beloved Skywagon. As is often the case, **N2705K** came to my attention through the "good-ole-boy" network rather than the more traditional Trade-a-Plane ads or online aircraft brokers. I've been "lurking" on the Skywagon email discussion list for the past few years and it was only natural that I would notify the gang of the loss of N61691. Among the condolences and other sympathies I received, there was a recommendation to contact a gentleman in Pennsylvania who had just decided to sell "**the world's fastest Skywagon**". I was told that the aircraft was very desirable due to its fine condition, plentiful avionics, and, of course, the Snider Speed Kit that led to the afore-mentioned claim. I attempted to contact the owner, but was told by his wife that "he already has two or three offers". Discouraged, I left my number to be added to the list of interested parties and resumed my search.

After viewing a couple of tired and worn 180s and reviewing the ads on many more, I received a call during last month's post-Chapter Staff Meeting meal at Coaches'. Indeed, N2705K was still for sale if I was interested. Unfortunately, the airplane was located in Hagerstown, Maryland...and, being such a "find"; it was not likely to stay on the market for long. After discussing the matter with Ms Kommandant the decision was made to perform a short-notice reconnaissance mission via Southwest Airlines over a slightly extended weekend. We flew into Baltimore (BWI) and, after a 90 minute ride by rental car, met up with an elderly gentleman at his hangar at KHGR. We quickly established a friendship and just as quickly I established that this was, truly, a clean, straight, and well-equipped example of the breed.

N2705K (I have to keep saying/writing it to erase N61691 from my brain) is a 1979 Cessna 180K, one of 114 that rolled out of Wichita that year. The Skywagon spent its first three years on floats in Louisiana, then reverted to a land-plane for the rest of its 3100 hours. There's a record of a minor ground loop incident in the late 80's that was repaired at a shop in Colorado that is famous for Skywagon mending. Other than that, the aircraft was obviously well cared for by the various owners. The present owner has flown her since 1991. He is 71 and a retired UAL captain. When I asked why he was selling such a fine airplane he simply replied that he knew he was getting on and that he wanted to get an airplane that would be easier for him to land as he begins to slow with age...and one that his wife

would have a chance of landing should he be incapacitated. I couldn't help but admire his realistic approach to the matter of flying into one's golden years.

Changes to the Cessna 180 were few in the final four years of production. Since it has the factory float kit, N2705K has full internal corrosion treatment and the large C185 fin that qualifies for an increased gross weight STC. The only real differences, airframe-wise, from the original Fightin' Skywagon are a change to a 28v electrical system and a switch to a "wet wing" vice bladder tanks for fuel storage. The wet wings allow 88 (84 usable) gallons to fit rather than the 80 that were carried by the bladder-equipped models. The airplane has IFR avionics with a VFR GPS and a familiar STEC 50 autopilot. Another neat gadget is a WX-900 Stormscope. I can't wait to try that out on all the thunderstorms that ravage Southern California.

So, as long as the weather gods cooperate, the new Fightin' Skywagon should be ensconced in Hangar 703 about the time you read this. I expect you'll have an opportunity to practice your **PPTAF** aircraft inspection skills at the Scotty Horowitz Fly-in in May...if not before. I also expect you will receive a detailed report on the "Skywagon Retrieval" mission in these pages in the coming months.

Fly Safe & Check Six

- Gary Aldrich  
Kommanding

**Charleen's Cubby Flies!**

*(sent in with her slightly delinquent dues check...)*

Again, I'm sorry this check is getting to you so late. When you get a bit older, you'll see how quickly time passes—I call it one of God's little jokes—but not funny!



Anyway, my wonderful little Cubby is finally flying and I am actually flying in it! I have a taildragger check-out already, but my flying has been so sporadic that I'm having Joe fly with me until I am comfortable with all the secrets & tricks that taildraggers can play. We are both anxious to have me solo and start flying again on my own. When that day happens, believe me, everyone will know. We are even planning a giant hangar party/blowout so I can give rides to the 1,000's of fans I have promised to fly in my "world's coolest airplane." Prepare yourselves for the most fun you'll ever have in an airplane!

See you soon.

- Charleen Beam

## **THE LEADING EDGE**

*(Alright Charleen, here is you official **Project Police** challenge: Fly that Cubby of yours up to Rosamond on 22 May 2004 for the big Scotty Horowitz Fly-In!*

*The Cubby is a Centennial Homebuilt. Find out more about it on EAA's web site at*

*[http://www.eaa.org/homebuilders/list/Wag-Aero%20Sport%20Trainer\\_Riley%20&%20Beam.asp](http://www.eaa.org/homebuilders/list/Wag-Aero%20Sport%20Trainer_Riley%20&%20Beam.asp)*

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### **George Heddy III Retires From GE, Moves To North Carolina**

Here are my dues for this year. Please send the newsletter to my new address:

George E. Heddy III  
16083 Rocky Top Ridge  
Bristol VA 24202-4981

I was unable to find a permanent job in Southern California after my retirement from GE Aircraft Engines, so I decided to accept a position with Borg-Warner Turbos. They make turbochargers for Porsche, Ford, Chevy and Cummins. I will be flying the Hawk XP back to Virginia on or around March 20, 2004. I will be working in Asheville, North Carolina starting April 5. I will let you know when I have another more permanent address.

It is with mixed feelings that I leave the Antelope Valley and Southern California. I still like flying and aviation. I'm doing what I think is best for my quality of life and my economic self-interest, as well as the well-being of my wife (who can't get a job in Southern California because she doesn't speak Spanish) and my aging parents, who live at the above address. We are looking forward to buying a large home on 5 acres in North Carolina for a reasonable price.

My wife and I were shocked and saddened by the death of Dave Lazerson and the demise of the Fightin' Skywagon. I did not know Dave, but was a friend of Gary Aldrich. Let us all honor Dave's memory by keeping our eye's outside the cockpit as much as possible, and use flight following whenever we can. We should also respect the demon of complacency. The two types of pilots who figure prominently in accident reports are low-time pilots and high-time pilots. Sorry if I seem to rant a little bit. Aircraft accidents are terrible things, and they bring back such ugly memories.

Here is my \$20 for this years dues. I'm sure that reading the Chapter 1000 newsletter will help me transition to my new life outside the aviation world. Thanks.

- **George Heddy III**

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### **Boy, I Wish I Could Find Some Videos of Vintage Gliders...**

Well, you're in luck. Just surf over to <http://web.ukonline.co.uk/sssrcsoaring/Video/Pathe.html>  
Very cool.

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### **New Abrasive Water Jet Shop In The AV**

Gibbs Performance Innovations  
41958 45th Street West  
Quartz Hill, CA 93536  
Office 661 943-3001 Shop 661 718-3352

We appreciate this opportunity to tell you a little about ourselves. Gibbs Performance Innovations is a locally owned and operated family business that utilizes state of the art high pressure abrasive-jet machining- a proven process in precision part production.

We operate the OMAX Model 55100 Jet Machining Center which will machine complex flat parts out of most materials-including metal, plastic, glass, ceramics, and composites-to a positioning accuracy within +/- .005", directly from a CAD drawing or DXF file. It also cuts extremely hard, reflective and non-conductive materials.

We have over 25 years industrial design experience, with extensive knowledge in aviation, automotive, marine, motorcycle and recreational vehicle applications. But we are not limited to these fields and welcome other creative applications, such as tile, ceramics, and modern art. Your design or ours, we are capable of producing parts ranging from a simple napkin sketch to a detailed blueprint. Our only limit is your imagination.

GPI takes pride in our personal approach to customer service and satisfaction, with quick turnaround times and competitive pricing. We deliver a high quality product with a great attention to detail. Our "small shop" atmosphere allows us to communicate better with our customers on a "one on one" basis.

Thank you for your time and consideration.

- **Raymond P. Gibbs**  
- **Russell K. Gibbs**

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### **We Tried To Warn You, But...**

Here it is, later'n all get out, and I'm sitting here visiting your whole darn website! And I've got to get up early in the a.m.! Seriously, this is the greatest chapter website I've ever seen. Darn thing is addictive. I've got to get out there and meet you wackos sometime. Flying is enough fun without all the insane adventures you guys have! Those Rubidoux fly-outs are particularly enticing. When's the next one? It's a long way from Northern Colorado, but what the heck. I actually lived in Rubidoux way back in late 50's, all I can remember is that the water there tasted like crap. Funny the things you remember.

Thanks, and keep up the good work!

**Jeff Hall**  
"Toucan"  
RV4 N605RV KFNL

*(Hey, Opie! You don't suppose this is the same "Toucan" we heard over Texas looking for "Red Bird" back in 1999?)*

**Ron Wanttaja Has Problems With Latest Fly-Baby Mod...**

“I put a new transponder in the Fly Baby this week. Seattle Center seems to >be having trouble with the altitude readout:

<http://www.bowersflybaby.com/stories/leoraker.JPG>

- Ron Wanttaja



**Various Assorted Opus Airplane Pix**

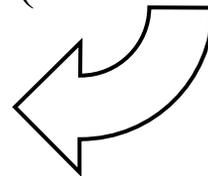
*(Whaddya mean I was looking for filler this month?)*

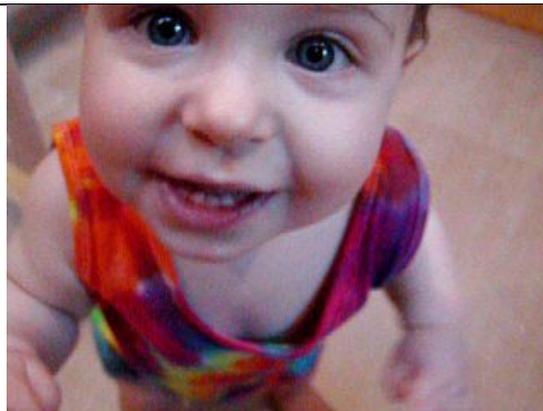


**THE LEADING EDGE**



*(Not Vince's Rocket)*





Since you had so much fun with that flying boat, Zurg has dug up another one for you.

### Project Police Aircraft Spotters Quiz

Once again, Evil Editor Zurg was pleased to get a flurry of responses to last months challenge, reproduced below:



In the order they were received...

“Zurg, SIKORSKY VS-44 EXCALIBER. Flying from Avalon, Catalina?” **Murry Rozansky**

Yep, Murry. That’s the Avalon Casino in the background—a dead giveaway.

“Hello, The flying boat in question in the latest newsletter is 1942 Vought Sikorsky VS 44 flying boat. Years ago it was flying between Long Beach and Catalina Island and had the nickname of MOTHER, it was then sold and went to the Caribs and Maureen O'Hara's husband was the chief pilot. He later died in a sea plane crash. The last I heard of it I think that the Weeks museum in Florida had it, but I'm not sure of that. Thanks for your good work. **George Fischer** at [bonanzadriver@msn.com](mailto:bonanzadriver@msn.com)”

Correct on the identification, George, but not on its disposition. The aircraft in the picture currently resides in the New England Air Museum at Bradley International Airport in Windsor Locks, Connecticut.

And from the master, **Jim Piavis**, “Spotter quiz fairly easy this time...”

<http://catalinagoose.homestead.com/airlines.html>

Good history of the VS-44 is here.

<http://www.allwoodwings.com/4-CivilianAircraft/FlyingClippers,Sikorsky,VS-44.htm>

BTW, this is the view through the viewfinder, right before a camera meets a one-year-old....

So, here we go again. Identify the aircraft in these pictures and send that information to [erbman@pobox.com](mailto:erbman@pobox.com) or to the editor’s address seen on the last page of this newsletter. Include any other information you know. Links to web sites with more info are a plus. Next month we’ll tell you who (if anyone) was correct.

Do you have any pictures of really obscure aircraft? Send them to **Evil Editor Zurg** by any of the usual means for inclusion in this spot. Zurg recommends sending an e-mail to [erbman@pobox.com](mailto:erbman@pobox.com) as the easiest and most effective manner. Amaze and stump your friends.

### Web Site Update

As of 5 April 2004, the hit counter stood at **89704**, for a hit rate of about 23 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**

**Apr 20: EAA Chapter 1000 Monthly Meeting**, 5:30 p.m., 3435 Desert Cloud Ave, Rosamond CA. (661) 609-0942

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

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

**May 18: No EAA Chapter 1000 Meeting**, You should have gone to the Fly-In below!

**May 22: Thirteenth Annual Scotty Horowitz Going Away Fly-In**, Rosamond Skypark (L00), Rosamond CA. (661) 256-3806

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

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

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

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

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

**Jul 20: EAA Chapter 1000 Monthly Meeting**, 5:00 p.m., Edwards AFB. USAF Test Pilot School, Scobee Auditorium. (661) 609-0942

Jul 27 – Aug 2: EAA AirVenture 2004, Oshkosh WI

Aug 3: No EAA Chapter 49 Monthly Meeting? (Check first), 7:30 p.m., General William J. Fox Field, Lancaster, CA. (661) 948-0646

Aug 10: EAA Chapter 1000 Board of Directors Meeting, 5:00 p.m., High Cay, 4431 Knox Ave, Rosamond CA. (661) 609-0942

**Aug 17: 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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 Vice President George Gennuso: pulsar1@sbcglobal.net  
 Secretary Kent Troxel: ktroxel@antelecom.net  
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<i>Electrical Systems</i>		
<b>Miles Bowen</b>	cessna170bdriver@yahoo.com	661-822-0806
<i>Instrumentation and avionics requirements for VFR/IFR</i>		
<b>Gary Aldrich</b>	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:  
 REGULAR MEETING 20 APR AT ERBMAN'S  
 CHARLEEN'S CUBBY FLYING  
 "NEW" FIGHTIN' SKYWAGON ARRIVES  
 RANDOM PIX OF OPUS' F1 ROCKET**



**The Leader In Recreational Aviation**